

Interstate Bridge Replacement Program

September 25, 2025

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## **Webinar Participation Tips**

- Thank you for joining us today!
- We encourage panelists to turn on your video.
- Please keep your audio on mute when not speaking.
- ▶ Before speaking, please state your name and affiliation to help attendees identify who is talking.
- ► If you experience technical difficulties, please contact program staff at

(360) 931-5839



## **Public Input to ESG Instructions**

► There will be an opportunity to provide brief public input to ESG later in the meeting today.



- ► To submit input after the meeting:
  - Email comments to <u>info@interstatebridge.org</u> with "ESG Public Comment" in the subject line.



 Call 888-503-6735 and state "ESG Public Comment" in your message.





#### **Meeting Ground Rules**

- Honor the agenda
- Listen to understand and ask questions to clarify
- Hard on the problems, soft on the people
- Address interests and seek common ground
- Provide a balance of speaking time





## **Meeting Agenda**

#### **Topics**

Welcome & Introductions

**Program Updates** 

Updates on Funding and Upcoming Work

**Recent Engagement** 

Efforts to Advance to Delivery

**Public Comment** 

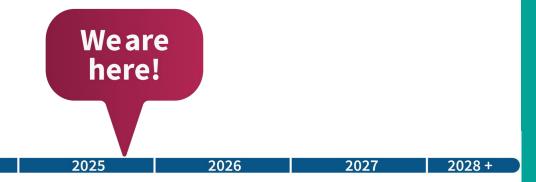
**Next Steps & Closing** 





**Greg Johnson, Program Administrator** 

#### **Program Schedule**





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





#### **Environmental Process Milestones**

#### May-June 2025

- Section 106 Online Open House on Draft Programmatic Agreement
- Biological opinion received from NOAA Fisheries, advancing the Program's compliance with the Endangered Species Act

#### Fall 2025

Updated Navigation Impact Report

#### Late 2025/Early 2026

- Section 106 Programmatic Agreement
- Final Supplemental Environmental Impact Statement
  - Ongoing coordination to advance the preparation of the Final SEIS with federal partners, joint lead agencies (ODOT, WSDOT, Metro, RTC, TriMet, C-TRAN), and cooperating agencies
- Amended Record of Decision (ROD) following completion of the Final SEIS, giving federal approval to begin construction





## **Bridge Configuration & Permitting**

- ► Fixed and movable span configurations are both moving forward in the NEPA process while the Program continues work to seek a revised Preliminary Navigation Clearance Determination.
- ► The Program is preparing to submit an updated Navigation Impact Report to the Coast Guard a 30-day navigation comment period for river users will follow.
- ▶ We have been working directly with impacted river users on agreements and we are in coordination with both governor's offices around the timing and process for submittal of the NIR.
- ▶ A decision on bridge configuration is expected in early 2026 if a movable span is selected, it is expected to impact factors such as the construction timeline and estimated cost.





**Frank Green,** Assistant Program Administrator **Ray Mabey,** Assistant Program Administrator **Steve Witter,** Deputy Assistant Program Administrator

#### **Proposed Funding Sources**

Cost Estimate: \$5B - \$7.5B (2023)

	Status	Expected Value
Existing State Funding	Committed	\$100 M
Connecting WA Funding—Mill Plain Interchange	Committed <sup>1</sup>	\$117 M
Move Ahead WA Funding	Committed	\$1,000 M
Oregon Funding Contribution	Committed	\$1,000 M
FHWA Bridge Investment Program Grant	Committed <sup>2</sup>	\$1,500 M
USDOT Mega Grant	Committed	\$600 M
USDOT Reconnecting Communities Pilot Grant	Committed	\$30 M
Toll Funding	Committed <sup>3</sup>	\$1,100 – 1,600 M
FTA New Starts CIG Funding	Prospective	\$900 - 1,100 M
IBR Funding Totals		\$6,347 - 7,047 M

#### Updated as of 02.28.2025

<sup>&</sup>lt;sup>3</sup>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.



<sup>&</sup>lt;sup>1</sup> These funds were deferred to a later date and adjusted for inflation by the Washington State Legislature in the 2023 session.

<sup>&</sup>lt;sup>2</sup> Combines \$1 M BIP Planning Grant (2022) and \$1.499 B BIP Construction Grant (2024)

#### **Federal Grants Update**

	USDOT National Infrastructure Project Assistance (Mega) Grant	FHWA Bridge Investment Grant	USDOT Reconnecting Communities Pilot Grant	FTA Capital Investment Grant
Purpose	Large, complex projects that are difficult to fund.	Solely for bridges and crossings.	Projects focused on advancing and supporting the reconnection of communities divided by transportation infrastructure.	Funds transit capital investments. The major source of funding for IBR transit.
Flexible Funding	Yes – can be used for multimodal investments	No – can only be used for bridge and approaches	Yes – can be used for multimodal investments	No – can only be used for transit
Amount	\$600 million	\$1.5 billion	\$30 million	\$1 billion
Status	<ul> <li>Grant awarded in 2023</li> <li>Grant agreement executed</li> <li>\$10 million obligated*</li> </ul>	<ul> <li>\$1 million BIP Planning grant awarded in 2022 with all funding obligated</li> <li>\$1.49 billion grant awarded in 2024</li> <li>Grant agreement executed</li> <li>\$950,000 obligated*</li> </ul>	Grant awarded in January 2025	<ul> <li>Entered Project         Development         Phase September         2023</li> <li>Full Funding Grant         Agreement         anticipated 2028</li> </ul>

<sup>\*</sup>Per grant agreements, future obligations for the remaining funds will occur once the IBR Program reaches the construction phase.



#### **Building Blocks of the IBR Cost Estimate Update**



#### **Updated Cost Estimate**

- 🕇 Base Cost
- Range of Identified Project-Specific Risks
- Inflation (Year of Expenditure)
- \$

**Updated Cost Estimate** 

- A Cost Estimate Validation Process (CEVP) is used to help identify an updated cost estimate range.
- The IBR Program anticipates sharing an updated cost estimate and financial plan later this year.



#### **DRAFT Proposed Cost Estimate Model Runs**

- ► A base cost estimate will be prepared and inflated to year of expenditure (YOE) dollars.
- ► A risk model is used to evaluate over 100 risk factors and associated probabilities to simulate various outcomes with the objective of factoring potential risk impacts into the cost estimate.
- Cost estimates and risk simulation model runs will be prepared for two options, which will evaluate the potential impact of key financial risk factors.
  - The risk simulation process will allow the Program to evaluate factors such as inflation, tariffs, and various market conditions independently to understand the potential impacts of each on the cost estimate.

Fixed Span
Option

Moveable
Span Option

Moveable
Span Option

Market conditions



#### Capital Investment Grant (CIG) Program

- ▶ U.S. Dept. of Transportation's largest discretionary and competitive grant program, administered by Federal Transit Administration (FTA)
  - IBR Program intends to seek approximately \$1 billion in CIG funding
- Process includes four steps with significant oversight for risk, cost estimating, financing and project management throughout each step.
  - FTA approval required for entry into each step
- Projects submit rating materials at certain steps in the process so they can be rated based on how well they perform in CIG criteria.
  - Projects must rate well to successfully compete for funding.
  - Ratings effect a project's ability to receive congressional funding appropriations.
  - Submitting rating materials will allow the Program to be rated in FTA's annual report on funding recommendations, which is used to request a budget appropriation.



#### **CIG Rating Criteria**

- Projects must receive an overall rating of at least "medium" across six project justification criteria and local financial commitment
  - Based on our assessment, the IBR Program anticipates that our rating will be competitive for FTA New Starts funding based on the current CIG rating criteria.
- Project justification criteria:
  - Mobility improvement
  - Cost effectiveness
  - Congestion relief
  - Environmental benefits
  - Land use
  - Economic development

- Financial commitment criteria:
  - Current financial condition
  - Commitment of capital & operating funds
  - Reasonableness of financial plan



# Transit Ridership Modeling for the Capital Investment Grant Process

- ► FTA requires use of a specific transit ridership model called the Simplified Trips on Project (STOPS) model.
  - The STOPS model is intended to help provide an apples-to-apples comparison for transit projects across the nation.
- STOPS model does not comprehensively capture regional policies and factors impacting travel that are accounted for in local models.
  - STOPS is a nationally-calibrated model
    - Relies on standardized data sets rather than highly localized, detailed inputs
  - Tends to yield more conservative (lower) ridership numbers than local models
    - Local model better captures unique trip generators, land use interactions, and regional policies that impact ridership



# Transit Ridership Modeling for the Capital Investment Grant Process (Cont.)

- ► FTA requires the use of "Current Year" forecasts
  - This reflects what ridership might be if the project was dropped into place today
- ► FTA requires the STOPS model to use post-pandemic ridership as the base for developing project forecasts.
  - Post-pandemic ridership numbers remain down across the country, but they continue to rebound.
- ► Ridership modeling is one of the inputs to previously discussed Project Justification Criteria and informs updated transit O&M costs.
- The model will continue to be updated as we work through the process with FTA and our local partners.
  - FTA will make the final decision on the model and numbers used.



#### **Transit O&M Estimates**

- Funding will be used to pay for operations and maintenance of a variety of transit elements:
  - Labor costs for train operators, dispatchers, controllers and other operations staff.
  - Utilities, such as electricity for light rail vehicle operations, electricity serving maintenance facilities and more.
  - Vehicle maintenance, such as regular inspections and servicing, mechanical and electrical repairs,
     spare parts and supplies.
  - Facilities maintenance, including maintenance of elevated structures, IT systems, fare collection equipment, elevators.
  - Service support, such as security staff, cleaning and custodial, and customer service.
- ► O&M cost estimates will continue to be updated to reflect the best available information as coordination continues with local and federal partners:
  - Updates will be made, particularly as we get closer to target revenue operation date (anticipated in 2035) and as ridership and service assumptions are refined with local and federal partners.





**Greg Johnson,** Program Administrator **Casey Liles,** Program Delivery Manager

#### **2025 Engagement Activities**

Participation in 100+ engagement and outreach activities so far this year:

- ► 12 IBR events and advisory group meetings
- Over 30 presentations and briefings given
- Participation at over 30 workforce training and resource events
- Tabling at 15 community events
- Participation at 10 conferences and summits
- ► 17,700+ unique web visitors (through Q2)









#### **Recent Activities**

- Joint Advisory Group Meeting
- ► IBR Construction Industry Webinar
- Metro Joint Policy Advisory Committee on Transportation D.C.
  Visit
- Bi-state Legislative Committee Meeting
- Portland City Council Program Area Tour
- Recent Events & Presentations
  - Longview Early Edition Rotary
  - El Grito Portland
  - Native American Youth and Family Center Neerchokikoo Powwow
  - 2025 Western Bridge Engineers Seminar



#### **Architectural Elements Workshops**

- ► The IBR Program hosted a series of meetings and workshops in July and August with Tribes and Section 106 consulting parties, partners, and advisory groups
  - Part of the process to identify a program-wide vision and guidelines for architecture and aesthetics
- Goal of meetings and workshops:
  - Share current conceptual work and solicit feedback to inform guidelines for design and construction procurement documents
- ► What the meetings and workshops were <u>not</u>:
  - Selection of a bridge type or configuration
- Building on previous work
  - CRC Architectural Guidance process



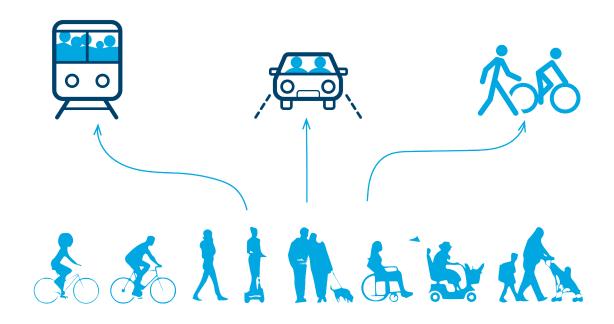
#### **Architectural Elements Overview**

- Examples presented show a single-level fixed span bridge configuration
- Architectural guidelines would apply to the Program regardless of the bridge configuration selected through the NEPA process.
- Discussion topics included:
  - Main River Crossing
  - Shared-use pathways
  - Roadway and corridor-wide land structures

- Walls in the program area
  - Noise Walls, Abutments, etc.
- Landscape design and ecology

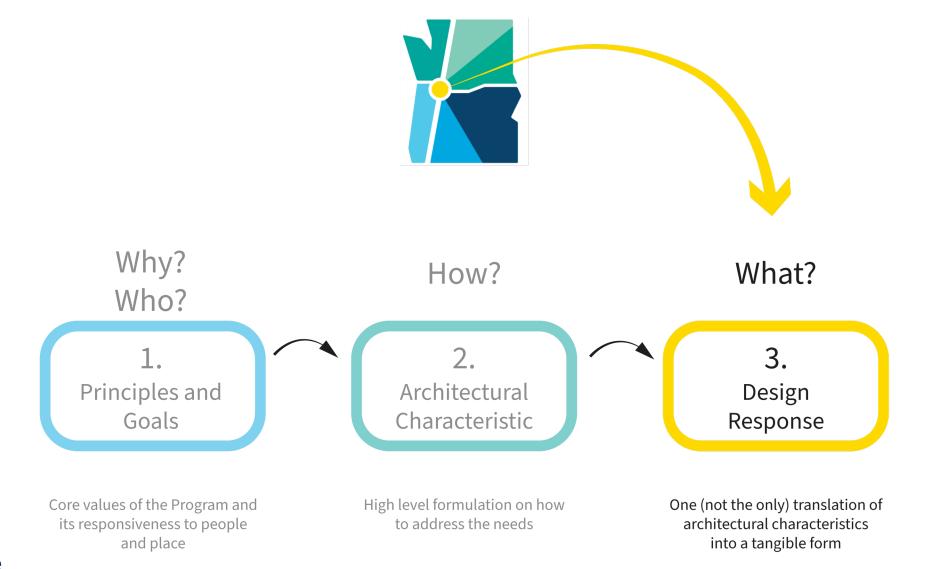


#### **People First Approach**





#### **A Three Step Process**





## Feedback We've Heard on Design Aesthetics



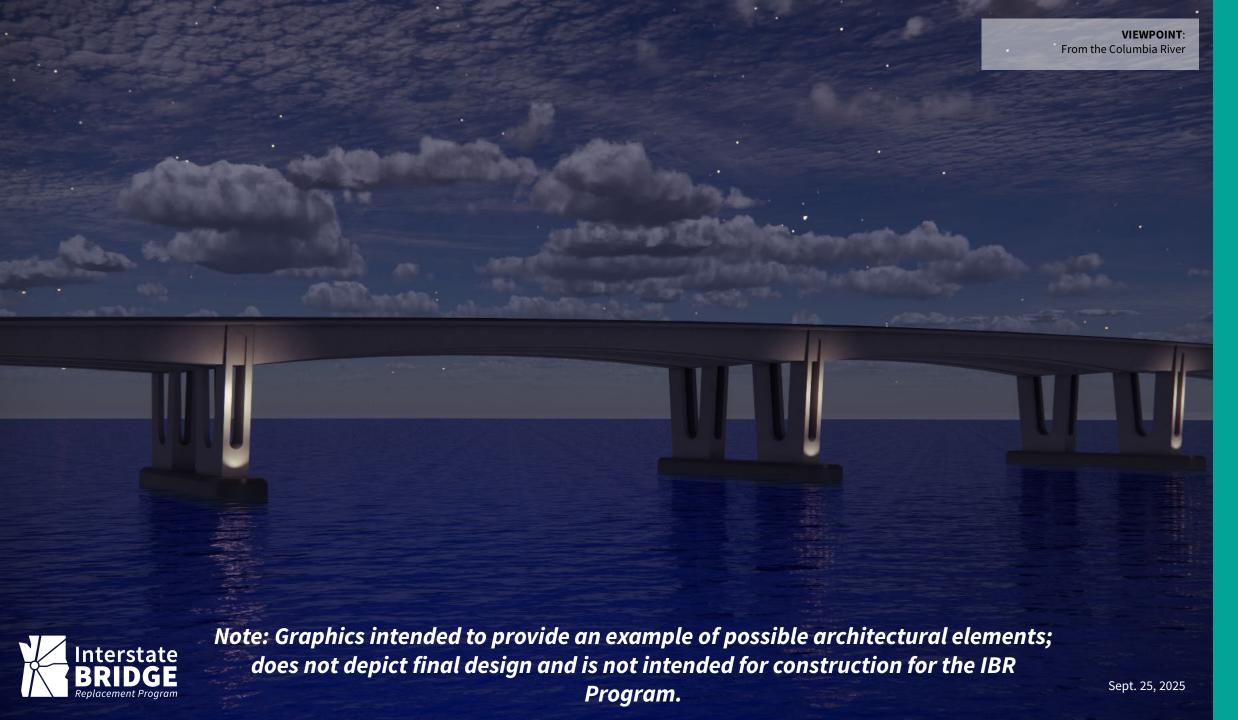


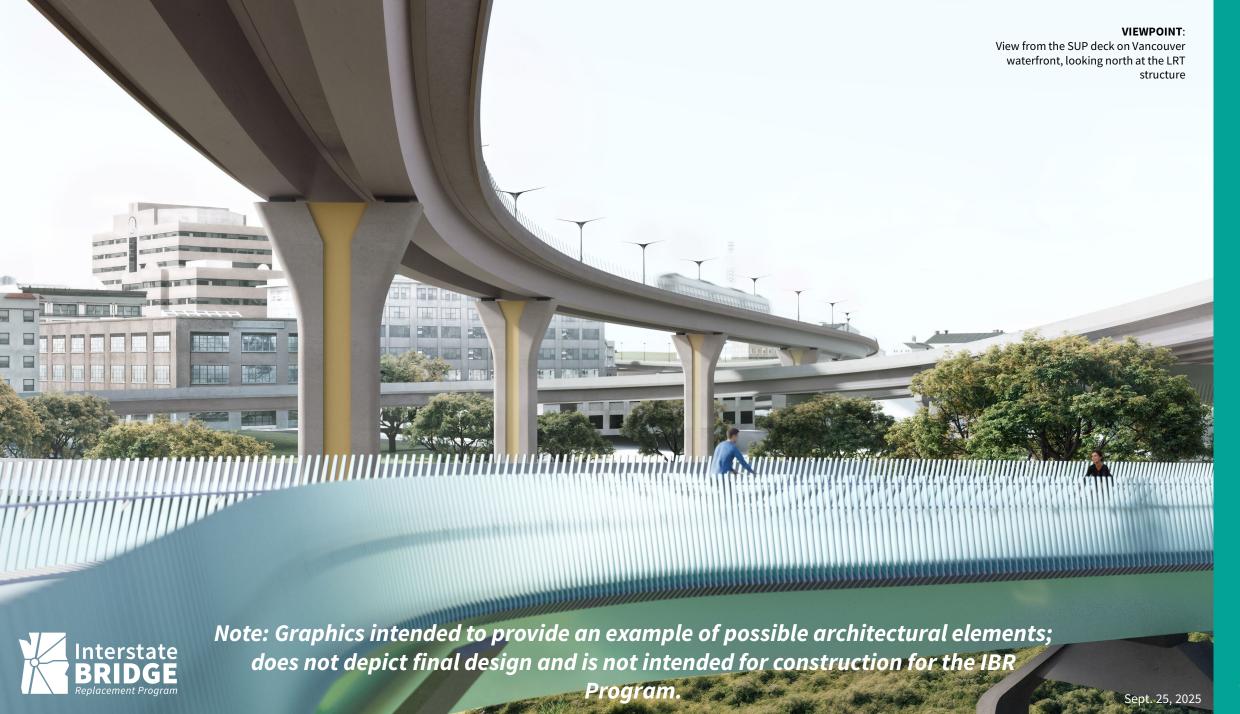
From the SUP on Hayden Island, looking north

Note: Graphics intended to provide an example of possible architectural elements; does not depict final design and is not intended for construction for the IBR Program.

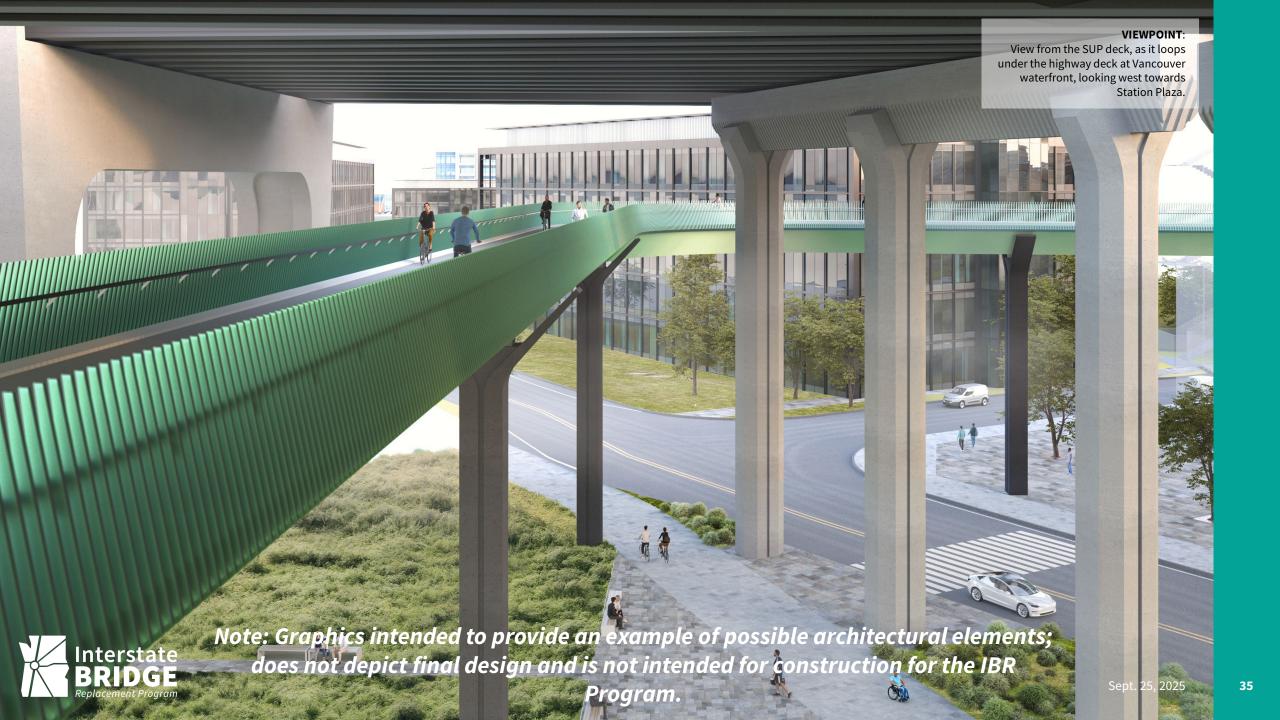














**Greg Johnson,** Program Administrator **Casey Liles,** Program Delivery Manager



Hayden Island Ground Improvement Study

Keller North America was selected to conduct a study that will inform the improvement of soil conditions on Hayden Island through tests of various industry methods.

 Work will inform bridge design, construction methods and mitigation of potential ground liquefaction.

#### **Timeline**

Work anticipated to begin Q3 2025

#### **Funding**

- \$1M BIP planning grant
- Existing IBR funding

#### **Contracting agency**

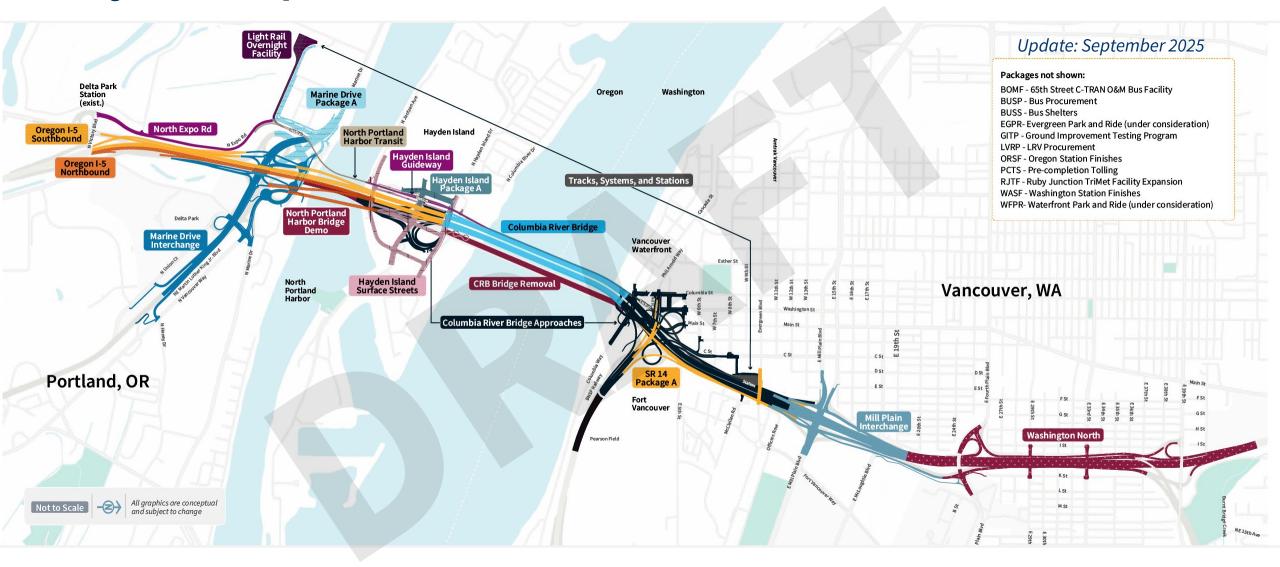
• ODOT

# **Industry Updates Webinar**

- ► The IBR Program hosted a webinar on Sept. 8 to provide an update on upcoming contracting opportunities
  - Information on the anticipated details of future IBR construction contracts and other consulting opportunities is available at: <a href="https://www.interstatebridge.org/Opportunities"><u>www.interstatebridge.org/Opportunities</u></a>
- The Program plans to host regular webinar updates for industry moving forward
  - Companies can register on the IBR Program's vendor portal to receive updates on upcoming IBR industry events and other resources: vendor.interstatebridge.org



## **Projects Map**





All proposed projects are drafts and subject to change. Visit www.interstatebridge.org/opportunities to learn more.

# **Proposed Projects**

Contract Name	Duration	Cost Estimate (2023)	Proposed Delivery Method	Contracting Agency	Earliest Anticipated Construction Advertisement or RFQ
Pre-completion Tolling Signage	9.5 months	\$4-6 million	Design-Bid-Build	WSDOT	2026*
Columbia River Bridge	4-6 years	\$1-1.5 billion	Progressive Design-Build	WSDOT	2026*
Hayden Island Guideway	2 years	\$55-85 million	CM/GC	TriMet (or) ODOT	2026*
Light Rail Track, System and Stations	3 years	\$190-290 million	CM/GC	TriMet	2026*
Marine Drive Package A	2-2.5 years	\$38-58 million	CM/GC	ODOT (or) TriMet	2026*
North Portland Harbor Transit Bridge	2.5-3 years	\$35-53 million	CM/GC	TriMet (or) ODOT	2026*
Ruby Junction TriMet Facility	2 years	\$45-65 million	CM/GC	TriMet	2026*
Light Rail Overnight Facility (Expo)	1.5-2 years	\$9-14 million	CM/GC	TriMet	2026*
Approaches	6-7 years	\$720 million-1.1 billion	Progressive Design-Build or Design-Build	WSDOT	2027



# **Proposed Projects**

Contract Name	Duration	Cost Estimate (2023)	Proposed Delivery Method	Contracting Agency	Earliest Anticipated Construction Advertisement or RFQ
Bus Procurement	Less than a year	\$30-45 million	Two-step Sealed Bid	C-TRAN	2028
Hayden Island Package A (Center Avenue)	1-1.4 year	See Hayden Island Guideway	Design-Bid-Build or CM/GC	ODOT	2028
Light Rail Vehicle Procurement	3.5-4 years	\$190-290 million	Two-step Sealed Bid	TriMet	2028
SR 14A & Evergreen Blvd. Bridge Replacement	2.5-3 years	\$17-26 million	Design-Bid-Build	WSDOT	2028
65 <sup>th</sup> Street C-TRAN Operations & Maintenance Bus Facility	1-1.5 years	\$8-12 million	Design-Bid-Build	C-TRAN	2029
Bus Shelters & BRT Infrastructure	1-1.5 years	\$3-5 million	Design-Bid-Build	C-TRAN	2029
Evergreen Park and Ride	1-1.5 years	\$90-140 million	Design-Build	WSDOT	2031
Waterfront Park and Ride	1-1.5 years	\$30-45 million	Design-Build	WSDOT	2031
Columbia River Bridge Removal	2.5-3 years	\$120-180 million	Design-Bid-Build	WSDOT (or) ODOT	2033



# **Proposed Projects**

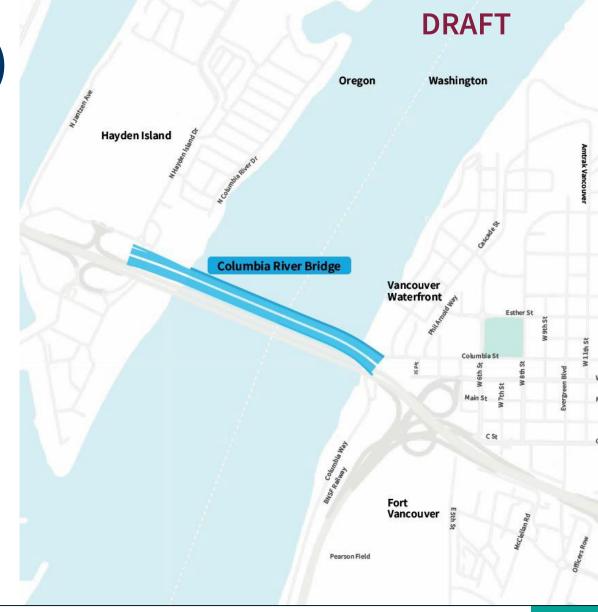
Contract Name	Duration	Cost Estimate (2023)	Proposed Delivery Method	Contracting Agency	Earliest Anticipated Construction Advertisement or RFQ
Oregon I-5 Southbound	3-3.5 years	\$640-960 million	CM/GC or Design-Build	ODOT	2032
Oregon Station Finishes	1-1.5 years	\$1-2 million	Design-Bid-Build	TriMet	2033
Washington Station Finishes	1-1.5 years	\$1-2 million	Design-Bid-Build	WSDOT	2033
Mill Plain Interchange	3.5-4 years	\$550-830 million	Design-Build	WSDOT	2033
Washington North	4-4.5 years	\$180-270 million	Design-Build	WSDOT	2034
North Portland Harbor Bridge Removal	2-2.5 years	\$32-48 million	Design-Bid-Build	ODOT	2037
Oregon I-5 Northbound	3-3.5 years	\$700 million-1 billion	CM/GC or Design-Build	ODOT	2037
Marine Drive Interchange	3-3.5 years	\$240-360 million	CM/GC or Design-Build	ODOT	2040
Hayden Island Surface Streets	2-2.5 years	\$53-80 million	Design-Bid-Build	ODOT	2042
North Expo Road	2-2.5 years	\$14-21 million	Design-Bid-Build	ODOT	2042



# Columbia River Bridge (CRB)

#### Scope

- Construction of two new bridges to replace the existing Interstate Bridges, carrying I-5 over the Columbia River between Oregon and Washington
- Northbound structure for highway and active transportation users; Southbound structure for highway and Light Rail Transit users
- Work occurs in both Washington and Oregon







## **Bridge Configuration**

- Fixed and movable span configurations are both moving forward in the NEPA process while the Program continues work to seek a revised Preliminary Navigation Clearance Determination.
- Today's presentation assumes construction of a fixed span replacement bridge.
- A decision on bridge configuration is expected in early 2026 if a movable span is selected, it is expected to impact factors such as the construction timeline and estimated cost.



# Columbia River Bridge (CRB)

- Delivery method
  - Progressive Design-Build
- Estimated cost (2023)
  - \$1 billion to \$1.5 billion
- Opportunities
  - Progressive Design-Builder contract
  - A&E opportunities:
    - Project/construction management
    - Quality verification
    - Materials testing
    - Independent cost estimator

- Contracting agency
  - WSDOT
- Timeline
  - Progressive Design-Builder RFQ expected 2026 (post ROD)



## Columbia River Bridge (CRB)

Anticipated construction work includes but is not limited to:

- Asphalt
- Bridges marine/land-based
- Concrete
- Drilled shafts
- Drainage/stormwater systems
- Electrical
- Erosion/sediment control
- Ground improvements

- Intelligent TransportationSystems
- Landscaping
- Lighting
- Painting/Coating
- Pavement markings
- Active Transportation facilities
- Piling

- Retaining walls
- Signage
- Structural steel
- Temporary works
- Utilities
- QA/QC & materials testing
- Traffic control



# **Approaches**

#### Scope

- Major construction of approach structures and civil roadway elements connecting both ends of bridge to existing I-5 and SR-14 corridors
- Work occurs in both Washington and Oregon
- Supports integration of multimodal facilities





## **Approaches**

- Delivery method
  - Progressive Design-Build or Design-Build
- Estimated cost
  - \$720 million to \$1.1 billion
- Opportunities
  - Contractor with A&E consultants
  - A&E opportunities:
    - Project/Construction Management
    - Quality Verification
    - Materials Testing

- Contracting agency
  - WSDOT
- **▶** Timeline
  - Contract/RFQ expected 2027



## **Approaches**

Anticipated construction work includes but is not limited to:

- Bridges land-based
- Concrete
- Drilled shafts
- Drainage/stormwater systems
- Electrical
- Erosion/sediment control
- Ground improvements
- Hot mix asphalt

- Intelligent TransportationSystems
- Landscaping
- Lighting
- Traffic control
- Painting/Coating
- Pavement markings
- Active Transportation facilities

- Pilings
- QC/QA & materials testing
- Retaining walls
- Signage
- Sound walls
- Structural steel
- Temporary works
- Traffic signals
- Utilities





Anita keā'lani Yap, ESG Facilitator

## **ESG Comment Instructions**

#### To make a verbal comment:

- If you have joined by Zoom, click "Raise Hand."
- ▶ If you have joined by phone, press \*9 to raise your hand.
- ► The facilitator will call on participants. You will receive an "unmute" request. Please accept it. If you are commenting by phone, dial \*6 to unmute.
- ▶ Please provide your name and affiliation.
- Attendees will be allocated up to 2 minutes for public comment depending on the number of commenters up to a total of 10 minutes.

If we run out of time and you have not had a chance to speak, you can still provide comments after the meeting.







## **ESG Comment Instructions**



### To submit comment to ESG after the meeting:



- ► Fill out the comment form on the program website or email your comments to **info@interstatebridge.org** with "ESG Public Comment" in the subject line.
- Call 888-503-6735 (toll-free) and state "ESG Public Comment" in your message.
- All written comments must be received prior to 48 hours in advance of each upcoming meeting in order to be distributed to ESG members. Comments received after that point will be distributed to members in advance of their next meeting. All comments are posted on the IBR website.





**Greg Johnson, IBR Program Administrator** 

### On the Horizon

#### Late 2025/Early 2026:

- Submittal of updated Navigation Impact Report
- Cost estimate and financial plan update
- Final Supplemental Environmental Impact Statement
- Amended Record of Decision (ROD) following completion of the Final SEIS, giving federal approval to begin construction

#### Procurement next steps:

- Progression of Columbia River Bridge progressive design-build procurement
- Finalize delivery methods for other contracts, including Approaches
- Update project costs and schedule as new details are determined





### For more information contact:

info@interstatebridge.org | www.interstatebridge.org

360-859-0494 | 503-897-9218 | 888-503-6735

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