



## Interstate Bridge Replacement Program

# TriMet July Board of Directors

Carley Francis, **Interim IBR Program Administrator**  
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# Recent Program Updates

- ▶ USCG Bridge Configuration Determination
- ▶ Final SEIS Published
- ▶ Amended STIP/MTIP
- ▶ Industry Day event
- ▶ Initial Financial Plan accepted by FHWA
- ▶ Updated Cost Estimate
- ▶ SEPA addendum published
- ▶ NEPA Record of Decision (ROD)



# Updated Program Schedule

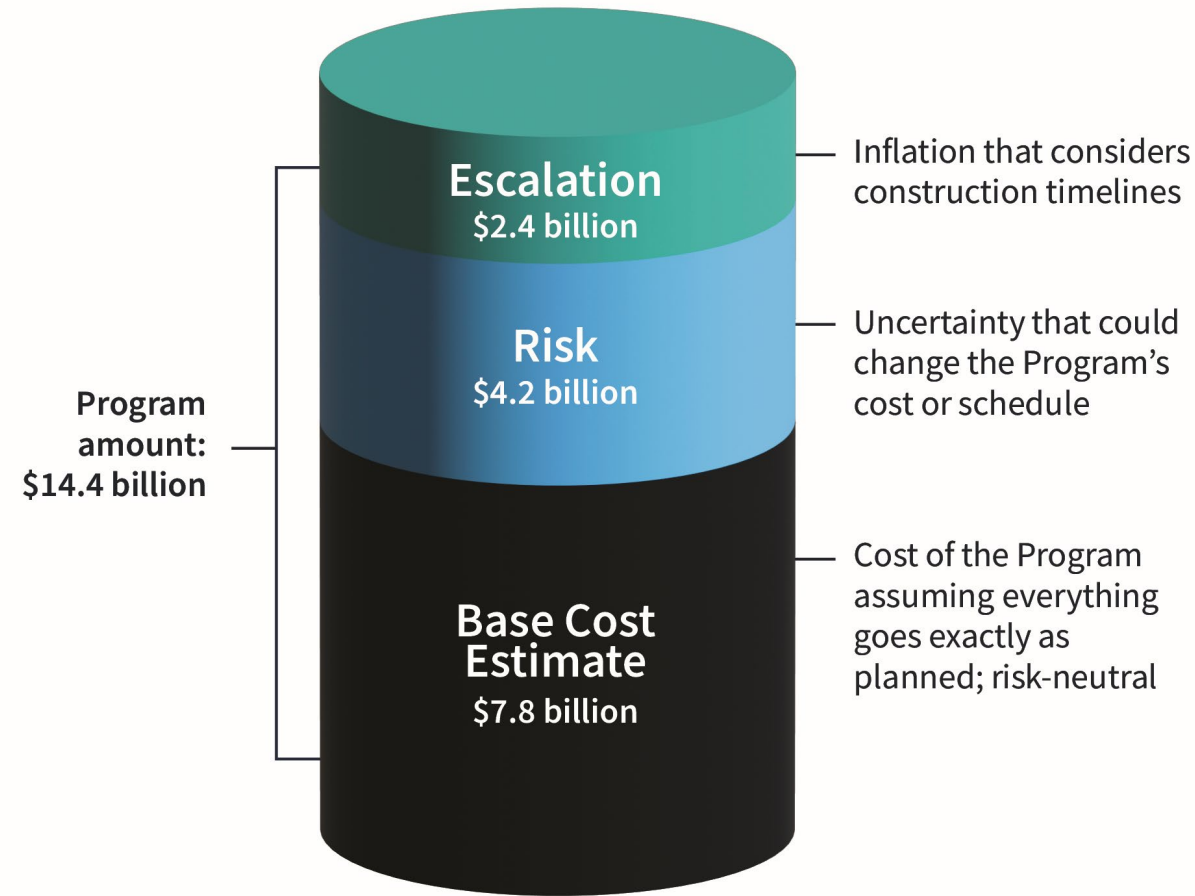
| Milestone                                                         | Anticipated Schedule                                                                                          |
|-------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------|
| Final SEIS Published                                              | April 17, 2026                                                                                                |
| Federal Record of Decision Issued                                 | July 1, 2026                                                                                                  |
| Columbia River Bridge RFQ                                         | Summer 2026                                                                                                   |
| Columbia River Bridge RFP                                         | Late 2026                                                                                                     |
| Columbia River Bridge Contract Award & Negotiations               | 2027                                                                                                          |
| Start of Construction                                             | 2028                                                                                                          |
| Toll Commencement                                                 | 2028                                                                                                          |
| CIG Full Funding Grant Agreement                                  | 2030                                                                                                          |
| New bridge open to traffic                                        | 6-7 years after construction starts<br><i>(We need to work with contractor before we can finalize timing)</i> |
| Light Rail Transit in Service <i>(pending additional funding)</i> | 2036                                                                                                          |

# Delivering the Five-Mile Program Over Time



# 2026 IBR Program Updated Cost Estimate

Updated range for five-mile corridor is \$13.5 to \$15.2 billion with a likely cost of \$14.4 billion (70<sup>th</sup> percentile probability)



*The 2022 cost estimate was \$5 billion to \$7.65 billion with a likely cost of \$6 billion (60<sup>th</sup> percentile probability).*

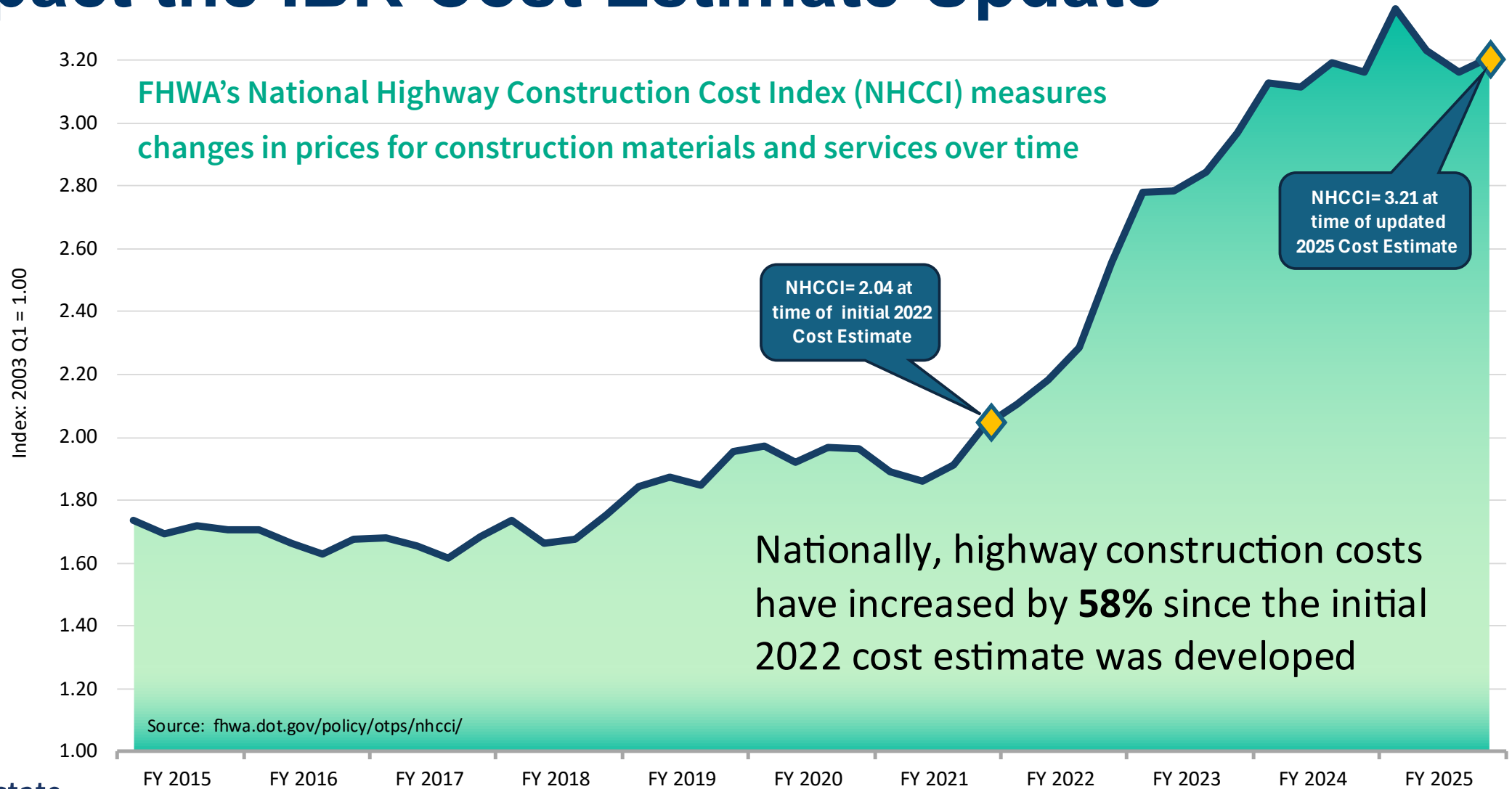
*The team is using the 70<sup>th</sup> percentile probability for the 2026 cost update as it meets FHWA requirements.*

July 22, 2026

# IBR Program Changes from 2022 to 2026

- ▶ **Overall schedule was extended 11 years**
  - Two-year delay in the NEPA process to accommodate analysis of a moveable span and questions about transit modeling. River navigation questions also needed to be resolved.
  - Updated construction sequencing required an additional 8-10 years.
- ▶ **Bridge design changed**
  - The bridge design changed from two stacked bridges to two single-level bridges.
- ▶ **Construction contracts were repackaged**
  - The 2026 estimate includes building the five-mile Program in over two dozen construction contracts in response to industry feedback.
  - In 2022, the estimate accounted for larger construction packages and assumed construction would occur all at the same time.
- ▶ **2022 estimating assumptions were replaced with updated information for quantities, unit costs, risks and uncertainties**

# Nationwide Highway Construction Cost Increases Impact the IBR Cost Estimate Update



July 22, 2026

# Available Funding

| Funding Source                                                                       | Total Amount     |
|--------------------------------------------------------------------------------------|------------------|
| Mega (USDOT National Infrastructure Project Assistance Program) Grant                | \$600 M          |
| BIP (FHWA Bridge Investment Program) Large Bridge Grant                              | \$1,500 M        |
| Move Ahead Washington - Federal Formula Funding                                      | \$650 M          |
| Move Ahead Washington - State Funding                                                | \$350 M          |
| Oregon HB 5005 - State Funding                                                       | \$1,000 M        |
| Previous State Funding <sup>o</sup>                                                  | \$90 M           |
| Projected Toll Funding Amount <sup>1</sup>                                           | \$1,500 M        |
| <b>Committed Funding Available for a Funded Phase</b>                                | <b>\$5,690 M</b> |
| CIG (FTA Capital Investment Grant Program) Full Funding Grant Agreement <sup>2</sup> | \$1,000 M        |
| <b>Committed and Prospective Funding Available for a Funded Phase</b>                | <b>\$6,690 M</b> |
| Connecting Washington Funding <sup>3</sup>                                           | \$118 M          |
| USDOT Reconnecting Communities Pilot (RCP) Program <sup>4</sup>                      | \$30 M           |
| <b>Committed and Prospective Funding Available for the entire IBR Program</b>        | <b>\$6,838 M</b> |

Note: Funding amounts include historical expenditures.

<sup>o</sup> Updated amount to align with actual programmed amounts

<sup>1</sup> Reflects updated 2026 toll funding analysis conducted by WA State Treasurer and ODOT. Previous placeholder amount was \$1.25B.

<sup>2</sup> This competitive grant funding requires a light rail transit investment and will require local funds for match.

<sup>3</sup> This Washington State funding is currently budgeted for the Mill Plain / I-5 interchange only.

<sup>4</sup> This announced award of grant funding requires investment in the Evergreen Boulevard Community Connector Lid over I-5.

# Advancing Bridge Replacement

- ▶ A core set of projects were identified as the first steps toward building the IBR Program and are estimated to cost \$7.09 billion.
  - Columbia River Bridge
  - Bridge connections to I-5
  - Light rail to Vancouver
  - Existing bridge removal
- ▶ Available funding allows the Program to advance the bridge replacement contract this year, while pursuing additional funding.
  - ▶ The updated range for five-mile corridor is \$13.5 to \$15.2 billion with a likely cost of \$14.4 billion. Of this, 45% of the total likely cost is inflation and risk.
- ▶ Each phase of work must be able to demonstrate that it operates effectively and provides benefits to the traveling public independent of future phases.

# Core Set of Projects: Columbia River Bridge with Light Rail Service to Waterfront Station in Vancouver



- Total updated cost: \$7.09 B

# Identifying a First Funded Phase

## ► Identified cost savings opportunities:

- Consolidated the bridge, I-5 connections and two interchange connections into one Progressive Design-Build contract resulting in:
  - *Cost and risk reductions due to the elimination of coordination between multiple contracts for design and construction.*
  - *Aligning contracting oversight staffing needs from four to one contract.*
  - *Refinements to interim toll site construction management.*
- Updated risk assumptions and retired appropriated risks.

## ► Updated total available funding:

- Both states completed a toll funding analysis that confirmed the ability to increase toll funding capacity within existing rates.
  - *This updated amount is based on analysis conducted on the toll rates that both transportation commissions approved for additional study in late 2024.*

## ► Added bridge demolition to first construction package

# Funded Phase: Columbia River Bridge with Width for Future Light Rail Service



- Total updated cost: \$5.68 B

# Projects in the Funded Phase

- ▶ **The projects included in the funded phase:**
  - Columbia River Bridge replacement
  - Bridge connections to I-5
  - Hayden Island and SR 14 connections to I-5
  - Transit design
  - Tolling infrastructure
  - Existing bridge removal
- ▶ **The funded phase must be accurately reflected in the Initial Financial Plan and state and regional transportation improvement programs.**
- ▶ **This funded phase will operate effectively and provides benefits to the traveling public independent of future phases of construction.**

# Next Steps for Light Rail Transit

## ► Build the replacement bridge

- Extending light rail to Waterfront Station in Vancouver requires construction of the Columbia River bridge to provide space for a dual-track system serving future stations at Vancouver Waterfront and Evergreen.

## ► Pursue up to \$1.0 billion in funding through the Federal Transit Administration's Capital Investment Grant (CIG) program

- Completing each step of the CIG process helps increase confidence that we will successfully receive funding at the end of the process.
- The Program is currently in the Project Development phase of the CIG program and working to enter the Engineering phase in 2027.
  - *To enter Engineering, IBR must have 30% of non-CIG funds committed and a successful rating on competitive criteria*

# Next Steps for Light Rail Transit (cont.)

## ► 2030: Full Funding Grant Agreement (FFGA)

- This is the phase where the CIG funding is allocated and available to the Program
- To secure a FFGA:
  - *All non-CIG 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*

## ► 2030 through ~2036: Transit Construction Phase

- This phase includes the start of transit specific construction projects through the opening of transit
  - *The main river bridge and approaches are anticipated to begin construction in 2028 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 phase



# Columbia River Bridge Replacement (CRBR)

- ▶ **Contracting agency**

- WSDOT

- ▶ **Delivery method**

- Progressive Design-Build

- ▶ **Estimated cost**

- \$3.3 billion to \$3.9 billion

- ▶ **Timeline**

- RFQ: Summer 2026
- RFP: Late 2026
- Proposal due: January 2027
- Select contractor: April 2027

*All dates are anticipated and not final. Always confirm current deadlines and milestones on the official WSDOT contracting page.*

# CRBR Scope

- ▶ Single-level fixed span bridges with three lanes and one auxiliary lane in each direction
- ▶ Shared-use path on northbound bridge
- ▶ Future compatibility for light rail on southbound bridge
- ▶ Connections to I-5, Hayden Island and SR 14
- ▶ Removal of existing bridges



# Pre-Completion Tolling Infrastructure

- ▶ Estimated cost: \$20 million to \$24 million
- ▶ WSDOT
- ▶ Design-Bid-Build
- ▶ Anticipated advertisement: 2026
- ▶ Scope:
  - Install static and variable-rate tolling signage on I-5
  - Install tolling gantries on I-5
  - Work takes place in Oregon and Washington



# Transit Design Services

- ▶ Estimated cost: \$25 million to \$30 million
- ▶ TriMet
- ▶ Anticipated advertisement: 2027
- ▶ Scope:
  - Advance post-NEPA transit design to support Program's application for the FTA Capital Investment Grant
  - Includes design of track, systems and stations throughout the extension
  - Design spans Columbia River and includes design in both Oregon and Washington



# Upcoming Milestones

- ▶ Financial Plan
  - Execute grant amendments to obligate FHWA BIP and Mega funding
- ▶ Transition to Construction Delivery
  - Issue procurement documents for replacement bridge
    - *Advertise pre-completion tolling infrastructure project later this year*
    - *Advertise transit design project in 2027*
  - Ongoing work to ensure a successful transition from environmental and planning to construction
- ▶ LUFO Application
  - TriMet Board Meeting – September 23
  - Metro Council – November 12





# Thank you!

**For more information contact:**

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