



Welcome to Industry Day!

The Interstate Bridge Replacement program isn't only constructing a bridge, it's also building stronger communities by supporting economic opportunities.

The IBR program is committed to helping the growth of the regional economy and local businesses by removing barriers to contracting and facilitating connections between firms, big and small.

Connect with us today to learn about resources for support and potential opportunities in the future.



Visit: interstatebridge.org to learn more, sign up for our newsletter, or submit a comment.



Information in your language is available!

¡Información disponible en su idioma!
Ei porous mi kawor non fosun fenuwom!
Предлагается информация на вашем языке!
可以通过您的语言提供信息！
您可獲得您母語版本的資訊！
Macluumaad ku qoran luqadaada ayaa la helayaa!
Інформацію можна отримати вашою мовою!
Hiện có sẵn thông tin bằng ngôn ngữ của quý vị!

What is the IBR program?

The Interstate Bridge Replacement program seeks to address the transportation needs associated with the aging Interstate Bridge and ensure a modern, earthquake-resilient multimodal corridor that will improve safety, as well as keep people and our economy moving into the future.

Interstate Bridge Replacement Program

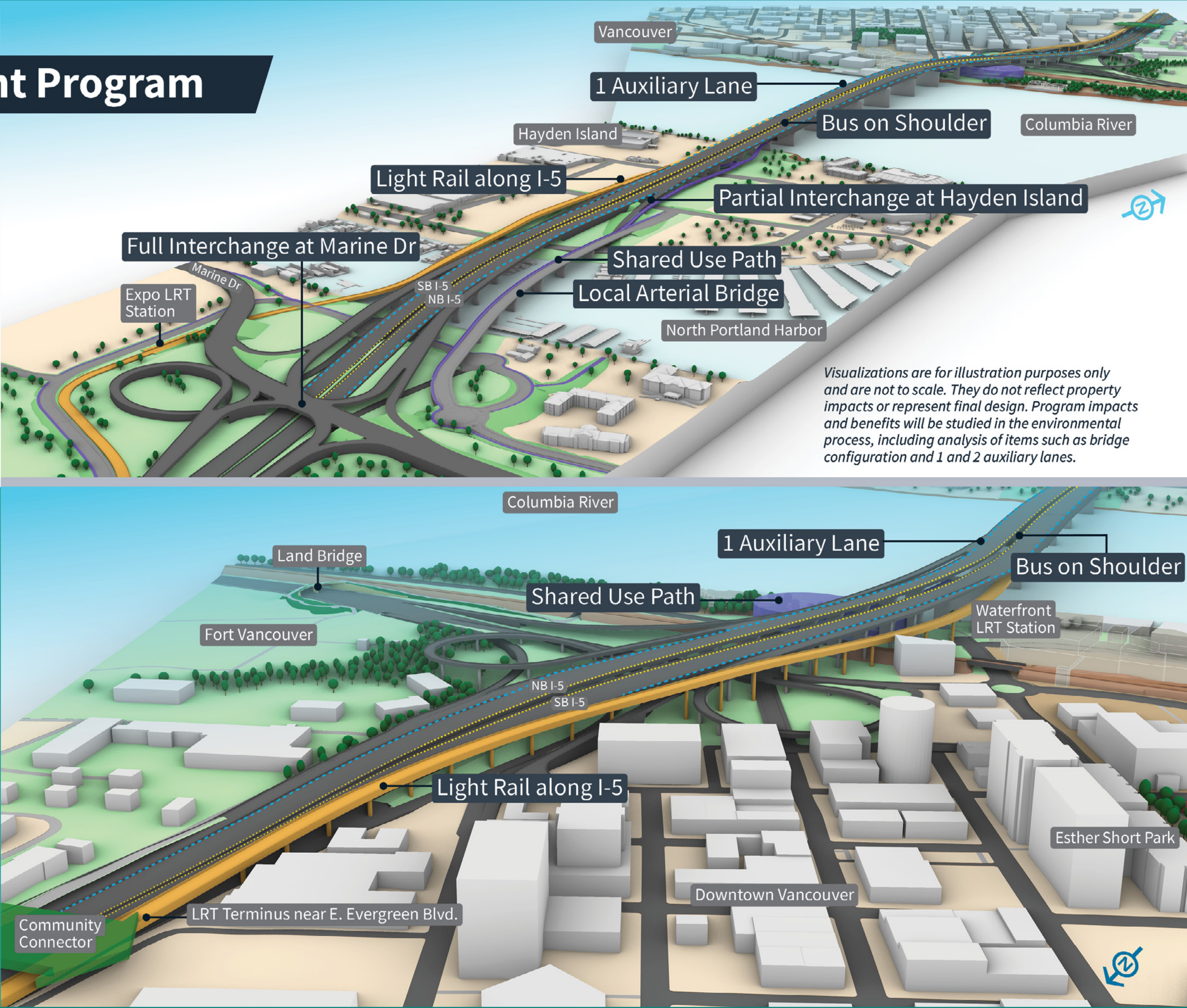
River Crossing:
New earthquake-resilient, multimodal bridge

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.

IBR program investments under analysis include:

- A new bridge west of the existing bridge.

► Improvements to seven interchanges, north and south of the Columbia River, and related enhancements to the local street network.

► Extension of light rail from the Expo Center in Portland to E. Evergreen Blvd in Vancouver, along with associated transit improvements.

► The addition of zero emission express bus on shoulder across the bridge to better connect regional transit systems.

► Maintaining three through lanes and the addition of one auxiliary lane in each direction and safety shoulders on the bridge.

► A variety of improvements for people who walk, bike, and roll throughout the program area.

► Variable rate tolling for motorists using the river crossing as a demand management and financing tool.



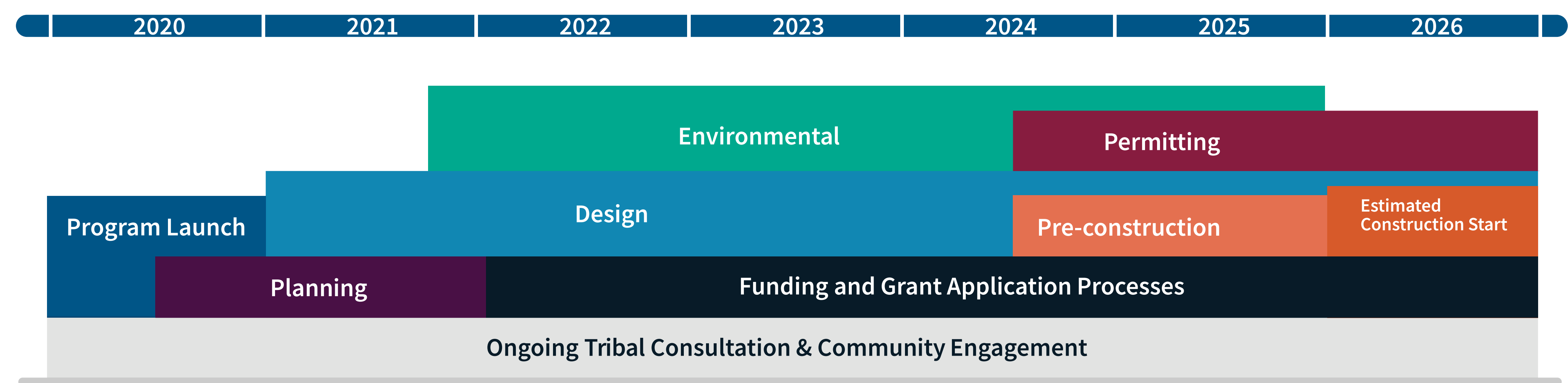
Visit: interstatebridge.org/NextSteps to learn more about the Modified LPA.



Program Schedule

The Modified LPA and program area improvements are currently undergoing environmental evaluation as required by the National Environmental Policy Act (NEPA) to better understand benefits and impacts. In 2024, the IBR program will publish a Draft Supplemental Environmental Impact Statement and disclose the findings of the environmental evaluation.

The document will be available to the public for review and comment. A 60-day public comment window will include community events such as public hearings and open houses to share findings and answer questions. Once the public comment period closes, the Modified LPA may be refined to address public comments, identify mitigation, and confirm a corridor-wide alternative. Following this, a Final Supplemental Environmental Impact Statement and Amended Record of Decision are anticipated to be issued in 2025 by the Federal Highway Administration and Federal Transit Administration. The program will then move into the construction phase.



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



Visit: interstatebridge.org/NextSteps to learn more about the program.

OREGON
For ADA (Americans with Disabilities Act) or Civil Rights Title VI accommodations, translation/interpretation services, or more information call 503-731-4128, TTY 800-735-2900 or Oregon Relay Service 7-1-1.

WASHINGTON
Accommodation requests for people with disabilities in Washington can be made by contacting the WSDOT Diversity/ADA Affairs team at wsdotada@wsdot.wa.gov or by calling toll-free, 855-362-4ADA (4232). Persons who are deaf or hard of hearing may make a request by calling the Washington State Relay at 711. Any person who believes his/her Title VI protection has been violated, may file a complaint with WSDOT’s Office of Equity and Civil Rights (OECR) Title VI Coordinator by contacting (360) 705-7090.



Current Challenges + Future Benefits

Current Challenges

- ▶ In a major earthquake, the existing bridge would likely be damaged beyond repair.
- ▶ Bridge lifts and congestion slow down freight carrying goods along I-5, a critical economic trade route on the West Coast.
- ▶ Safety issues and the 143,000 vehicles crossing the bridge each weekday results in more than 10 hours of congestion for travelers in the program corridor (2019 data).
- ▶ Buses are stuck in the same traffic.
- ▶ Interchanges within the corridor are closely spaced, contributing to congestion and crashes.
- ▶ The current sidewalks on the bridge are narrow, near vehicle traffic, and hard to access.
- ▶ Large transportation infrastructure projects have historically harmed many low-income communities and communities of color.
- ▶ The transportation sector is one of the largest contributors of greenhouse gases in the U.S.



Future Benefits

A new bridge with a shared use path and interchange and transit investments will benefit the community in the following ways:



Earthquake resiliency: The bridge will be designed to withstand a major earthquake, and continue to provide access for travelers and life-saving services.



Improved safety and an expected reduction in crashes.



Multimodal investments and safe and accessible connections for people walking, biking, or rolling across the bridge.



Extends Light Rail in a dedicated lane, separate from traffic and adds express bus on shoulder to better connect transit systems.



Improved freight movement and a more reliable economic corridor.



Improved travel reliability for all users.

Reduction of greenhouse gas emissions and improving air quality by:



- ▶ Increasing access to high-capacity transit.
- ▶ Improving active transportation options.
- ▶ Variable priced tolling that charges higher prices during peak travel periods, resulting in drivers making different travel choices.
- ▶ Use of low-carbon equipment, construction materials, and other innovative construction methods.



Advancement of equity through process, policies, and decisions guided by the program's Equity Framework and Equity Advisory Group that ensure program benefits to equity priority communities.

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What is Being Studied

The IBR program is studying the Modified Locally Preferred Alternative (LPA) and a No-Build Alternative and the effects of each alternative on the natural and developed environment. The No-Build Alternative is used as a baseline to understand the conditions if none of the IBR investments are implemented, but other local improvements move forward.

To best understand the range of potential impacts and benefits, the program is studying various design options. The results of the analysis will be published in the Draft Supplemental Environmental Impact Statement (SEIS) in 2024 for public review and comment.

The Modified LPA includes

- ▶ A replacement bridge over the Columbia River
- ▶ North Portland Harbor Bridge replacement
- ▶ One auxiliary lane and three through lanes in each direction on the replacement bridge and safety shoulders
- ▶ A variety of improvements for active transportation including a shared use path and trail connections
- ▶ Extension of light rail from Portland to Vancouver and express bus on shoulder to better connect transit systems
- ▶ Three new transit stations
- ▶ A local access bridge from Hayden Island to Marine Drive
- ▶ Improvements to seven interchanges, north and south of the Columbia River, and related enhancements to the local street network
- ▶ Variable priced tolling, with the goal of funding construction and improving travel reliability

Design Options

There are several design options being considered for the investments being analyzed:

Highway safety and operations

- ▶ 1 auxiliary lane and 2 auxiliary lanes

3 Bridge Configurations

- ▶ Double-Level Fixed-Span
- ▶ Single-Level Fixed-Span
- ▶ Single-Level Movable-Span

Downtown Vancouver Interchange Options

- ▶ C St. on and off-ramp
- ▶ No C. St. on or off-ramp

I-5 Alignment Shift between SR 14 & Mill Plain

- ▶ I-5 stays in existing location
- ▶ I-5 shifts to the west

Transit Options

Three possible scenarios exist for Park & Ride options

- ▶ No Park and Rides in downtown Vancouver
- ▶ One Park and Ride in downtown Vancouver at one of the locations being analyzed
- ▶ Two Park and Rides in downtown Vancouver with one near the Waterfront station location and one near the Evergreen station location

Park & ride locations being analyzed

- ▶ Near the Waterfront Station: Columbia St./SR 14, Columbia Way, Columbia St./Phil Arnold Way
- ▶ Near Evergreen Station: Library Square, Columbia Credit Union parking garage

Possible Transit Facilities

- ▶ Build overnight facility at Expo Center
- ▶ Expand operations and maintenance facility at Ruby Junction



Visit: interstatebridge.org/NextSteps to learn more about the Modified LPA.

Program Funding

The IBR program released a financial plan in 2023 with a cost estimate range between \$5 billion and \$7.5 billion to complete program investments and identified potential funding sources. To fund the program investments, a combination of federal grant funds, state funds and toll funding will be required. The cost estimate and financial plan will be refined and updated as program work progresses.

Potential Program Funding Sources

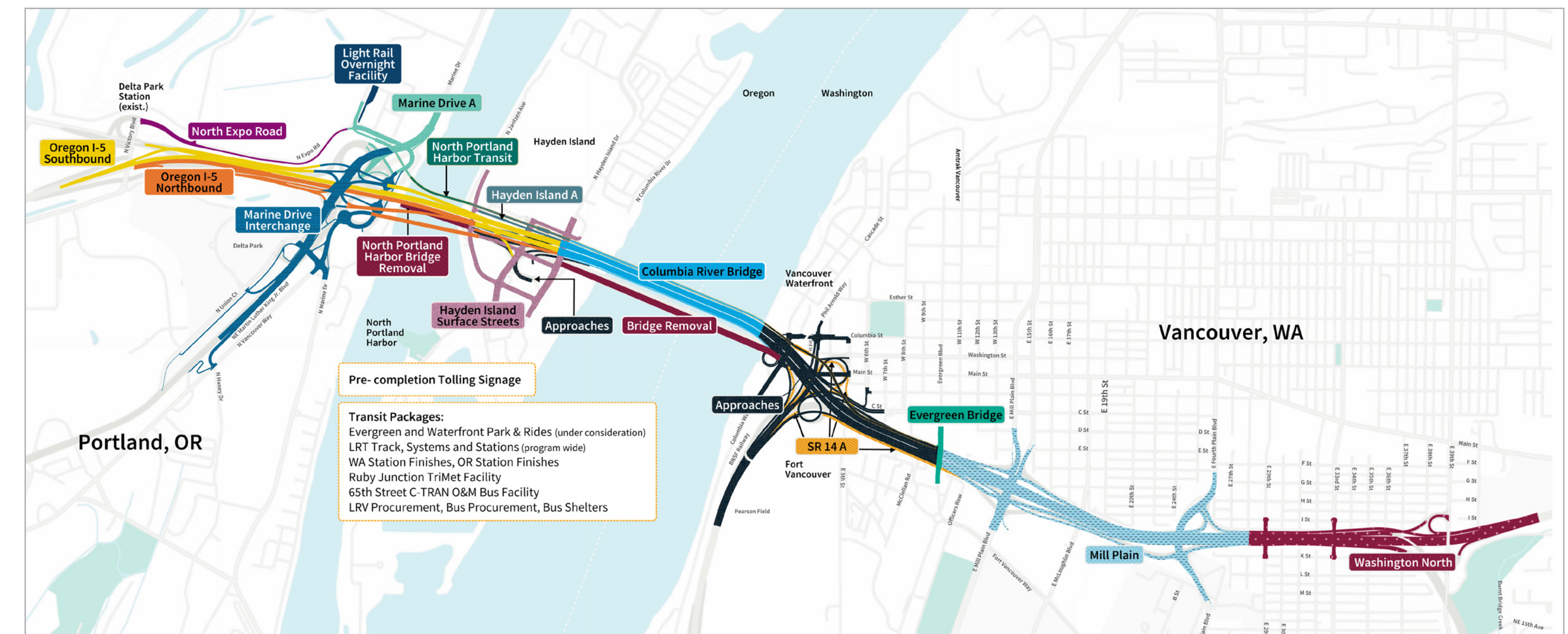
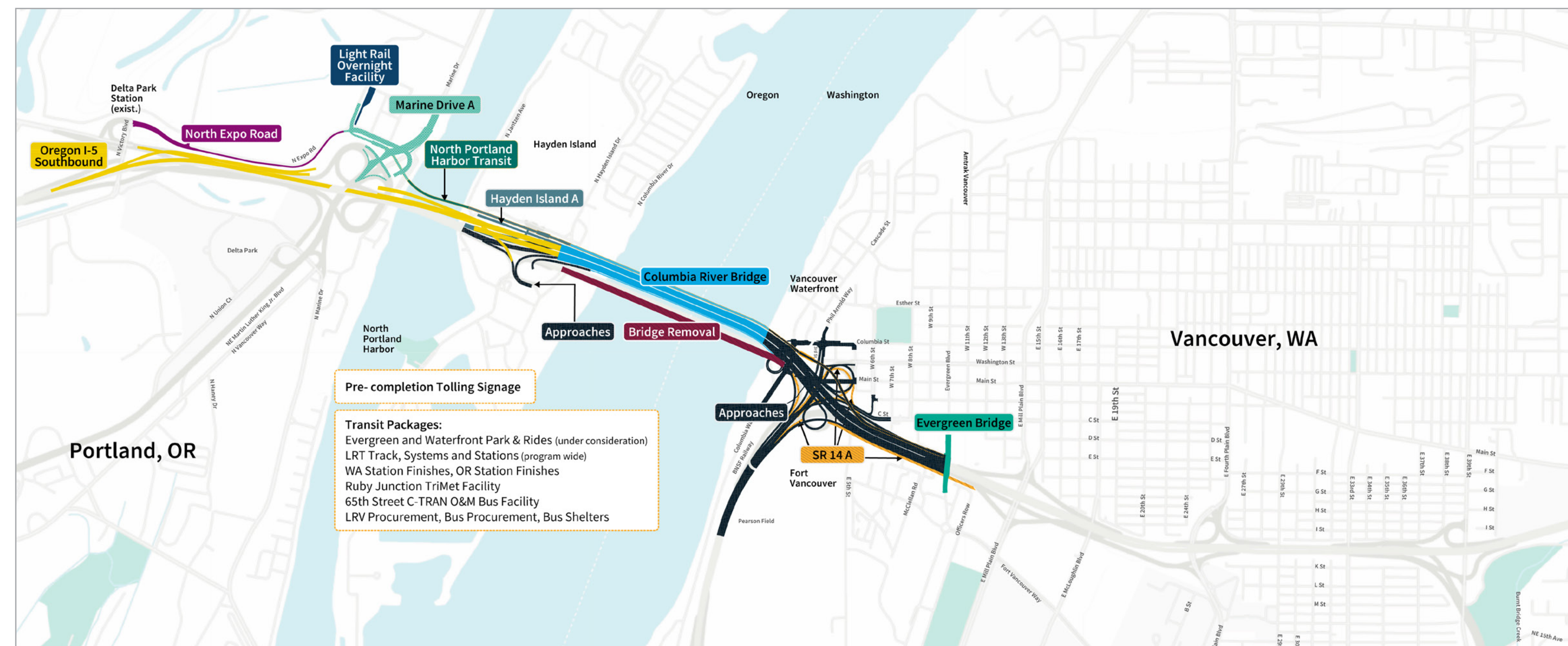
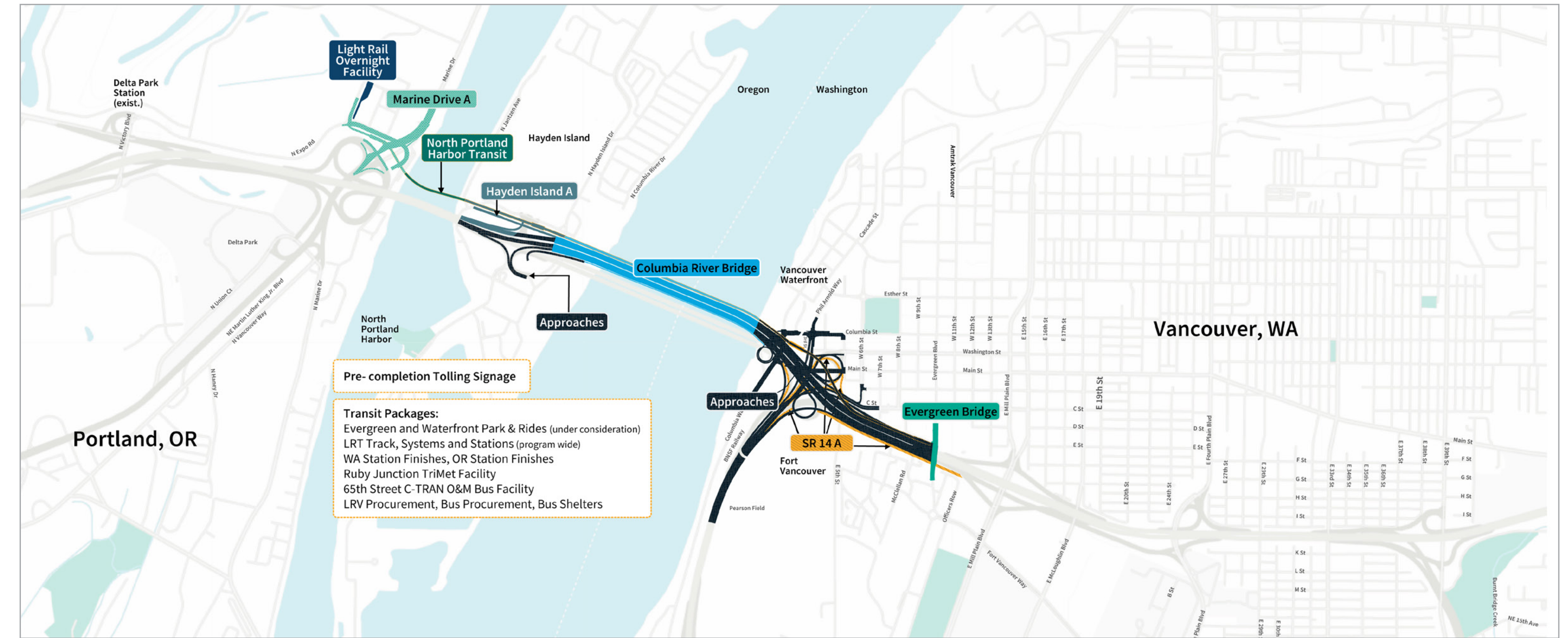
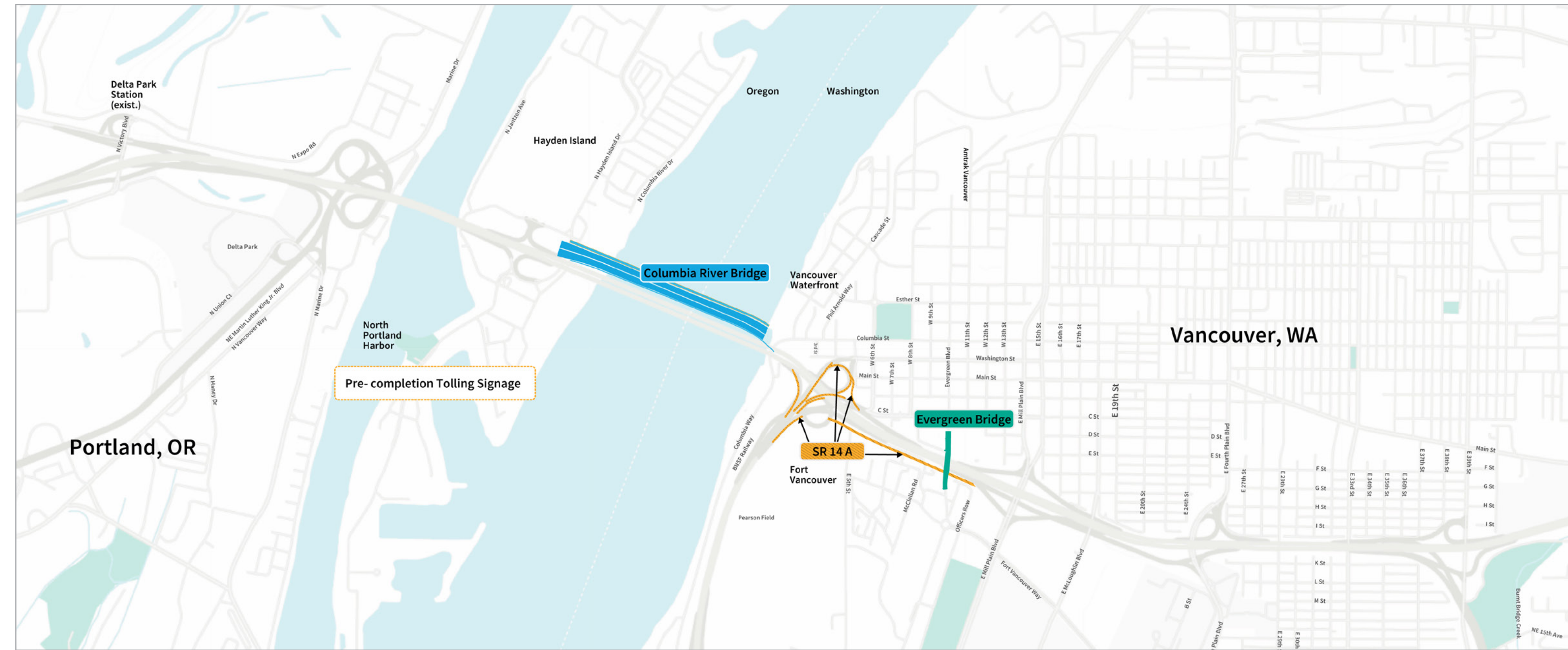
<div><div><div><div><div>\$2.5 Billion</div><div>Federal Grant Funding</div></div></div></div></div>	<div><div><div><div>\$600M Mega Grant and \$1M BIP planning grant secured; pursuing remaining grant amount</div></div></div></div>
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Visit: interstatebridge.org/EconomicBenefits to learn more about program funding.

Construction Package Sequence

All packages are draft, conceptual packages and subject to change.



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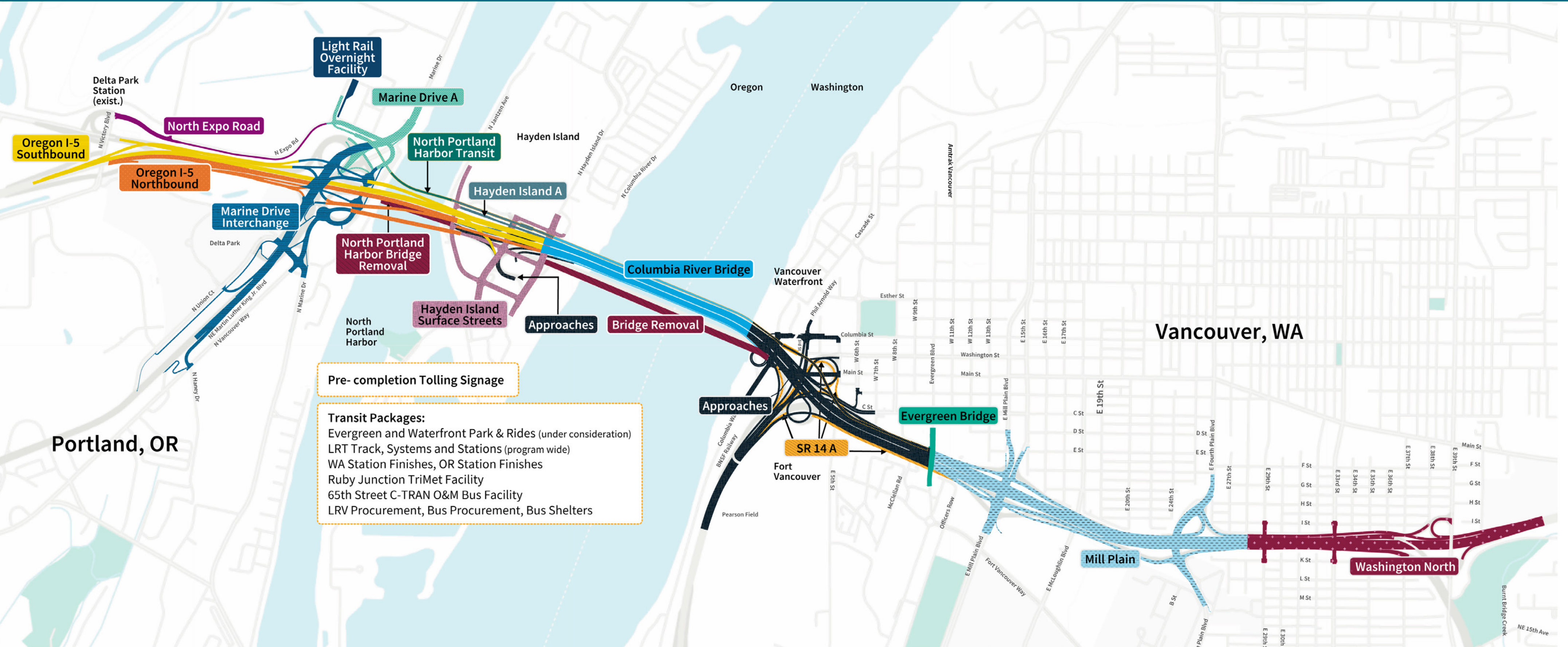
Visit: interstatebridge.org/Opportunities to learn more.

Email: info@interstatebridge.org

Draft Delivery Plan & Packages

Major construction is anticipated to begin with the Columbia River bridge and approaches and be sequenced throughout the program area. Early construction activities may occur in the program area to prepare for the bridge replacement work. Construction of the packages identified could last more than 10 years.

All projected cost ranges listed include design, right of way, and construction, and are based on the program’s 2023 financial plan and will be updated as additional detail is identified and cost estimates are refined. Sequencing, packages, delivery methods, and delivery agency listed below are initial proposals and may change as the program advances toward construction. The program is continuing to seek feedback and identify opportunities to create smaller contract packages.



Packages

- ▶ **Bridge Approaches** | 6-7 years | \$720 million- 1.1 billion | Design Build or Progressive Design Build | WSDOT
 - ▶ **Bus and BRT Infrastructure** | 1-1.5 years | \$3-5 million | Design Bid Build | C-TRAN
 - ▶ **Bus and Bus Rapid Transit Infrastructure** | 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
 - ▶ **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 | \$38-58 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 | \$35-53 million | CM/GC - TriMet
 - ▶ **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 one year- \$5-\$6M | Design Bid Build WSDOT/ODOT
 - ▶ **Ruby Junction TriMet Facility** | 2 years | \$45-65 million | CM/GC | TriMet
 - ▶ **65th 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 | \$30-45 million | Design Build | WSDOT
 - ▶ **Washington Station Finishes** | 1-1.5 years | \$1-2 million | Design Bid Build | WSDOT

Projects are listed in alphabetical order and not intended to represent sequence of construction. All packages are draft, conceptual packages and subject to change.



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We Want to Hear from You

Disadvantaged and Small Business Enterprises are an integral part of the regional economy in the Pacific Northwest. The IBR program is committed to creating opportunities to maximize DBE participation in future contracts.

It is anticipated that there will multiple contracts of various sizes. Work scopes for potential contracts may include, but are not limited to, various types of work such as:

- | | | | |
|--|--|--------------------------------|---------------------------------------|
| ▶ Air, noise, and water quality monitoring | ▶ Electrical | ▶ Project management | ▶ Stormwater management |
| ▶ Architecture | ▶ Excavation | ▶ Public outreach | ▶ Surveying |
| ▶ Asphalt paving | ▶ Facilities support | ▶ Restoration under the bridge | ▶ Third-party construction monitoring |
| ▶ Clerical | ▶ Financial | ▶ Roadway/asphalting | ▶ Traffic control |
| ▶ Concrete | ▶ Guardrails | ▶ Scheduling | ▶ Transit facilities |
| ▶ Construction management | ▶ Independent cost estimates | ▶ Security | ▶ Trucking |
| ▶ Cost estimating | ▶ Laboratory and on-site materials testing | ▶ Shared use path construction | ▶ Utility relocation |
| ▶ Debris removal | ▶ Landscaping | ▶ Signage | ▶ Wetland mitigation |
| ▶ Demolition | ▶ Painting | ▶ Sound and retaining walls | |
| ▶ Design | ▶ Permit coordination | ▶ Steel fabrication/erection | |
| ▶ Drilled shafts | | | |

Share Your Thoughts!

- What challenges do you face when seeking contracting opportunities?
- What support or resources would be helpful for DBEs in seeking construction work?
- Are you connected to any industry associations or workforce groups?
- Who would you like to connect with but haven't yet?

Connect with us today to learn about resources for support.



Visit: interstatebridge.org/DBEpartners to learn more
Email: DBEinfo@interstatebridge.org