Interstate BRIDGE Replacement Program

Interstate Bridge Replacement Program

June 10, 2024

Meeting Agenda

- Program Update
- Industry Outreach and Workforce Readiness
- Conceptual Visualizations
- Frequently Asked Questions
- Next Steps
- Public Comment

Program Update

Greg Johnson, Program Administrator

Frank Green, Assistant Program Administrator

Ray Mabey, Assistant Program Administrator

Ed Barry, WSDOT Toll Division Director

Jennifer Charlebois, WSDOT Toll Division Deputy Director

Recent Federal Visits

- **USDOT Secretary Pete Buttigieg**
  - Roundtable discussion on IBR equity work with program staff, tribal leaders and advisory group members
  - Bridge and walking tour with Gov. Inslee & Gov. Kotek, program partners
- **Federal Highway Administrator Shailen Bhatt**
- **USDOT Acting Under Secretary of Transportation for Policy Christopher Coes**
  - "One of the things that sets the IBR program apart is the emphasis on equity, multimodal transportation, community engagement and community benefits." -Christopher Coes, USDOT

Recent Activities (YTD)

- **Industry Outreach**
  - **May 6 Construction Industry Event:** www.interstatebridge.org/opportunities
  - **Tours:**
    - *Assoc. of General Contractors, American Public Transportation Association*
  - **Presentations/Events:**
    - *ACEC/ODOT Partnering Conference*
    - *OAME Trade Show*
    - *Assoc. of General Contractors*
    - *Small Business Roundtable Event*
    - *SW WA Contractors Assoc. Executive Summit*
    - *Apex/CREDC*
    - *WSDOT Construction Open House*
    - *COMTO*

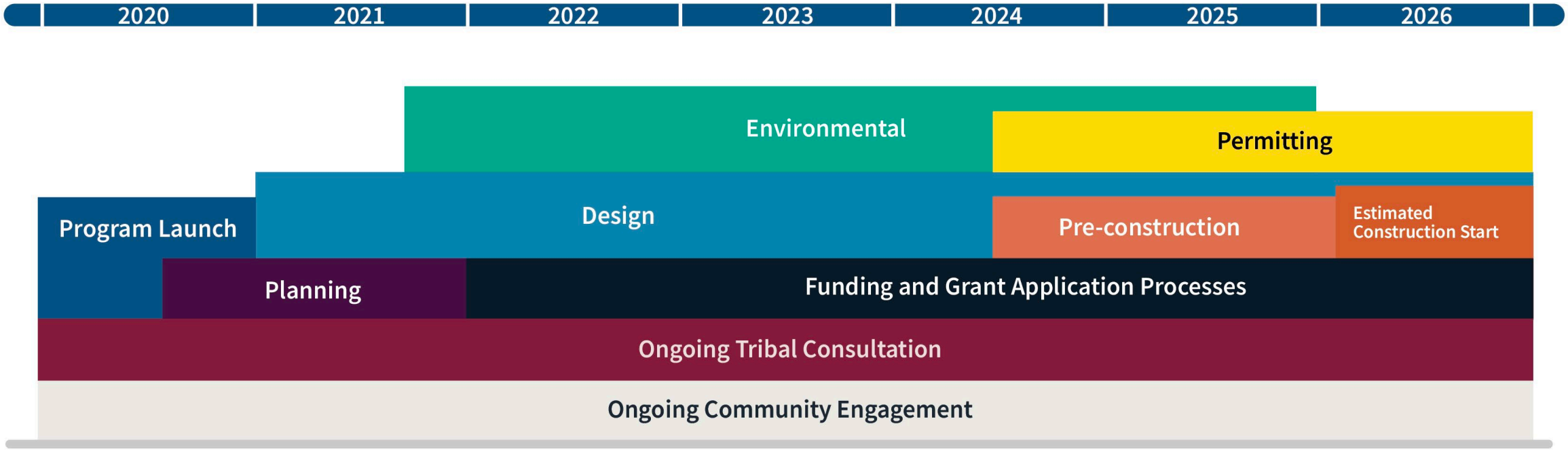
Recent Activities Cont. (YTD)

- **Community Outreach:**
  - **Community-Based Organizations (mini-grants Oct.-Feb.):**
    - *Listening sessions, community forums, multilingual/CBO press conference and tour*
  - **Youth Outreach:**
    - *Youth press conference and tour; Vancouver iTech Prep; Vancouver Innovation, Technology, and Art School; Young Contractors Forum*
  - **IBR Equity Roundtables:**
    - *Strategies for Equitable Community Engagement (Feb. 7), Pathways to Active Transportation (May 21)*
  - **Presentations, Neighborhood Meetings and Community Events:**
    - *Multicultural Resource Fair (Tabling)*
    - *NW Transportation Conference*
    - *Vanc. Neighborhood Traffic Safety Alliance*
    - *Vanc. City Center Redevelopment Authority*
    - *TriMet Committee on Accessible Transp.*
    - *Port of Vancouver Spring Tenant Event*
    - *HINOON*
    - *Rose Village*
    - *Bridgeton*
    - *Vancouver Heights*
    - *Arbor Lodge*
    - *East Portland Rotary*

NEPA Schedule

- **The IBR program is coordinating with the Federal Highway Administration and Federal Transit Administration to identify agreed-upon milestones and action items to keep program work moving forward.**
  - This includes solidifying anticipated timelines for key federal decisions and permits, as well as the supporting work necessary to obtain these approvals:
    - *Draft SEIS & public comment period*
    - *Final SEIS & Record of Decision*
    - *Target dates for federal agency permits*
    - *Design review milestones*
    - *Milestones associated with the FTA Capital Improvement Grant process*
    - *Cost & schedule risk assessment*
    - *Federal partner review timeframes*

Program Schedule



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

Draft SEIS Timeline

- **Technical review in progress with FTA/FHWA**
  - Comprehensive review is intended to ensure the accuracy of the Draft SEIS and enable the public to provide comment on the correct information during the public comment period.
- **Expected release of the Draft SEIS: 2024**
  - 60-day public comment period
- **Refinements to Draft SEIS addressing public feedback: 2025**
- **Final SEIS and Record of Decision (ROD): 2025**

Supplemental Environmental Impact Statement

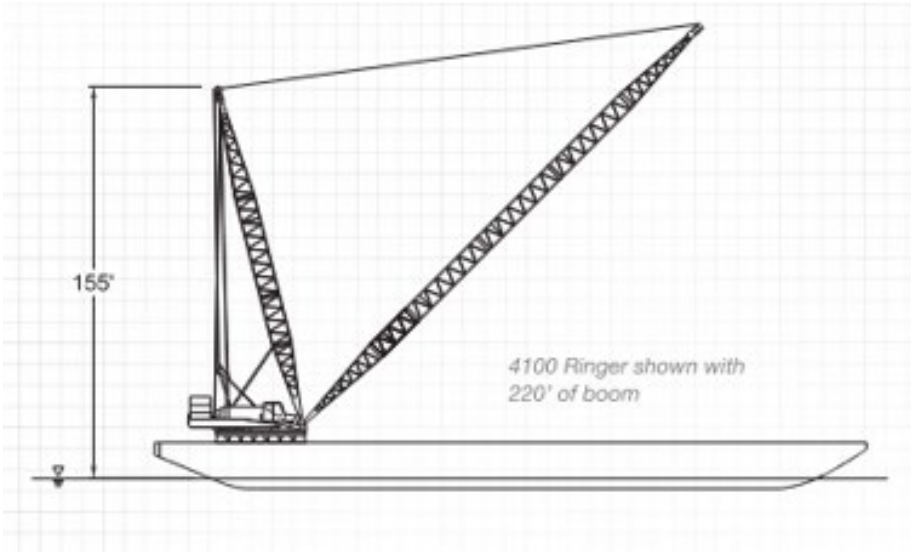
www.interstatebridge.org/DraftSEIS

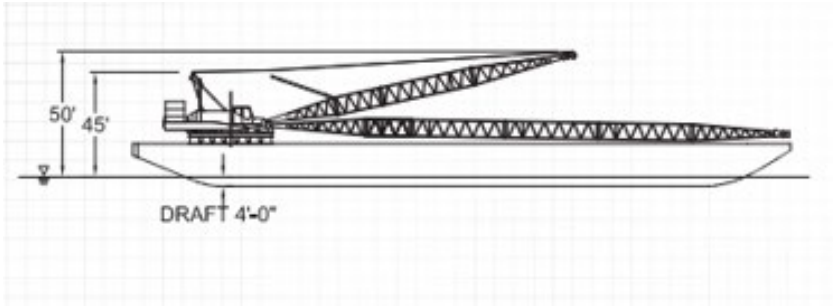
Bridge Clearance Permit Update

- **Following the U.S. Coast Guard process, IBR submitted an initial Navigation Impact Report in 2022**
- **Since 2022, the program has been working with the Coast Guard to follow up on existing or potential future river usage identified in the initial Preliminary Navigation Clearance Determination:**
  - Additional assessment of and continued conversations with potentially impacted river users.
  - Additional assessment of commercial navigation trends, unique service facilities, and plans or policies that may impact the future of river usage.
  - Conducted required navigation simulations where participating vessel pilots stated they preferred navigating under the design of the replacement bridge.

Continued Coordination with Existing Users

- **The Army Corps maintains the draft depth of the river. Deep draft vessels cannot travel east of the I-5 bridge.**
  - Columbia River draft depths:
    - *West of the I-5 Bridge: maintained at 35-43 feet*
    - *East of the I-5 Bridge: maintained at 17 feet*
- **Federal law requires vessels to lower all nonstructural elements not essential to navigation.**
  - The program would work with impacted vessels unable to lower equipment sufficiently to make modifications in order to navigate under the bridge.

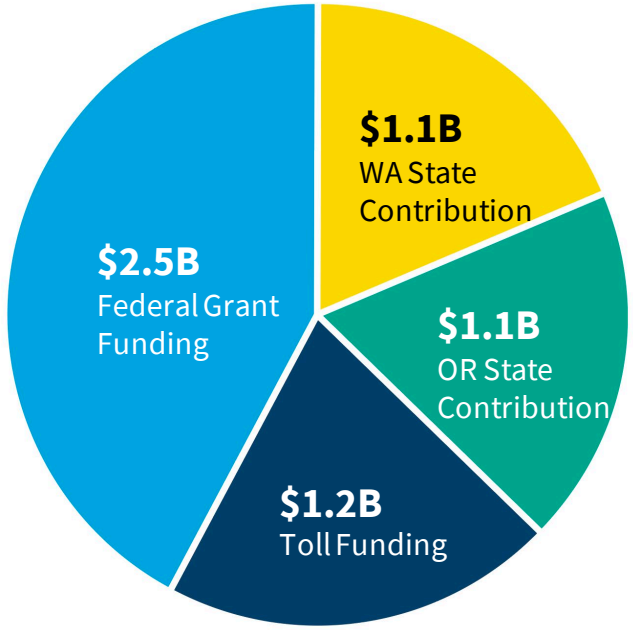




IBR Program Funding

- **Federal funds, tolling, and state funds are needed to address the estimated $5B-$7.5B 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

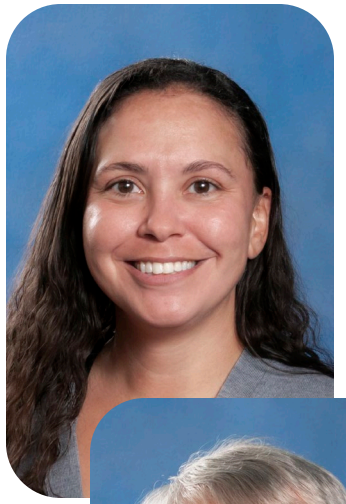
Updated as of 01.2024

I-5 Bridge Bi-State Tolling Subcommittee

- **The subcommittee is made up of two Oregon Transportation Commissioners and two Washington State Transportation Commissions**
- **The subcommittee will recommend toll rates and policies to their respective full Commissions for rate-setting and periodic review.**
  - Recent and upcoming subcommittee work:
    - *Review of Level 2 Traffic and Revenue Study Analysis*
    - *Planned and focused discussions that inform Level 3 Traffic and Revenue Study scenarios*
      - Policy choices
      - Rate-setting choices
    - *Community engagement around rates and policies*

WA Comm. Roy Jennings

OR Comm. Alicia Chapman



WA Vice Chair Jim Restucci

OR Vice Chair Lee Beyer

Next monthly subcommittee meeting: June 21

Tolling in Oregon

- **Portland Area Tolling Status:**
  - Stop work on the Regional Mobility Pricing Project
  - Delay additional expenditures for implementation of tolling on the I-205 Abernethy Bridge Project so the legislature can further evaluate and provide clearer direction on tolling
  - Transfer toll collection for IBR to WSDOT's existing toll program
  - OTC will continue coordination with WSTC to advance toll policy discussions

Interstate BRIDGE Replacement Program

Toll Division Update

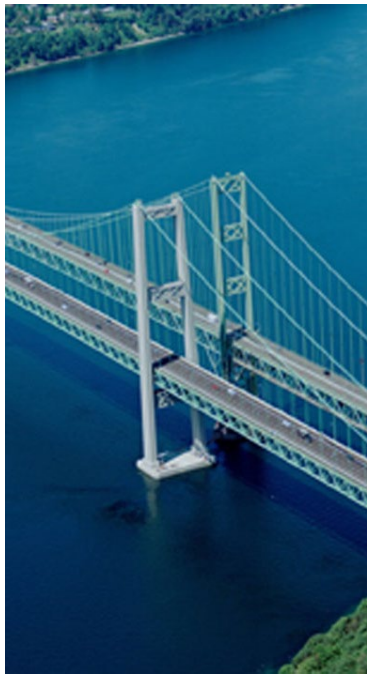
ED BARRY, PE — DIRECTOR, TOLL DIVISION
JENNIFER CHARLEBOIS, PE — DEPUTY DIRECTOR, TOLL DIVISION

Bi-State Legislative Committee
June 10, 2024

Current toll facilities in Washington State

SR 16 Tacoma Narrows Bridge

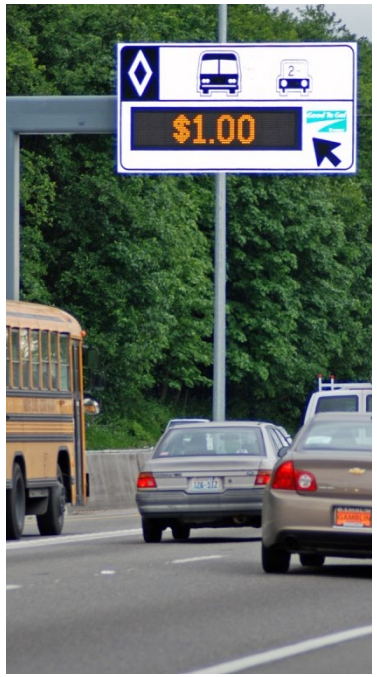
State's first electronic tolling facility opened July 2007



Flat toll rates repay construction bonds

SR 167 HOT Lanes

State's first high-occupancy toll lanes launched May 2008



Dynamic toll rates manage traffic performance

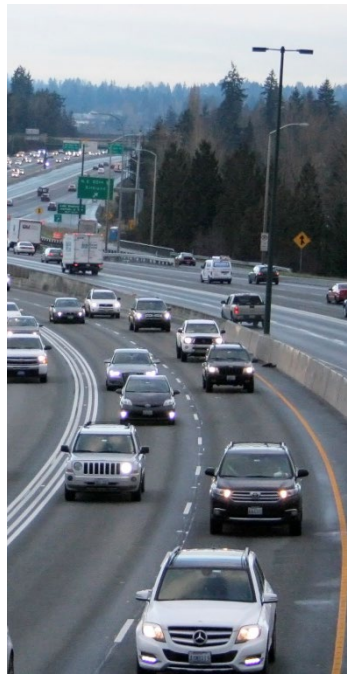
SR 520 Floating Bridge

Urban Partnership Pre-construction tolls began Dec. 2011

Variable toll rates to repay bonds and manage traffic

I-405 Express Toll Lanes

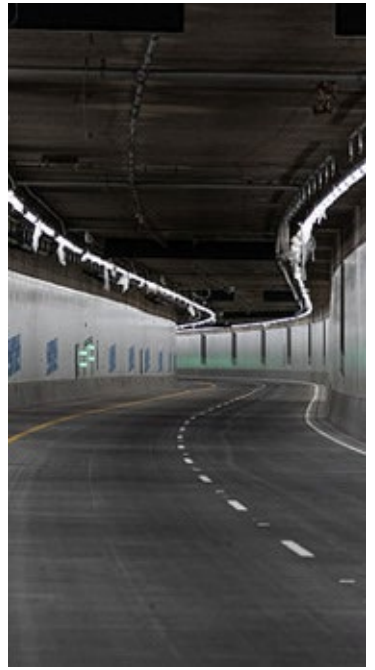
First phase between Bellevue and Lynnwood opened September 2015



Dynamic toll rates manage traffic performance

SR 99 Tunnel

Opened in February 2019, tolling began November 2019



Variable toll rates to repay construction bonds and manage traffic

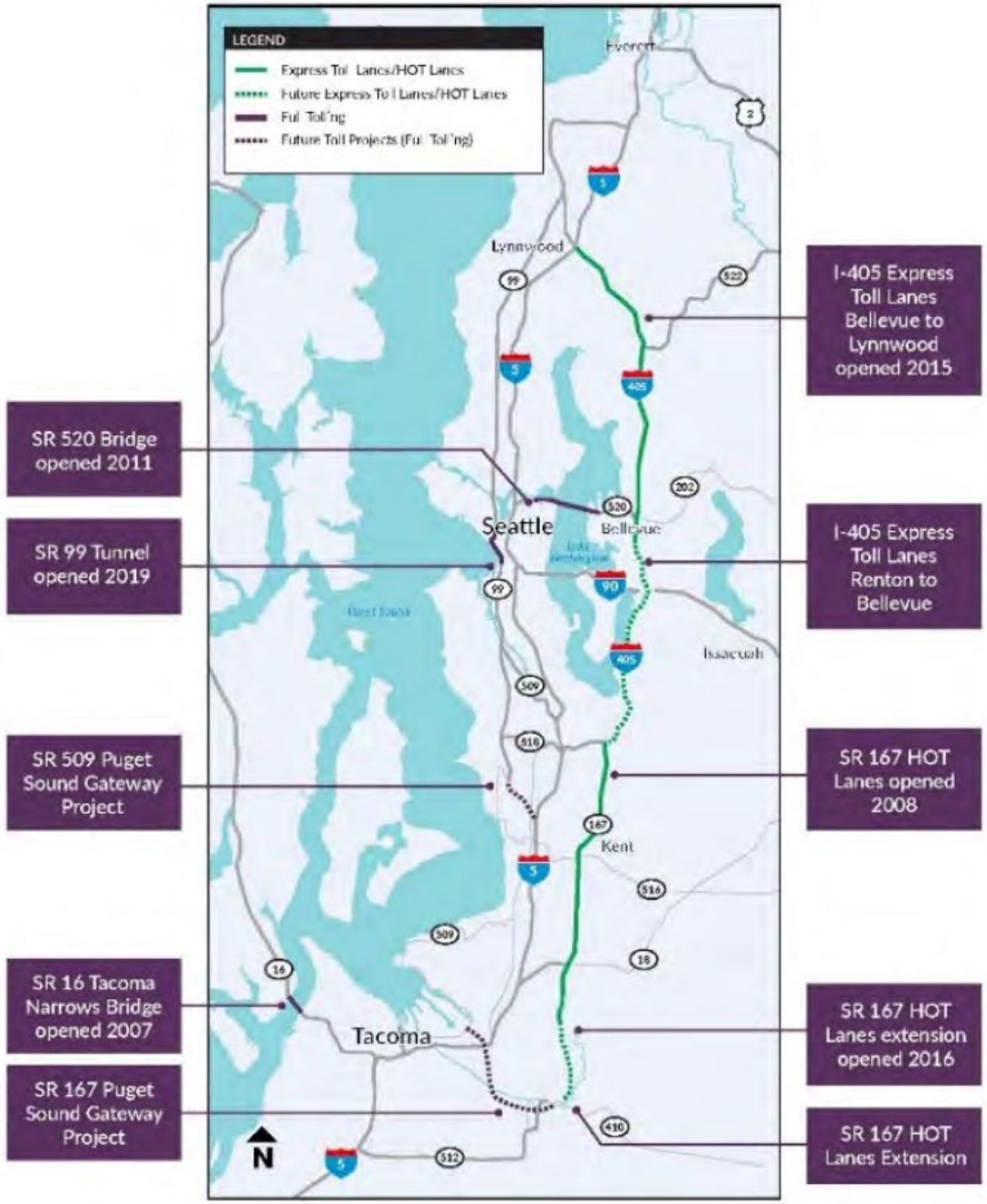
Washington State's tolling network

Current toll facilities:

- SR 16 Tacoma Narrows Bridge
- SR 167 HOT Lanes
- SR 520 Floating Bridge
- I-405 Express Toll Lanes (Bellevue to Lynnwood)
- SR 99 Tunnel

Authorized toll facilities:

- Puget Sound Gateway Program
  - SR 167 Expressway
  - SR 509 Expressway
- I-405 Express Toll Lanes (Renton to Bellevue)
- SR 167 High Occupancy Toll Lanes Extension
- I-5 Interstate Bridge Replacement Program



Toll Administration Transition Update

- Integrating IBR into our workflow
- Setting up the team
- Expanding resources to deliver
- Identifying roles and responsibilities
- Working with the Bi-State Toll Subcommittee

Questions or Feedback?

Interstate BRIDGE Replacement Program

Industry Outreach & Workforce Readiness

Frank Green, Assistant Program Administrator

Ray Mabey, Assistant Program Administrator

Aidan Gronauer, Assistant Director of Civil Rights & Equity

Industry Event

- Provided a preview of the conceptual plan for packaging and delivery of IBR investments.
- Included a presentation and Q&A session followed by an open house.
- Opportunity for networking between medium-to-large firms and DBEs and small businesses.
- Feeback identified that attendees had a positive experience.
- Continued follow-up with industry to encourage feedback on proposed delivery plan.

PROGRAM UPDATES

Construction Resources and Opportunities

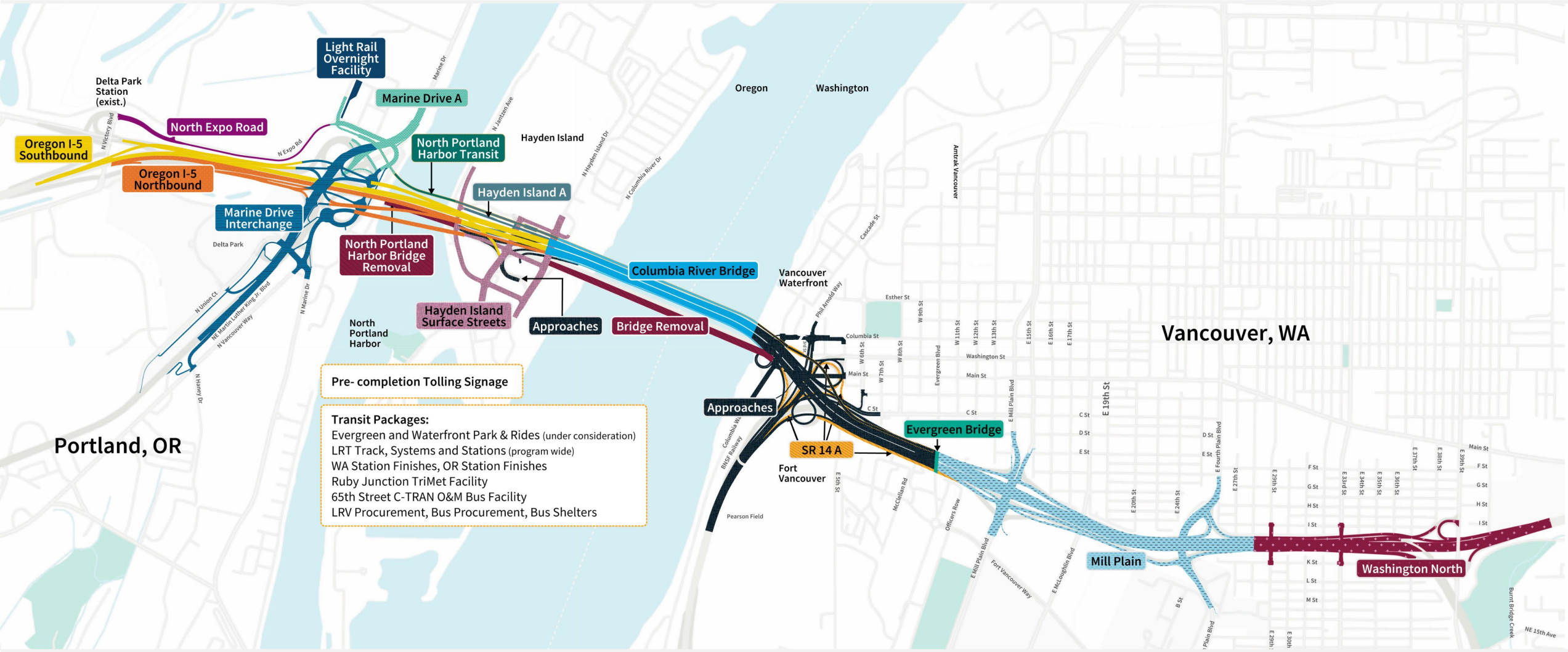
The Interstate Bridge Replacement (IBR) program is constructing a safer multimodal connection for all travelers crossing the Columbia River, while also building stronger communities by supporting economic opportunity. Delivering the investments proposed by the IBR program will require thousands of workers skilled in trades ranging from concrete and steel to project management and quality assurance. A skilled and diverse workforce that is ready to meet the challenges of the future is critical to the program's success.

Considerations and Challenges

- Cost
- DBE participation
- Sequence
- Constructability

Interstate BRIDGE Replacement Program

Conceptual Package Sequence



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

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 opportunities for 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.*
  - Information for Disadvantaged and Small Businesses: www.interstatebridge.org/DBEpartners

Interstate BRIDGE Replacement Program

Regional Workforce Study

- **The program is actively engaged in identifying strategies to improve workforce readiness.**
- **The program commissioned the regional area Workforce Development Boards to conduct a comprehensive regional workforce market study**
  - Survey of labor demand forecast for regional public capital projects over $15M over the next five years
- **This study is a key step in understanding the potential gaps in the current and projected workforce needed to support infrastructure projects in the region over the next 5 years**
  - The study identifies opportunities for consideration that could support efforts to help ensure equitable economic and workforce development
  - Study and executive summary available at: www.interstatebridge.org/DBEpartners

Findings: Existing Workforce Supply

- **Approximately 43,000 people work in non-residential construction occupations in the Greater Portland Metropolitan Area (2022).**
  - 5% are women
  - 26% are workers of color
- **Employment for workers of color is largely driven by workers who identify as Hispanic/Latino. Black and Asian workers are underrepresented in the trades.**
- **Women and people of color are more likely to work in lower paying trades.**

Findings: Projected Demand (5+ Years, Public Projects Over $15M)

- **Known large public capital projects identified by this study will require over 22,000 construction workers.**
- **Average goals, if applied across all 107 projects, puts the 5-year demand at 3,800 apprentices, 4,700 people of color, and 2,500 women construction workers.**
  - The current supply would fall short by 1,290 apprentices, 270 people of color, and 1,050 women construction workers to fill the needs for all trades in the region over the next 5 years.
  - An estimated 5,900 Professional, Technical, Engineering (PTE) workers will be needed (as a ratio of staffing patterns).
- **These positions may be filled by a combination of the existing workforce and new entrants.**

Findings: Barriers to Diversifying

- Retention of diverse workers is negatively impacted by lower-quality training experiences.
- Harassment remains a significant issue.
- Women and people of color are less likely to have opportunities for advancement.
- Real-life hardships and lack of stable work can be enough to prevent continuation in the career path.
- Childcare access and cost of childcare.
- Shifts offered in construction not flexible or accommodating.

Findings: Barriers to Diversifying cont.

- Most connections still occur through personal referrals.
- State certified pre-apprenticeship programs can’t scale without multi-year funding stability to grow capacity.
- Majority of public projects still don’t have clear workforce goals, preventing the market from truly adopting diversity with a competitive mindset, which would contribute to the continuity of opportunity for diverse workers.

Study Author Recommendations for IBR Consideration

1. Grow a diverse regional construction workforce through multi-jurisdictional collaboration, coordination and targeted investments.
2. Improve retention through addressing jobsite culture, childcare and other challenges.
3. Knock down the barriers that women and workers of color face to grow a skilled workforce.
4. Implement effective project administration and procurement strategies.
5. Increase communication and education for project managers and contractors.
6. Continue to explore and address Professional, Technical and Engineering (PTE) equity opportunities.

Next Steps

- **This study is one important step to inform efforts as the program continues to develop specific workforce strategies.**
  - Provides a foundation to understand the current and anticipated future state of the workforce and opportunities to help promote equitable growth in the region's economy.
- **This includes developing a workforce equity program that would support apprenticeships, workforce training and hiring initiatives to advance the program's equity objectives.**
- **Next steps in these efforts include:**
  - Analyzing recommendations to identify potential program actions.
  - Developing an action plan for implementation.

Workforce Strategies

- **Small Business Administration (SBA)**
  - The IBR program, through WSDOT and ODOT, formed a strategic alliance with SBA to provide access to resources for local small and disadvantaged businesses.
  - This partnership helps small businesses access capital and guarantee surety bonding to help them be more competitive on IBR contracts.
- **Tribal Employment**
  - The IBR program is developing a bi-state approach for Off-Reservation Tribal Employment through an Intergovernmental Agreement/Memorandum of Understanding with the 4 tribes within 60 miles (“near reservation”) of the Program Area.

Questions or Feedback?

Interstate BRIDGE Replacement Program

Conceptual Visualizations

Greg Johnson, Program Administrator

Visualizations of the Street-level Perspective

- **Images show examples of bridge types from different pedestrian viewpoints for the three configurations being studied.**
  - Images do not represent the complete range of bridge types being considered; no decision has been made regarding bridge configuration or type at this time.
  - The three bridge types shown include:
    - *Truss — double-deck configuration*
    - *Extradosed — single level*
    - *Steel girder — movable span*
- **Technical analysis will compare the trade-offs of the configurations.**
  - The community will have an opportunity to review the analysis and provide input during the 60-day public comment period.
  - A decision regarding bridge configuration is expected to be made before the start of the Final SEIS and Amended Record of Decision.

Interstate BRIDGE Replacement Program

River crossing visualizations are available at: www.interstatebridge.org/Visualizations

Hayden Island, west side of bridge, looking north from Center Avenue.

Hayden Island, west side of bridge, looking north, double-deck bridge configuration.

Visualizations are for illustration purposes only. They do not reflect property impacts or represent final design. Program impacts and benefits will be studied in the environmental process.

Hayden Island, west side of bridge, looking north, single-level bridge configuration.

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Hayden Island, west side of bridge, looking north, single-level moveable span bridge configuration.

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Hayden Island, east side of bridge, looking north from the shared-use path.

Hayden Island, east side of bridge from the shared-use path, looking north, double-deck bridge configuration.

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Hayden Island, east side of bridge from the shared-use path, looking north, single-level bridge configuration.

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Hayden Island, east side of bridge from the shared-use path, looking north, single-level movable span configuration.

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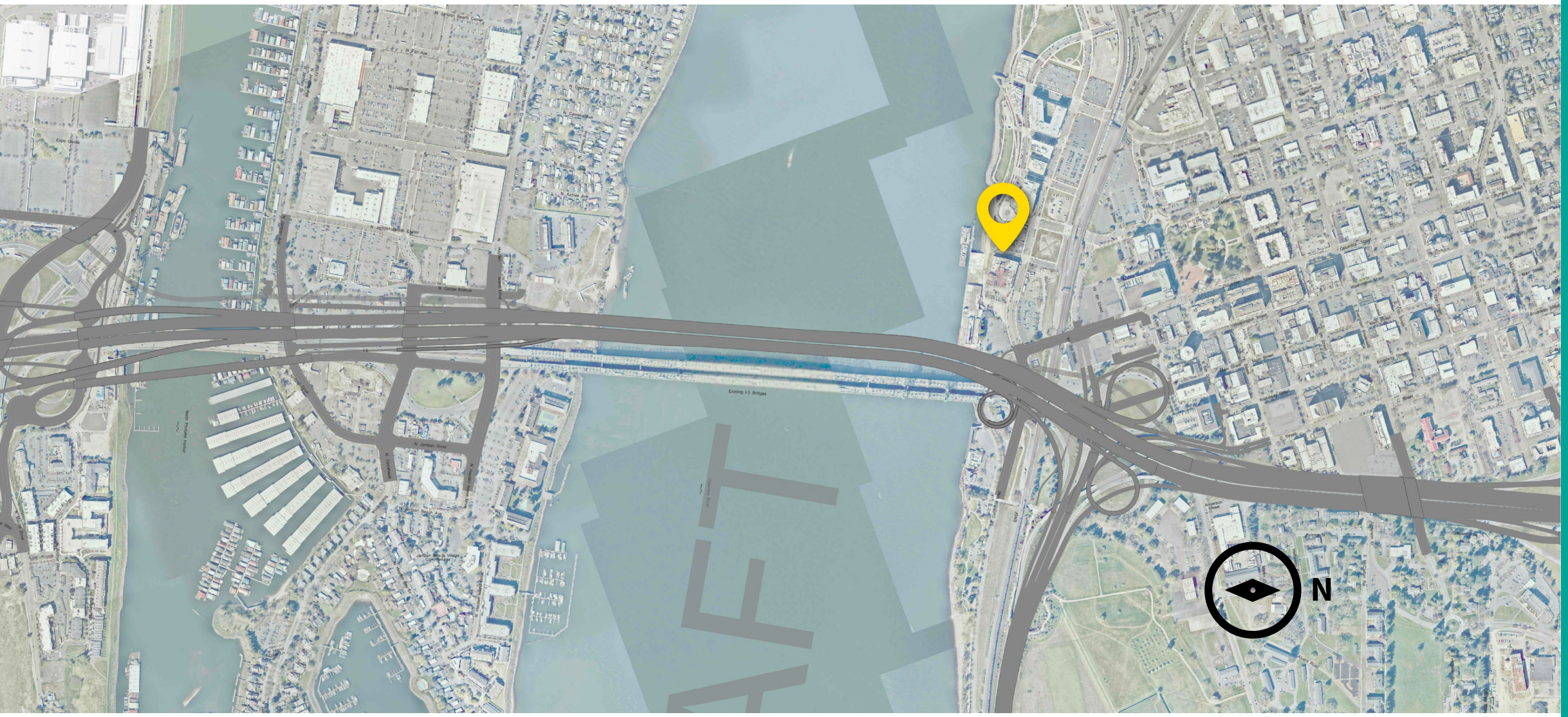
Vancouver waterfront, west side of bridge, looking east.



Vancouver waterfront, west side of bridge looking east, double-deck configuration.

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Vancouver waterfront, west side of bridge looking east, single-level configuration.

Port of Vancouver Development Area

The Port of Vancouver is planning that most of the deck would be utilized by a market building.

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Vancouver waterfront, west side of bridge looking east, single-level movable span configuration.

Port of Vancouver Development Area

The Port of Vancouver is planning that most of the deck would be utilized by a market building.

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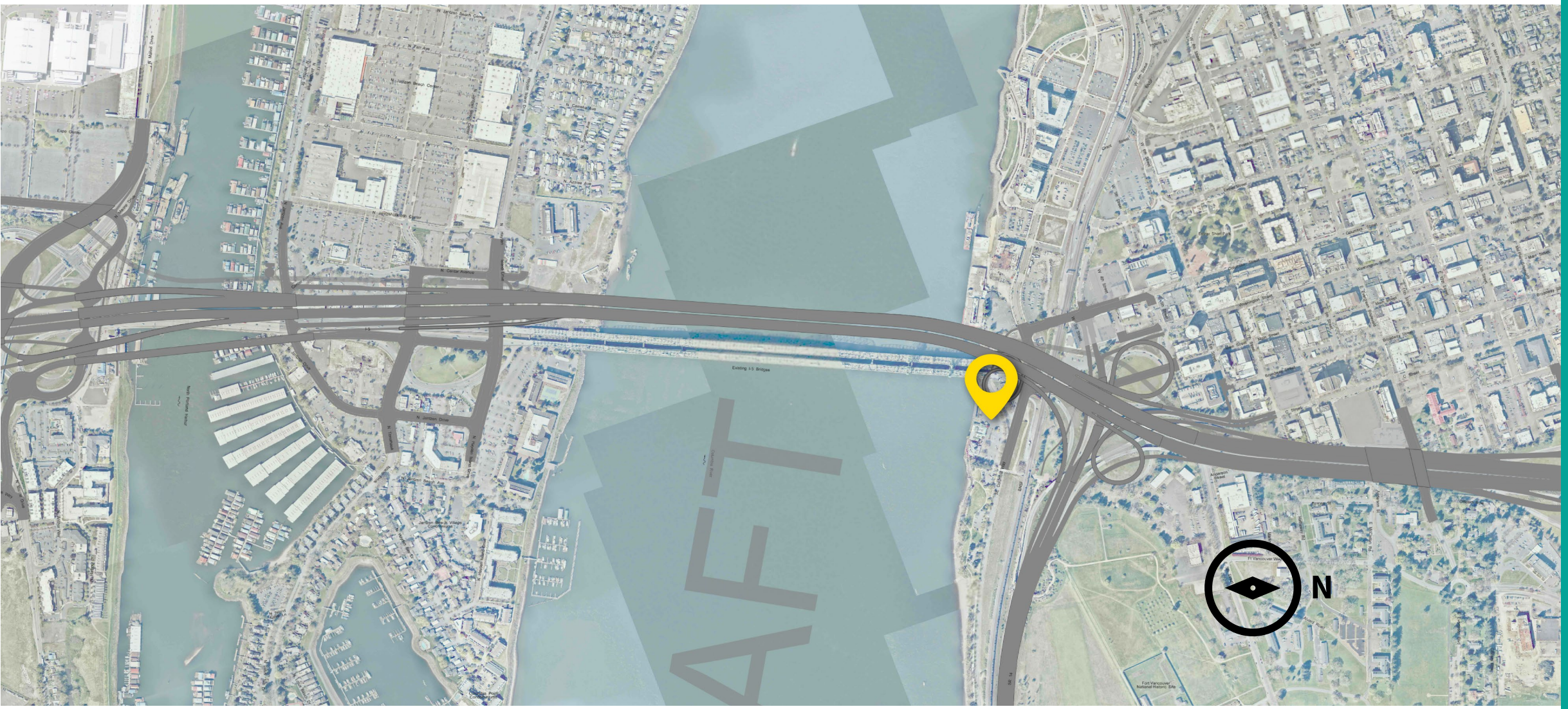
Vancouver waterfront, east side of bridge, looking west.



Interstate BRIDGE Replacement Program

Vancouver waterfront, east side of bridge looking west, double-deck configuration.

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Vancouver waterfront, east side of bridge looking west, single-level configuration.

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Vancouver waterfront, east side of bridge looking west, single-level movable span configuration.

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Questions or Feedback?

Interstate BRIDGE Replacement Program

Frequently Asked Questions

Greg Johnson, Program Administrator

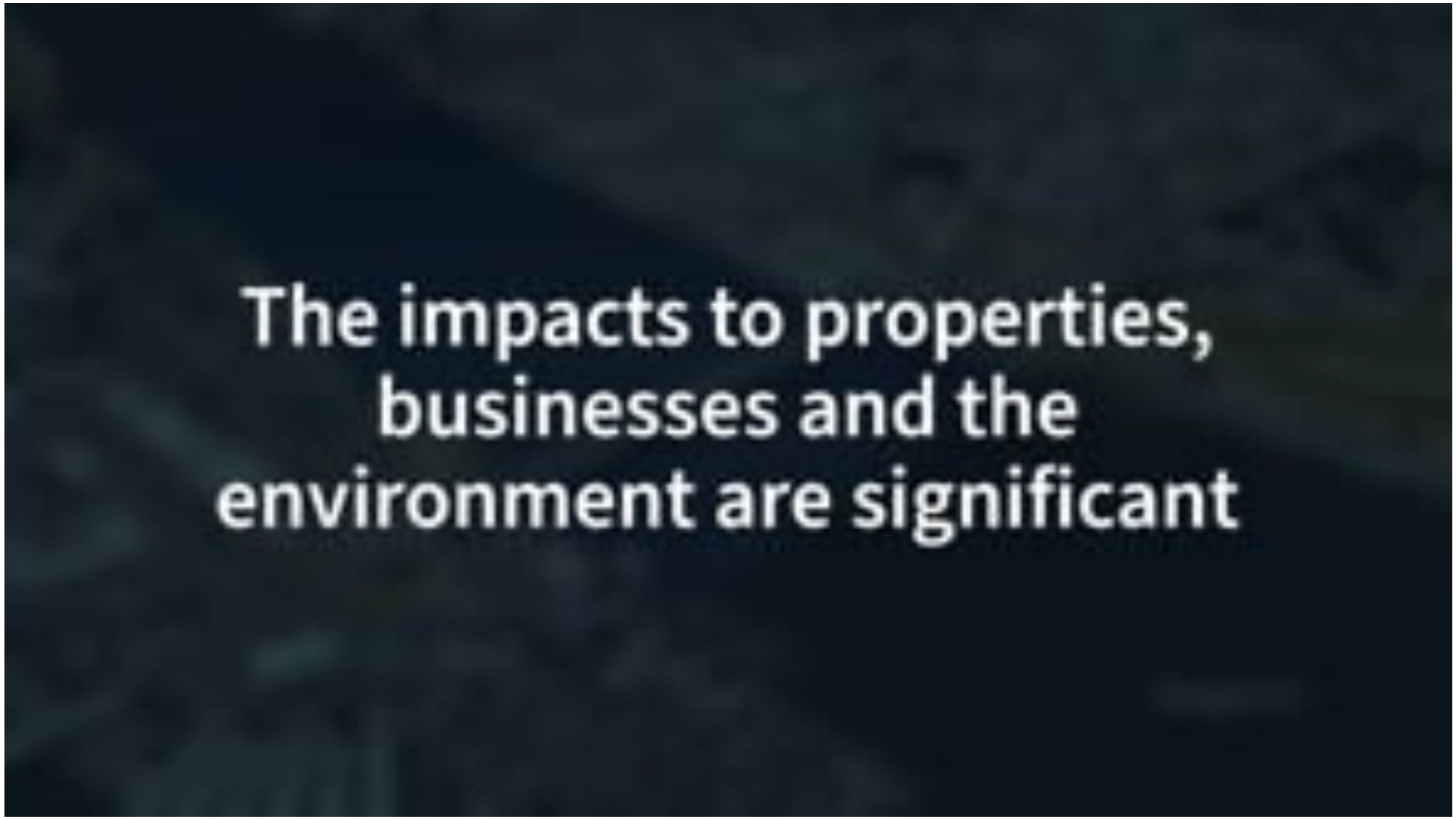
Frank Green, Assistant Program Administrator

Ray Mabey, Assistant Program Administrator

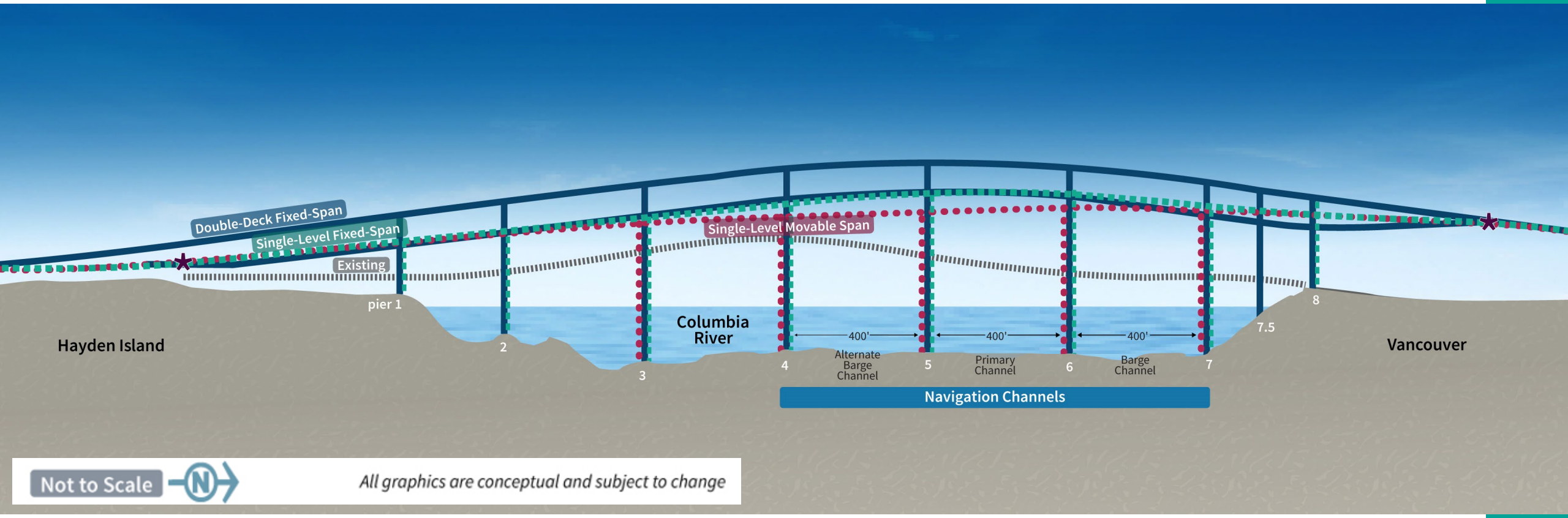
Safety Considerations Following the Key Bridge Collapse

- **Ongoing coordination with regulatory agencies and river users is occurring to ensure potential designs account for appropriate safety and emergency response needs.**
  - We will work with the Federal Highway Administration on any new recommendations or requirements that may be developed.
  - We will track any guidance on best practices that is developed by the American Association of State Highway and Transportation Officials.
- **The proposed replacement bridge is expected to improve navigation safety with fewer in-water piers and increased horizontal clearance for the navigation channels.**
- **Container ships do not typically navigate the Columbia River as far upriver as the Interstate Bridge due to numerous navigation constraints and land use restrictions limiting vessel size.**

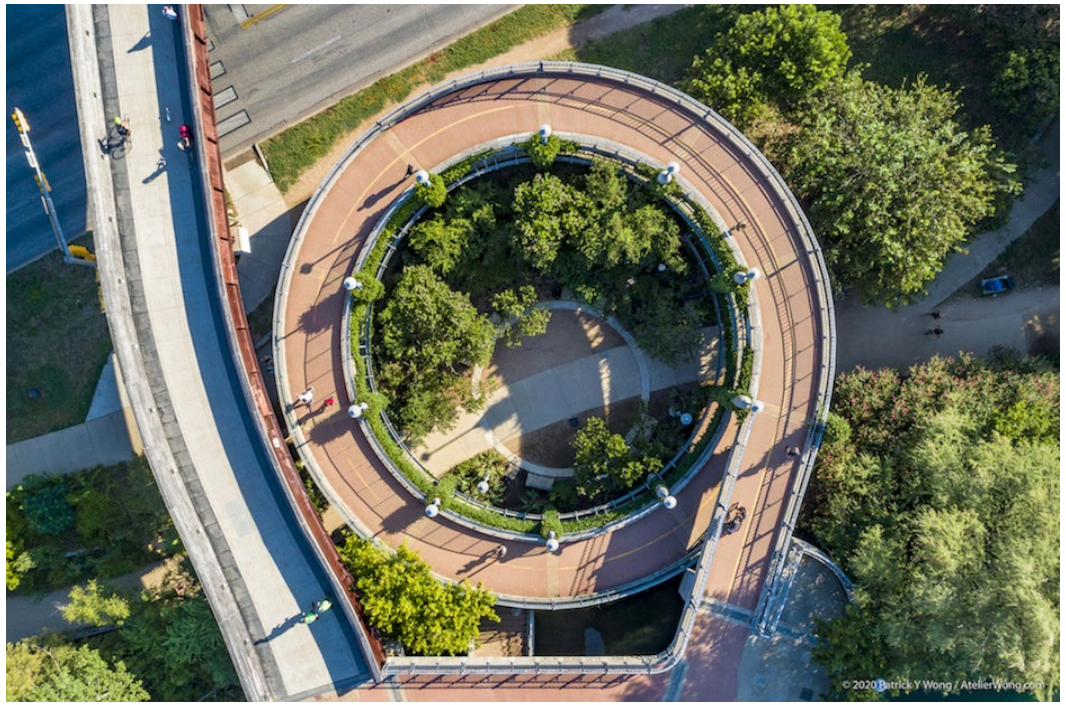
Why not a tunnel?



What will the bridge height be?



Won’t the bridge be too steep for pedestrians/cyclists?

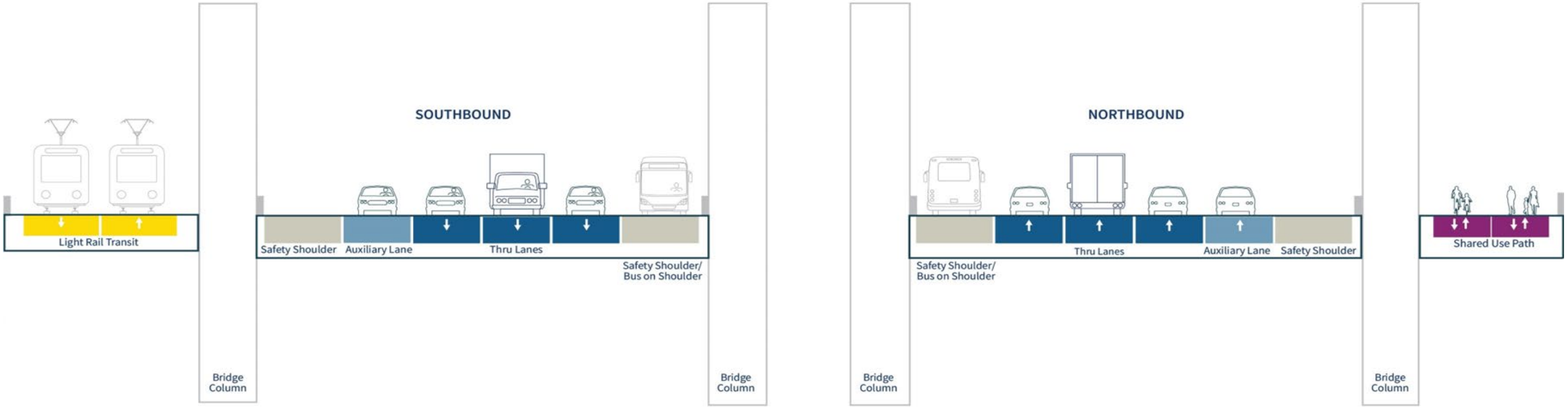


Why not just retrofit the existing bridge?

- **Existing bridge costs $1.2 million per year to operate and maintain.**
  - Will require an estimated $270 million in capital maintenance by 2040, not including the cost of seismic retrofits.
- **It is not possible to retrofit the existing bridge to today's standards, so the cost does not outweigh the benefits.**
- **Retrofitting does not meet the program's stated purpose and need.**
  - Safety
  - Earthquake vulnerability
  - Impaired freight movement
  - Congestion
  - Inadequate bike and pedestrian access
  - Limited public transportation

Isn’t this just a freeway widening project?

Existing Bridge Highway Surface Area: 84%



Replacement Bridge Highway Surface Area: 46%

Example: Single-level configuration (consistent for a fixed span or moveable span)

Why is it necessary to rebuild the interchanges that connect the Interstate Bridge?

- **With the construction of any proposed bridge configuration, the interchanges on either side of the bridge need to be reconstructed to:**
  - Maintain transit and traffic during construction
  - Improve operations and safety in the corridor
  - Tie the corridor into the replacement bridge west of the existing bridge
  - Go over the BNSF rail line on the Washington side

Why aren't we making rail improvements?

- **A high-speed rail option was studied during previous planning efforts but was dismissed.**
  - Without a statewide high-speed rail option, it would not attract enough ridership to improve regional transit performance and would not reduce local vehicular demand.
- **Improvements to the adjacent BNSF rail bridge were considered during previous planning efforts but were dismissed.**
  - Improvements in this location do not address transportation issues identified along the I-5 corridor.
  - The BNSF bridge across the Columbia River is older than the I-5 bridge.
  - This rail line is privately owned and maintained.

Questions or Feedback?

Interstate BRIDGE Replacement Program

Next Steps

Greg Johnson, Program Administrator

Ongoing Activities

- Coordination with federal lead agencies and local program partners in support of finalizing the Draft SEIS.
- 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.
- Monthly OTC/WSTC bi-state tolling subcommittee meetings to discuss potential toll rates and policies.
- Continued coordination with advisory groups.
- Community engagement opportunities including tabling at community events on both sides of the river throughout the summer.

Future Agenda Items

- What topics would you like addressed at upcoming meetings?

Questions or Feedback?

Interstate BRIDGE Replacement Program

Public Comment

Interstate BRIDGE
Replacement Program

For more information contact:

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