



**Interstate
BRIDGE**
Replacement Program



Interstate Bridge Replacement Program

October 18, 2023

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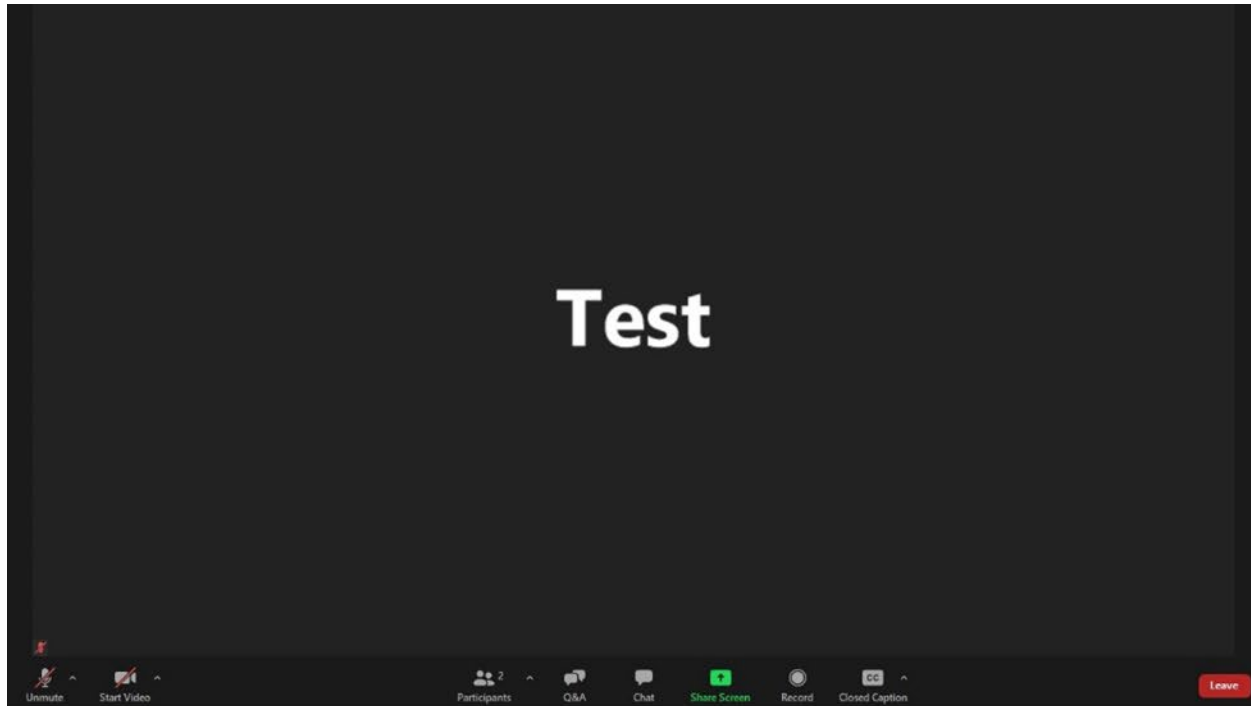
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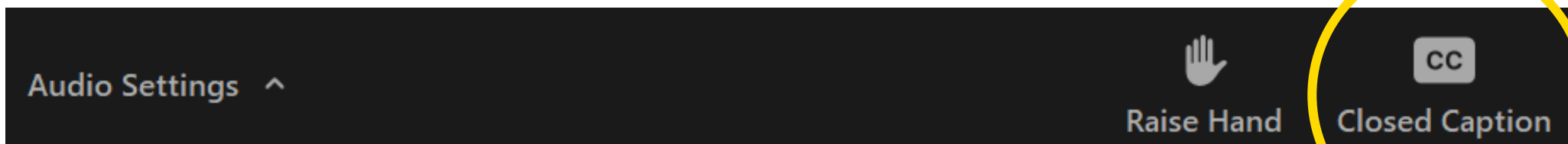
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Webinar Participation Tips

- ▶ 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

(503) 440-4891

Public Input Instructions

- ▶ There will be an opportunity to provide brief public input later in the meeting today.
- ▶ To submit input after the meeting:
 - Email comments to info@interstatebridge.org 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 Topics

Topic

Program Updates and Schedule

Cost and Funding Update

Community Engagement Update

Community Benefits Advisory Group (CBAG)

Future Meetings

Public Comment



Program Update

Greg Johnson, Program Administrator

2023 Legislative Actions

- ▶ Having all non-federal matching funds in place demonstrates the regional commitment and increases the competitiveness of the program in federal grant applications.
- ▶ **WA Legislature**
 - Authorized tolling on the I-5 bridge
 - Allocated first installment of \$1 billion state share previously committed in Move Ahead Washington transportation package
- ▶ **OR Legislature**
 - Committed \$1 billion state share

State and Federal Outreach Highlights

► Meetings and tours

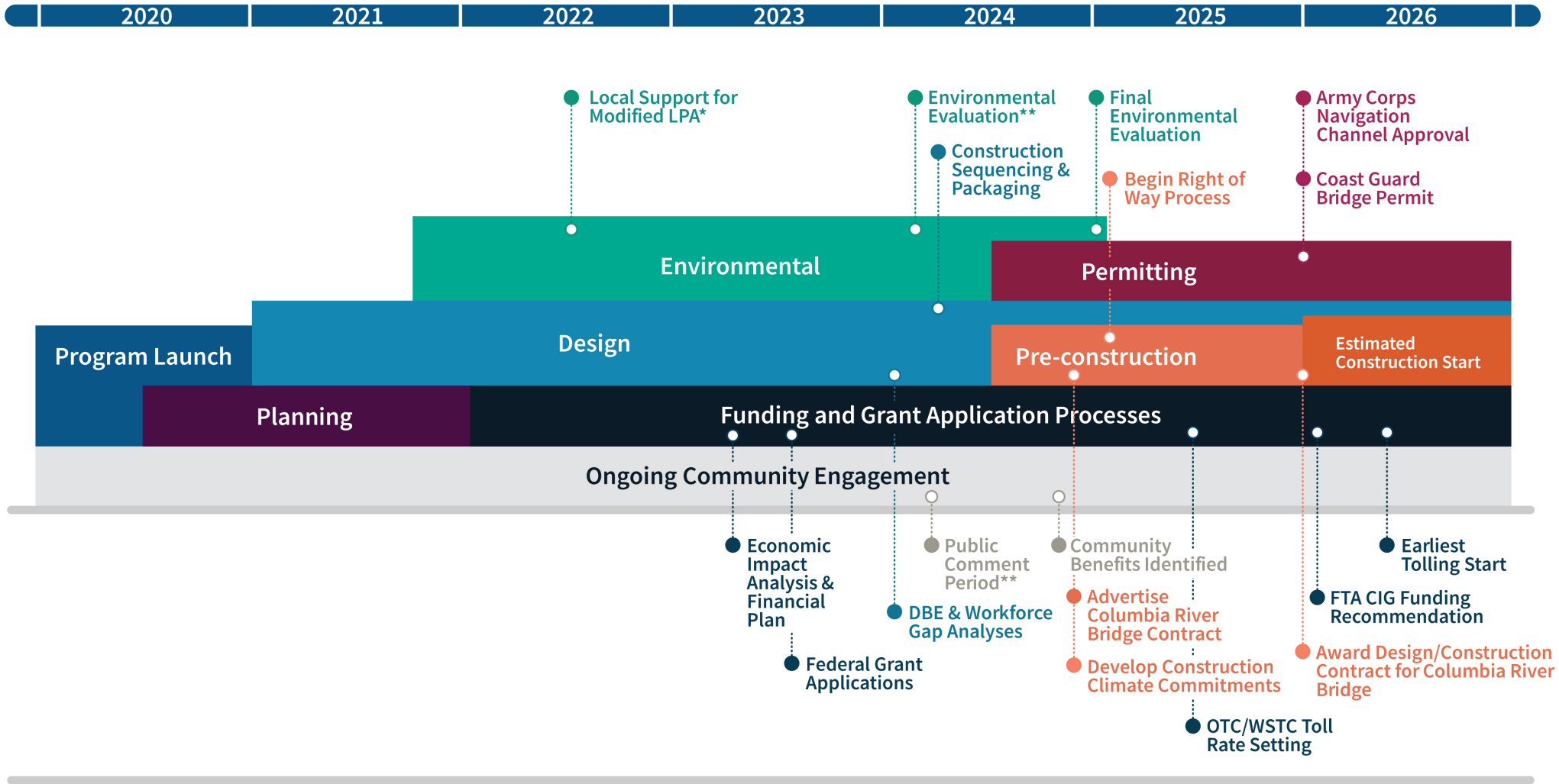
- Washington Joint Transportation Committee briefing and tour
- Congressional engagement
 - Rep. Marie Gluesenkamp Perez tour
 - Infrastructure Roundtable
 - Congressional staff tours
- Washington State Transportation Commission tour
- OR and WA State Public Transportation Conference tour
- State and Federal agency tours



Presentation Highlights

- ▶ **IBR Disadvantaged Business Enterprise Meet and Greet**
- ▶ **Transportation Research Board 14th National Conference**
- ▶ **Western Bridge Engineers Seminar**
- ▶ **Oregon Association of Minority Entrepreneurs**
- ▶ **Oregon State Building and Construction Trades Convention**
- ▶ **The Columbian Economic Forecast Breakfast**
- ▶ **Oregon State Board of Examiners for Engineering & Land Surveying**
- ▶ **Association of General Contractors**
- ▶ **Pacific NW Waterways Association**

Program Schedule



Working draft: 10.13.2023. 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.

Cost and Funding Update

Frank Green, Assistant Program Administrator

Ray Mabey, Assistant 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.

Federal Funding Updates

- ▶ **IBR applied for the Mega Grant in August 2023**
- ▶ **The Bridge Investment Program application is due in November**
 - Grant awards for these two programs are anticipated to be announced in late 2023/early 2024
- ▶ **Funding committed by both states and tolling authorization provide the local match contributions necessary for all federal grant programs IBR will pursue**
- ▶ **If awarded, the DOTs and federal government will develop an agreement on the terms of funding**
 - For large projects this process typically takes 12-18 months
 - Once the grant agreement is reached, IBR can access the grant funds
 - Construction must begin within 18 months of the first funding obligation

Capital Investment Grant (CIG) Program

- ▶ US Department of Transportation's largest discretionary and competitive grant program
- ▶ The CIG program is administered by the Federal Transit Administration (FTA)
- ▶ IBR is seeking \$1 billion in CIG funding
- ▶ The CIG program has four steps with significant oversight for risk, cost estimating, financing, and project management throughout each step
 - FTA approval is required for entry into each step
- ▶ **Projects are given a rating based on how well they perform in CIG criteria**
 - Projects must rate well in order to successfully compete for funding, and a project's ability to receive congressional funding appropriations is based on that rating

CIIG Program Steps

▶ **Project Development:** September 2023 through September 2025

- In September 2023, FTA approved the IBR program beginning this step
- Within 2 years, the IBR program must complete the following:
 - *environmental work*
 - *30% transit design*
 - *cost estimates*
 - *risk assessment*
 - *detailed project management plan*
 - *finance plans*
 - *preparation of rating materials, which are necessary to successfully make it into the President's budget*

▶ **Engineering:** Early 2026 through early 2028

- To enter this step, IBR must have completed the following:
 - *have 30% of local funds committed*
 - *must be successfully rated based on competitive criteria in order to qualify to be in the President's budget*
- During this phase IBR must complete the following:
 - *complete 30-90% transit design*
 - *update cost and risk assessments*
 - *finalize all agreements*
 - *complete oversight reviews*

CIG Program Steps Cont.

▶ Full Funding Grant Agreement (FFGA): Early 2028

- This is the step where the CIG funding is allocated and available to the program
- To secure a FFGA:
 - *all local program funds must be committed*
 - *final readiness reviews must be complete*
 - *must have all other funding sources appropriated*
 - *the project must be in the President's budget, which requires congressional review of the program*

▶ Transit Construction: Early 2028 through 2033

- This step includes the start of transit specific construction projects through the opening of transit
 - *The main river bridge and approaches are scheduled to begin construction as early as late 2025 and will include some elements for the transit portion of the program*
- FTA oversight continues to monitor progress on scope, schedule, and budget throughout this step

IBR Traffic Projections

- ▶ **There are two types of toll traffic forecasts:**
 - Traffic and revenue (T&R) forecasts for financial planning
 - *Focus on annual traffic and revenue projections in each year*
 - *For IBR, we are forecasting lower traffic volumes to ensure it is more conservative and does not overstate possible revenue*
 - Traffic forecasts for environmental analysis and design considerations
 - *Focus on typical weekday traffic impacts*
 - *For IBR, this will forecast higher traffic volumes to not understate the possible environmental impacts*

Levels 1, 2 & 3 Toll Traffic & Revenue Studies

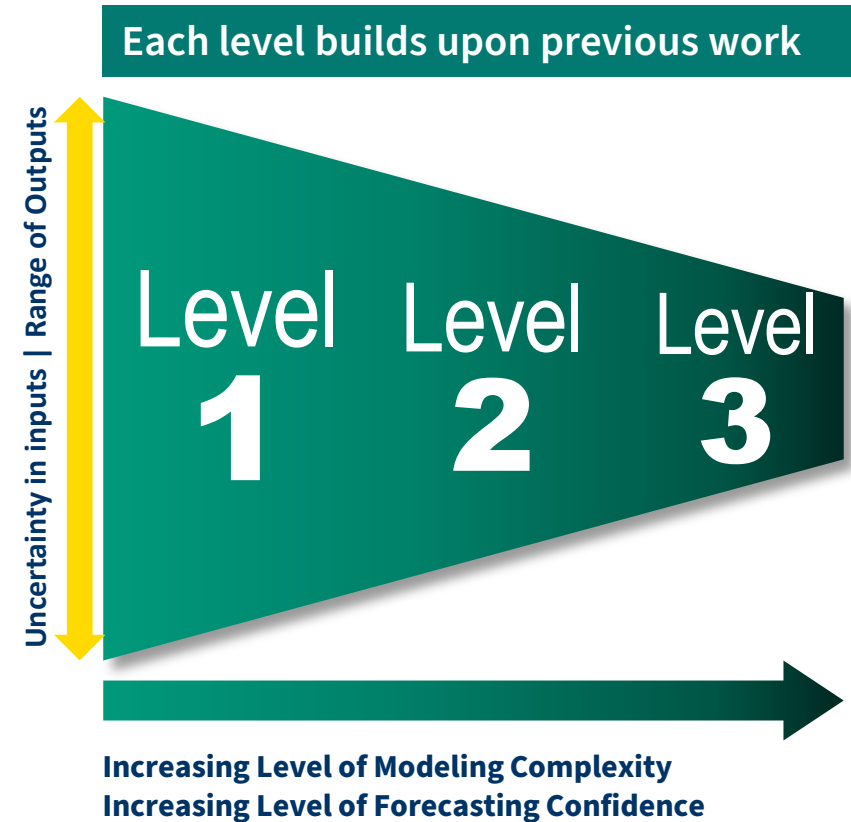
- ▶ **Level 1 Toll T&R | Sketch - Completed during CRC**

- ▶ **Level 2 Toll T&R | Comprehensive**

- **Purpose:** Tests multiple toll rate scenarios and impact to travel demand and revenue to support Commissions on toll / policy evaluation and financial planning
- **When:** Report will be published in late 2023
- **Timing:** Concurrent with NEPA analysis

- ▶ **Level 3 Toll T&R | Investment Grade**

- **Purpose:** Refined for preferred alternative with accuracy and rigor to support formal rate setting prior to opening and decision-making by lenders
- **Duration:** 12 months, usually completed about 6-8 months before start of tolling due to limited shelf-life
- **Timing:** End of NEPA analysis and prior to initial financing; may be refreshed periodically over life of debt



IBR Level 2 Toll Traffic and Revenue Study

- ▶ **Testing seven variable rate toll scenarios to understand the impact on revenue**
 - The initial toll scenarios under study include rates ranging from \$1.50 to \$3.55 in year of toll commencement, depending on time of day
 - Some scenarios consider a 2.15% annual escalation
 - Some scenarios consider other proposed regional toll projects
 - A low-income toll program is considered in some scenarios
- ▶ **Initial analysis of toll scenarios determined that revenue generated from tolling could fund the amount identified in the financial plan**
- ▶ **Toll rates for the IBR program are anticipated to be set in 2025 by the Oregon and Washington Transportation Commissions**
 - The level 2 Toll T&R does not determine toll rates but supports future joint rate setting work by the Commissions

Oregon & Washington Commission Coordination

- ▶ During CRC, the Commissions signed an agreement setting up a bi-state toll sub-committee to recommend rates and policies to the full State Transportation Commissions.
- ▶ The Commissions will jointly determine:
 - Rate-setting
 - *Hours of operation*
 - *Time of day rates & truck multiplier rates*
 - *Escalation*
 - Exemptions and/or Discounts
 - *Low-income toll program, Tribes, Emergency and/or public transit, Vanpool*
- ▶ These topics will be part of ongoing commission discussions with rates and policies being set about 6-8 months before bridge tolling begins.

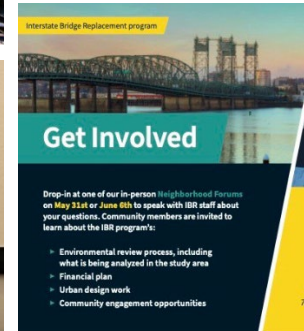
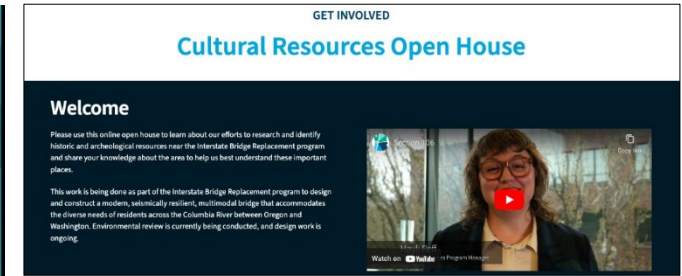
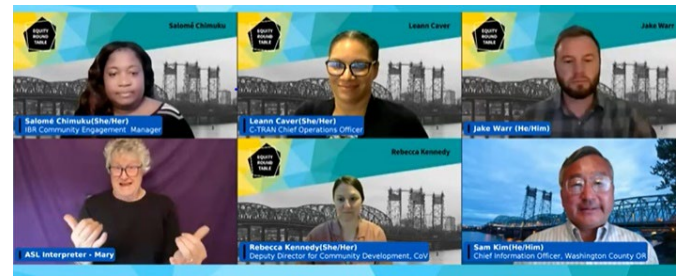
Community Engagement

Katy Belokonny, Public Affairs Manager

Program Outreach

► YTD 2023 Engagement

- Advisory Group Meetings: 18
- Presentations/Briefings: 60+
- Neighborhood Forums: 2
- DBE Meet & Greet: 37 Attendees
- Tabling at Community Events: 17
- Conferences: 16
- Tours: 16+
- Cultural Resources Open House
- Equity Roundtables: 3
- Office hours: 10 days offered



Community Engagement Update

► Recap of Summer 2023 Tabling:

- Seventeen total events thus far between Oregon & Washington
- Engaged with more than 1,250 individuals at a diverse range of events
- Approximately 50% of events centered equity priority communities
- Comments heard:
 - *“Thanks for being out here and giving information”*
 - *“I think you are going in the right direction”*
 - *“I wish more programs provided social investments like CBO mini-grants”*
 - *“I like the multimodal investments”*
 - *“I want it to happen but I am skeptical about tolling”*



Community Based Organization Mini Grants

- ▶ These grants help extend the IBR program's outreach to equity priority communities
- ▶ Eight organizations who work with various equity priority communities were selected with \$50,000 total awarded
 - Equal representation by state. Equal split of funding.
 - All eight organizations operate as or are fiscally sponsored by a 501(c)(3)
 - This work with the organizations will help prepare equity priority communities for the release of the Draft SEIS
 - IBR will work with organizations to:
 - *Distribute information about IBR-related events and meetings on a monthly basis*
 - *Co-host listening sessions, community forums, and community briefings with IBR staff*
 - *Promote IBR events and meetings on their digital and social channels*

Engagement to Support the Draft SEIS Public Comment Period

▶ Formal requirements:

- Public Hearings
- Public Notifications

▶ Additional engagement opportunities:

- Office Hours
- Briefings
- Presentations
- CBO mini-grants
 - *Community Forum*
 - *Affinity listening sessions*
- Literature drop
- Direct mail
- In-person outreach
- Tabling at local events and gatherings
- Infobox inquiries
- Equity roundtable

▶ Audiences include:

- Equity priority communities
- Residents in the program area
- Property and business owners
- Neighborhood associations
- Current and future active transportation and transit users
- CBOs
- Current and future users of the program corridor

Community Benefits Advisory Group (CBAG)

Shannon Singleton, CBAG Facilitator

Why have community benefits discussions?

- ▶ Consider mitigation of impacts the construction of a Mega project can have on neighborhoods and businesses in the program area during construction
- ▶ Acknowledge the historical treatment of equity priority communities and ensure efforts are aligned with the IBR program's equity principles to ensure equitable processes and outcomes of this effort
- ▶ The inclusion of community benefits is becoming a best practice for large-scale development projects

IBR Community Benefits Advisory Group

- ▶ This group will develop recommendations to advise IBR on how to leverage the program's work to achieve the greatest positive benefit to communities in the program area and broader region
- ▶ Within the scope of the IBR program the CBAG will:
 - Apply the Community Values & Priorities developed by CAG to the CBAG recommendation development process
 - Advise IBR on how to leverage the program's work and partnerships to achieve the greatest positive benefit to the communities in the program area and broader region from the program's work
 - Explore community benefits that align with the program's equity objectives
 - Advise IBR on the establishment of accountability mechanisms for commitments made in the CBAG process

Defining Community Benefits on IBR

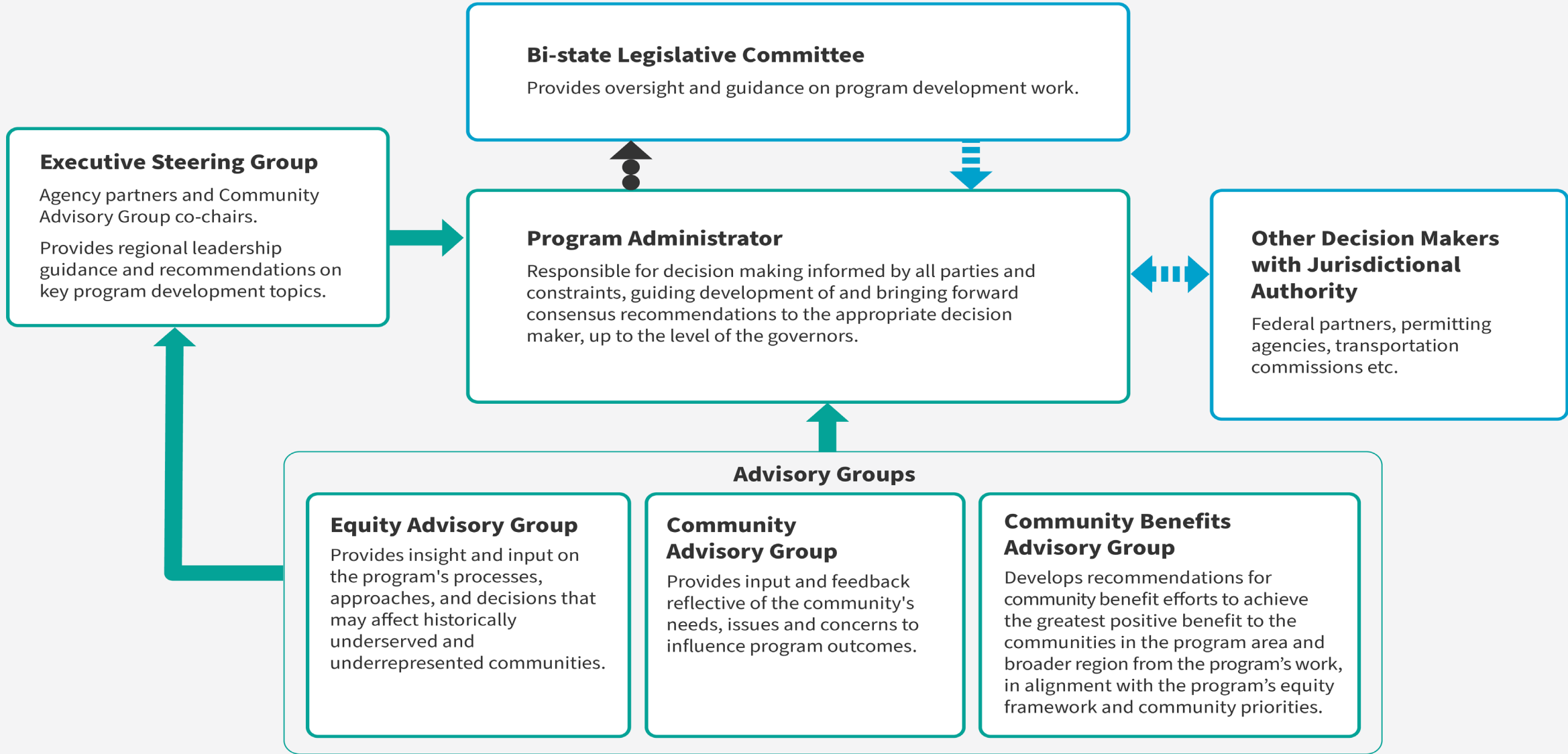
- ▶ **Expectation that IBR Community Benefits WILL Be:**
 - Developed with extensive community involvement
 - Establishes a range of recommended potential benefits for the local community that reflect:
 - *IBR Equity Framework principles*
 - *Diverse needs and perspectives of community*
 - A key cornerstone of how the program is implementing its commitment to equity
 - Captured in contract specifications, environmental documents, or referred to in future Project Labor (PLA) and/or Community Workforce Agreements (CWA)
 - A cooperative commitment between program partners and other parties

Defining Community Benefits on IBR

- ▶ **IBR Community Benefits Will NOT Be:**
 - A specific agreement just addressing community benefits
 - A Project Labor Agreement (PLA) or a Community Workforce Agreement (CWA)

CBAG Structure

- ▶ **Balanced representation from Oregon and Washington**
- ▶ **Will include representatives from EAG and CAG**
- ▶ **CBAG member representation includes:**
 - Program area residents
 - Program area business owners
 - Workforce development
 - Housing
 - Culturally-specific CBOs and businesses
 - Disability rights
 - Environmental Justice (those advocating for equity in environmental protections)
 - Parks & Recreation



KEY: Recommendations Oversight/Guidance
 Regular briefings on program work and advisory group recommendations

NOTE: Location on graphic does not indicate hierarchy. This diagram is intended as a high-level overview and does not show all engagement points.

CBAG Meetings

- ▶ The advisory group will meet at-least-monthly from September 2023 – March 2025.
- ▶ Kickoff meeting was September 27th
 - Program overview
 - Defining community benefits on IBR
 - Charter review
- ▶ Next meeting is October 26th



Public Comment

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.



Comment Instructions

To submit comment 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.

Next Steps

Greg Johnson, Program Administrator

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 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 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, 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.

Upcoming Work

- ▶ **Complete BIP application and continue project development work to address requirements of FTA CIG process**
- ▶ **Draft SEIS: Early 2024**
 - Ongoing community engagement to support Draft SEIS and 60-day public comment period
 - Tribal consultation
- ▶ **Refinements to design will be made to address public comments, identify mitigation, and confirm a corridor-wide alternative**
- ▶ **Discussions on design elements such as bridge design, transit station design/access, bridge aesthetics, and active transportation design**
- ▶ **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**



For more information contact:

info@interstatebridge.org

360-859-0494 or 503-897-9218

888-503-6735

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Thank you!

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