



Bi-State Legislative Committee

Interstate Bridge Replacement Program Updates

September 15, 2025

Meeting Agenda

Topics

Program Updates & Previous Questions

Funding Updates

Bi-State Toll Rate Setting Process

Efforts to Advance to Delivery

Next Steps & Feedback

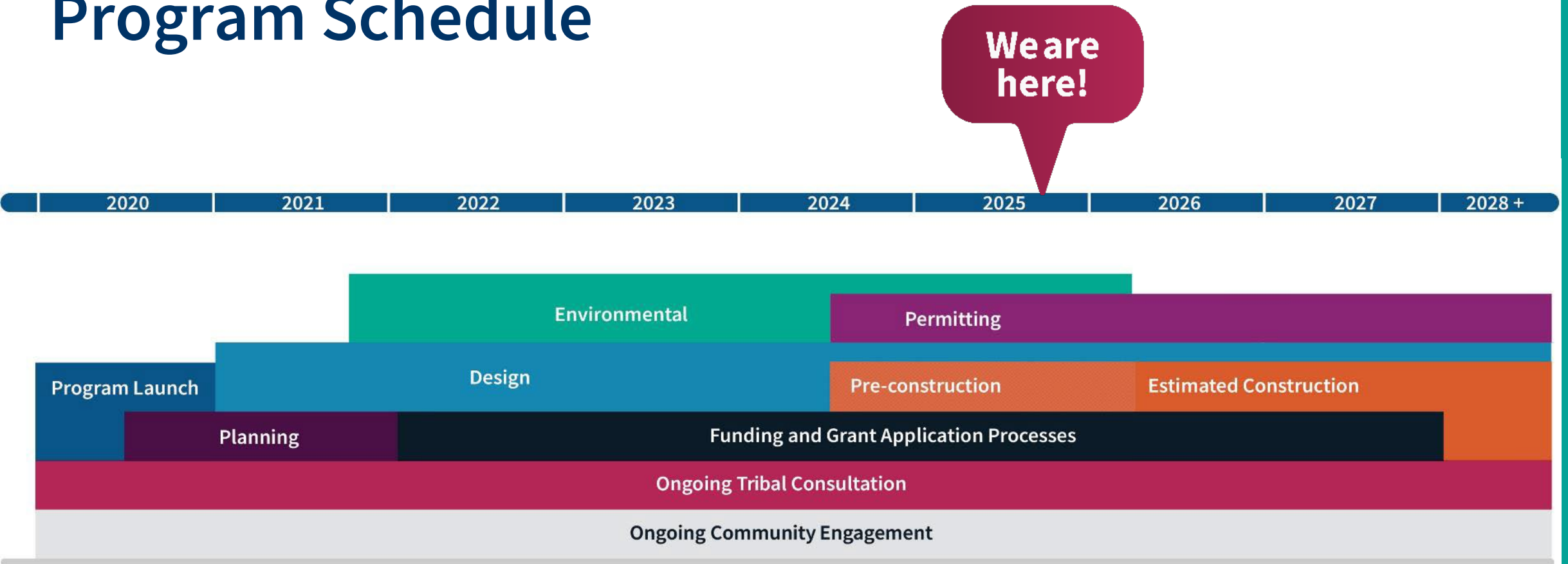
Public Comment



Program Overview

Greg Johnson, Program Administrator
Casey Liles, Program Delivery Manager
Shilpa Mallem, Program Design Manager
Frank Green, IBR Assistant Program Administrator
Paige Schlupp, IBR Assistant 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.

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)



Architectural Elements Workshops

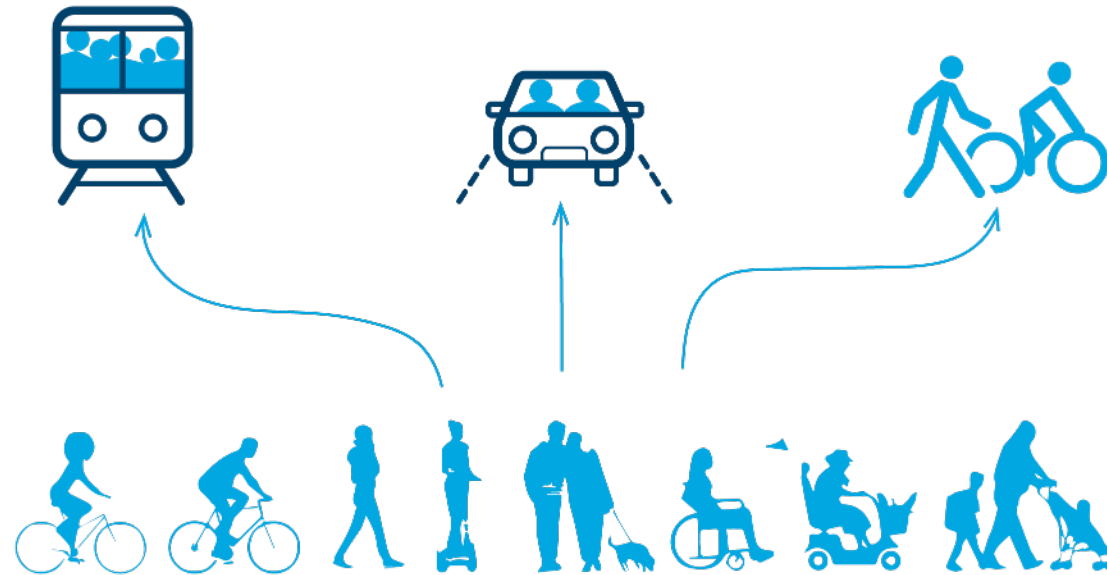
- ▶ The IBR Program hosted a series of meetings and workshops in July and August with Tribes and Section 106 consulting parties, partners, and advisory groups
 - Part of the process to identify a program-wide vision and guidelines for architecture and aesthetics
- ▶ **Goal of meetings and workshops:**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

Architectural Elements Overview

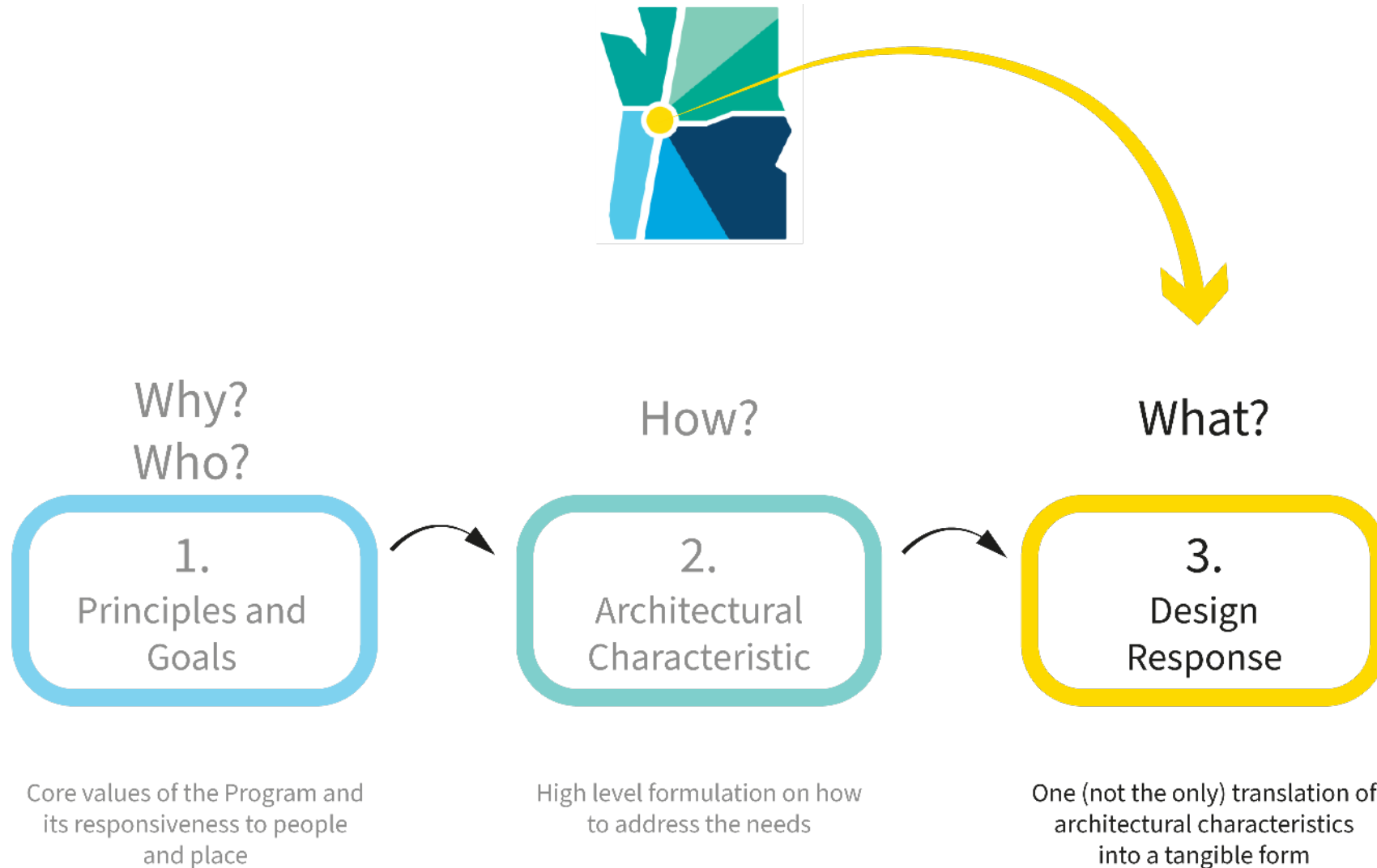
- ▶ Examples presented show a single-level fixed span bridge configuration
- ▶ Architectural guidelines would apply to the Program regardless of the bridge configuration selected through the NEPA process.
- ▶ Discussion topics included:
 - Main River Crossing
 - Shared-use pathways
 - Roadway and corridor-wide land structures
 - Walls in the program area
 - *Noise Walls, Abutments, etc.*
 - Landscape design and ecology



People First Approach



A Three Step Process



Principles and Goals



***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.***

VIEWPOINT:
From the SUP on Hayden Island, looking north

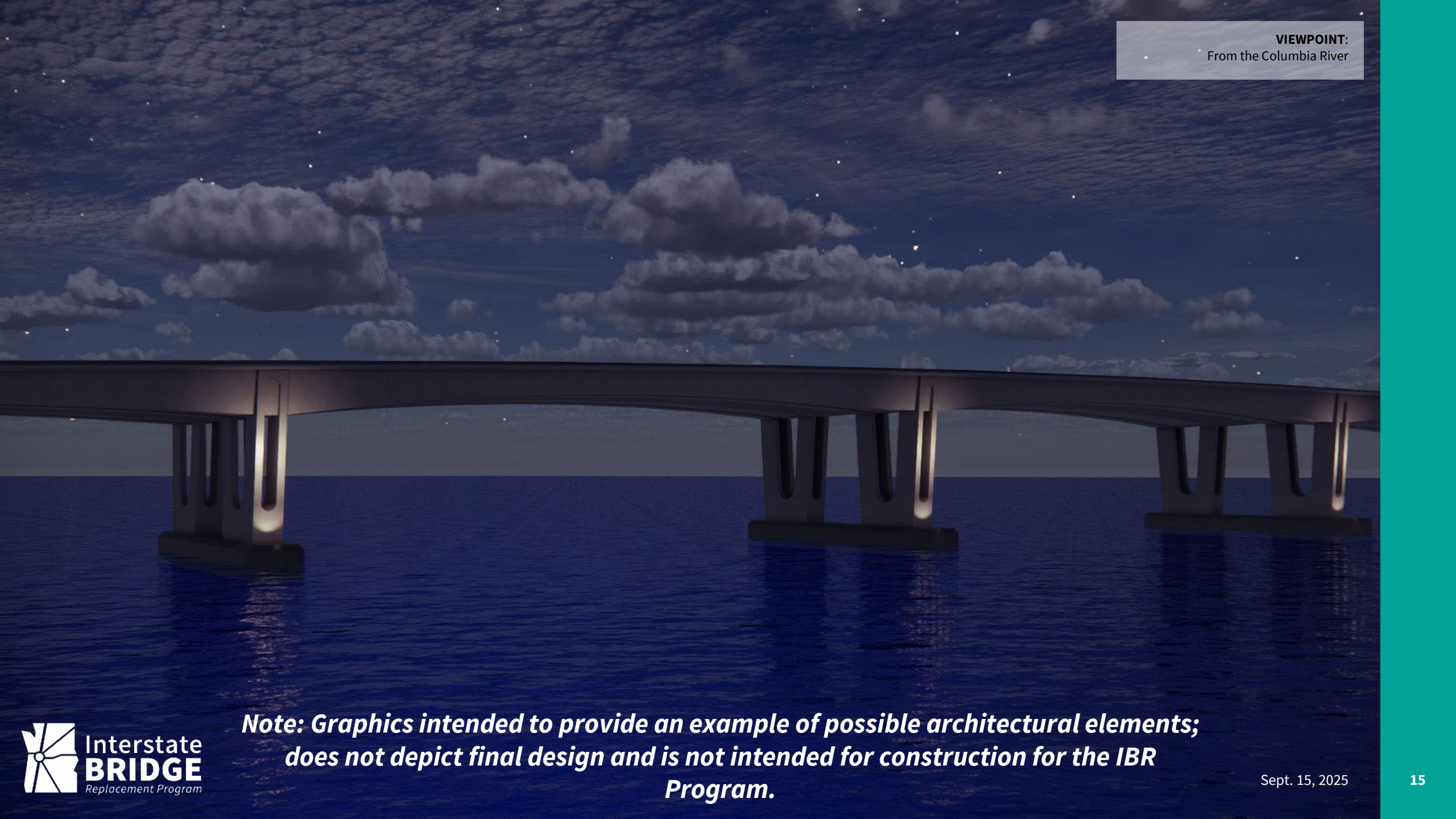


Note: Graphics intended to provide an example of possible architectural elements; does not depict final design and is not intended for construction for the IBR Program.

VIEWPOINT:
Undercrossing at Hayden Island Dr



VIEWPOINT:
From the Columbia River



***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.***



VIEWPOINT:

View from the SUP deck on Vancouver waterfront, looking north at the LRT structure

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.

VIEWPOINT:
Looking west at the land structures
from SE Columbia Way



***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.***



VIEWPOINT:
View from the SUP deck, as it loops
under the highway deck at Vancouver
waterfront, looking west towards
Station Plaza.

*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.*

Previous Questions

What historic properties may be “adversely affected?”

- ▶ Activities proposed for the Modified LPA and its design options could result in adverse effects to 12 historic properties
- ▶ These properties include the following:
 - OR 50/WA 381a: Interstate Bridge (northbound)
 - OR 51/WA381b: Interstate Bridge (southbound)
 - OR 107: Harbor Shops
 - OR 109: Jantzen Beach Water Tank
 - OR 111: Jantzen Beach Moorage
 - WA 149: Normandy Apartments
 - WA 369: Pearson Field Historic District
 - WA 918: Officers Row Historic District
 - WA 1192: Bridge Substation
 - WA 1357: Vancouver National Historic Reserve Historic District
 - WA 1358: Vancouver Barracks Historic District
 - WA 1359: Fort Vancouver National Historic Site
- ▶ Adverse effects identified as part of the Section 106 process will be resolved within the Programmatic Agreement.
- ▶ The Programmatic Agreement outlines mitigation strategies and will be developed with FHWA and FTA, informed by input from consulting parties and the public.

What is the IBR Program toll funding target?

- ▶ **The IBR Program financial plan assumes that a diverse range of sources are needed to address the \$5-\$7.5 billion cost estimate.**
 - The financial plan identifies that \$1.24 billion is the amount required from tolling funds to address the \$6 billion estimate.
 - Previous analysis confirmed that up to \$1.6 billion in funding could be leveraged from tolling.
 - The Bi-State Tolling Subcommittee recommended three toll scenarios to address the \$1.24 billion target and directed study of one additional scenario to account for the top of the toll funding range.
- ▶ **In 2025, the Washington Legislature provided the authority to bond up to \$2.5 billion against toll revenue.**
 - This provides a bond authorization cap up to this amount if it is determined that additional toll revenue is needed but does not provide direction to do so.
 - The legislation leaves flexibility for different toll-backed financing structures still under consideration by both states and requires equal sharing of bridge replacement costs and net toll revenues between both states.

How much open land is available to build along the light rail development?

- ▶ The Program is working to avoid and minimize potential impacts to property where possible.
- ▶ Right now, there are no plans for the project to create large areas of land for new development.
- ▶ The Federal Transit Administration (FTA) does support projects near transit stations that combine development and transit — especially when they're connected to the station and help support transit use.
 - These “joint development” projects are typically led by local transit agencies.
- ▶ Any future development along the light rail line would be led by local governments and transit agencies, not by the IBR Program.

When will there be more information about people who will be relocated?

- ▶ The IBR Program's real estate team has connected with more than 40 people to answer questions, provide information about the Program, the Final SEIS, potential acquisitions and the relocation process.
 - The IBR Program is making efforts to avoid, minimize and mitigate impacts. The Program's proposed footprint and potential mitigations will be identified in the Final SEIS.
- ▶ Potentially impacted property owners received mailers in the fall of 2024 ahead of the Draft SEIS public comment period to ensure they had opportunities to comment and speak directly with the Program.
- ▶ Formal conversations about property acquisitions will be sequenced in conjunction with the construction timeline and take place across the entire 10 to 15-year lifespan of the Program.



Funding Updates

Greg Johnson, IBR Program Administrator

Frank Green, IBR Assistant Program Administrator

Paige Schlupp, IBR 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 ¹	\$117 M
Move Ahead WA Funding	Committed	\$1,000 M
Oregon Funding Contribution	Committed	\$1,000 M
FHWA Bridge Investment Program Grant	Committed ²	\$1,500 M
USDOT Mega Grant	Committed	\$600 M
USDOT Reconnecting Communities Pilot Grant	Committed	\$30 M
Toll Funding	Committed ³	\$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

¹ These funds were deferred to a later date and adjusted for inflation by the Washington State Legislature in the 2023 session.

² Combines \$1 M BIP Planning Grant (2022) and \$1.499 B BIP Construction Grant (2024)

³ 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.

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 style="list-style-type: none"> Grant awarded in 2023 Grant agreement executed \$10 million obligated* 	<ul style="list-style-type: none"> \$1 million BIP Planning grant awarded in 2022 with all funding obligated \$1.49 billion grant awarded in 2024 Grant agreement executed \$950,000 obligated* 	<ul style="list-style-type: none"> Grant awarded in January 2025 	<ul style="list-style-type: none"> Entered Project Development Phase September 2023 Full Funding Grant Agreement anticipated 2028

**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)

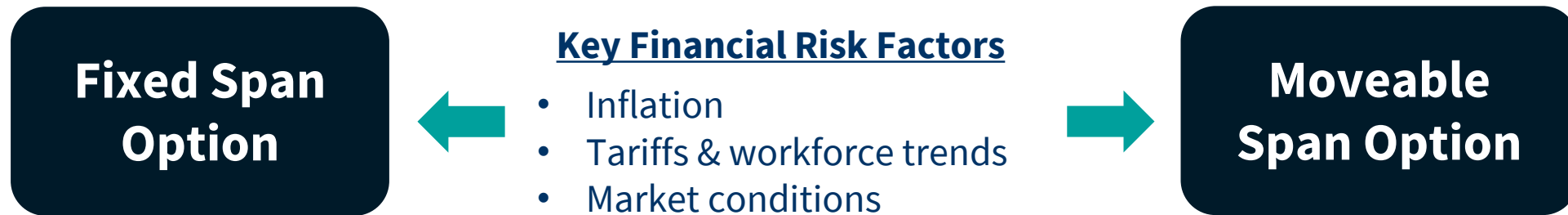


Updated Cost Estimate

- ▶ 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.



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

CIG Program Phases

► Project Development

- In September 2023, FTA approved IBR's entry into this phase
- During this phase, the IBR Program must complete the following:
 - *Environmental work, 30% transit design, cost estimates, risk assessment, detailed project management plan, finance plans*

► Engineering

- To enter this phase, 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 third-party agreements, complete oversight reviews*

CIG Program Phases Cont.

► Full Funding Grant Agreement (FFGA)

- This is the phase where the CIG funding is allocated and available to the Program
- Depending on timing of completion of prior phases, current goal is 2028
- 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 IBR Program*

► Transit Construction Phase

- This phase includes the start of transit specific construction projects through the opening of transit
 - *The main river bridge and approaches will include some elements for the transit portion of the Program and will start construction before this phase*
- FTA oversight continues to monitor progress on scope, schedule, and budget throughout this phase

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.



Questions?



Toll Rate Setting

Travis Brouwer, ODOT Deputy Director

Reema Griffith, Director, WA State Transportation Commission

Ed Barry, WSDOT Toll Division Director

Carl See, Deputy Director WA State Transportation Commission

Program Management

Work currently underway:

- Program Management Plan
 - Roles and Responsibilities (WSDOT, IBR, ODOT)
 - Risk Analysis
 - Communications Plan
- Decision Documentation



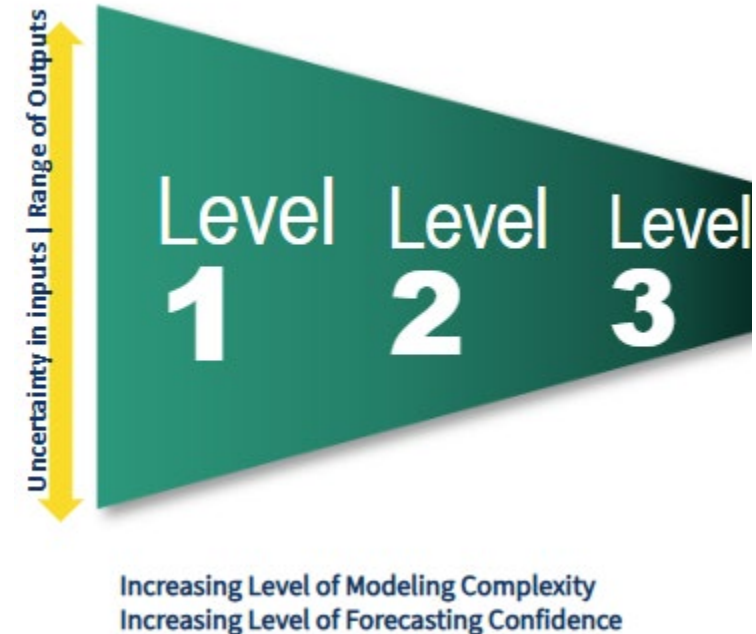
Upcoming Work Items



- Support for Bi-State Agreements
 - Toll and Facility Operations and Maintenance
 - Financial and Funding agreements
 - Continued Support for Bi-State Commission
- Continued development and design of Customer Service, Back Office and Roadside Systems
- Education and Marketing
 - Information gathering to understand local attitudes and awareness about tolling

Traffic & Revenue Studies

- Level 1 Toll T&R | Sketch—completed during CRC
- Level 2 Toll T&R | Comprehensive
 - **Purpose:** More detailed evaluation of alternatives, supports environmental analysis
 - **Duration:** 6-8 months (may take longer if it requires iterations)
 - **Timing:** Concurrent with NEPA analysis
- Level 3 Toll T&R | Investment Grade
 - **Purpose:** Refined for preferred alternative with accuracy and rigor to support decision-making by lenders and receive credit rating
 - **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
- These are sequential ➡ Each level builds upon previous work



Level 3 Toll Traffic and Revenue Study Updates

- A stated preference survey for commercial and passenger vehicles was conducted.
- Coordination with tribes is underway to inform assessment of a potential tribal discount/exemption in the T&R analysis
- Traffic data collection is complete
- Land use (population and employment) forecasts are complete



Transportation Commission Update

I-5 Bridge Tolling

September 15, 2025

Bi-State Tolling Subcommittee

- The I-5 Bridge Bi-State Tolling Subcommittee was formed in accordance with the I-5 Bridge Bi-State Tolling Agreement the Commissions of each state agreed to in January 2024.
- The subcommittee recommends toll rates and policies to their respective full Commissions for rate-setting and periodic review.
- The subcommittee informs the full Commission's rate-setting decisions with updates on toll-setting work for the I-5 bridge, and on related research and analysis.
- Toll rates and policies must comply with state law and applicable bond covenants.



WA Vice Chair
Jim Restucci



OR Vice Chair
Lee Beyer



WA Comm.
JC Baldwin



OR Comm.
Alicia Chapman

2025 in Review: Bi-State Tolling Subcommittee

- Held Bi-State Tolling Subcommittee meetings in May and July 2025.
- Heard updates on status of the project funding, EIS, and permitting.
- Recommended option for the Level 3 Traffic and Revenue analysis that address the shift to a Spring 2027 start of tolling on the current I-5 bridges.
 - Option approved by the full Commissions in June and July 2025.
- Discussed milestones and toll rate-setting timeline through 2026.

What's Next: Expected Rate-Setting Milestones

- January / February 2026: Level 3 Traffic & Analysis net revenue results completed and shared with Bi-State Tolling Subcommittee and full Commissions
- Early Spring 2026: Commissions select toll rate & policy options for public input.
- Late Spring 2026: Commissions select proposed toll rates and policies for final public input.
- Late Summer 2026: Commissions adopt final toll rates and policies.
- Spring 2027: Tolling begins on current I-5 bridges across the Columbia River

Bi-State Public Engagement Plans

Public Outreach on Toll Rates & Policies

- Robust and meaningful public outreach on toll rate and policy options
- Gather input on multiple toll rate and policy options under consideration through a bi-state outreach process.
- Public input will inform recommendations by Bi-State Tolling Subcommittee and decisions by the full Commissions.

Toll Scenarios Being Assessed in Level 3 T&R Study

1

Weekday Toll Rates & Hours (2026 \$)		Weekend Toll Rates & Hours (2026 \$)	Truck Toll Multipliers	Toll Escalation	Low-Income Toll Program
Pre-Completion	Post Completion				
\$1.55 - 3.20	\$1.55 - 3.65	Two Step (Min/Midday)	2.0x / 4.0x	2.15% Annually	50% Discount when New Bridge Opens

2

Weekday Toll Rates & Hours (2026 \$)		Weekend Toll Rates & Hours (2026 \$)	Truck Toll Multipliers	Toll Escalation	Low-Income Toll Program
Pre-Completion	Post Completion				
\$1.55 - 3.65	\$1.65 - 3.90	Three Step (Min/Mid/Peak)	1.5x / 3.0x	2.15% Annually	50% Discount when New Bridge Opens

3

Weekday Toll Rates & Hours (2026 \$)		Weekend Toll Rates & Hours (2026 \$)	Truck Toll Multipliers	Toll Escalation	Low-Income Toll Program
Pre-Completion	Post Completion				
\$1.65 - 3.90	\$1.65 - 3.90	Two Step (Min/Midday)	1.5x / 3.0x	2.15% Annually	50% Discount as soon as practical

4

Weekday Toll Rates & Hours (2026 \$)		Weekend Toll Rates & Hours (2026 \$)	Truck Toll Multipliers	Toll Escalation	Low-Income Toll Program
Pre-Completion	Post Completion				
\$2.00 - \$4.70	\$2.00 - \$4.70	Three Step (Min/Mid/Peak)	1.5x / 3.0x	3% Every 2 Years	50% Discount as soon as practical

Toll Exemptions / Discounts Considerations

State Law & Treaty Requirements

- No exemption for transit buses, rideshare vehicles (vanpools), private buses (WA law)
- Exemption must be provided to the National Guard official business (OR law)
- Preemption by Yakama and Nez Perce Tribal treaty for right of free passage

Possible exemptions under consideration consistent with existing WA toll policy

- State Maintenance vehicles
- Tow trucks
- School buses
- Emergency vehicles

Other Possible Discounts/ Exemptions:

- Tribal
- Low-income

Upcoming 2025 Bi-State Subcommittee Meetings

Fall 2025 Meeting Topics:

- Process equity plan discussion
- Exemptions and discounts discussions

Winter 2025/2026 Meeting Topics:

- IBR Program update
- Review of Level 3 toll traffic and revenue analysis results



Efforts to Advance Delivery

Greg Johnson, Program Administrator
Casey Liles, Program Delivery Manager
Shilpa Mallem, Program Design 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

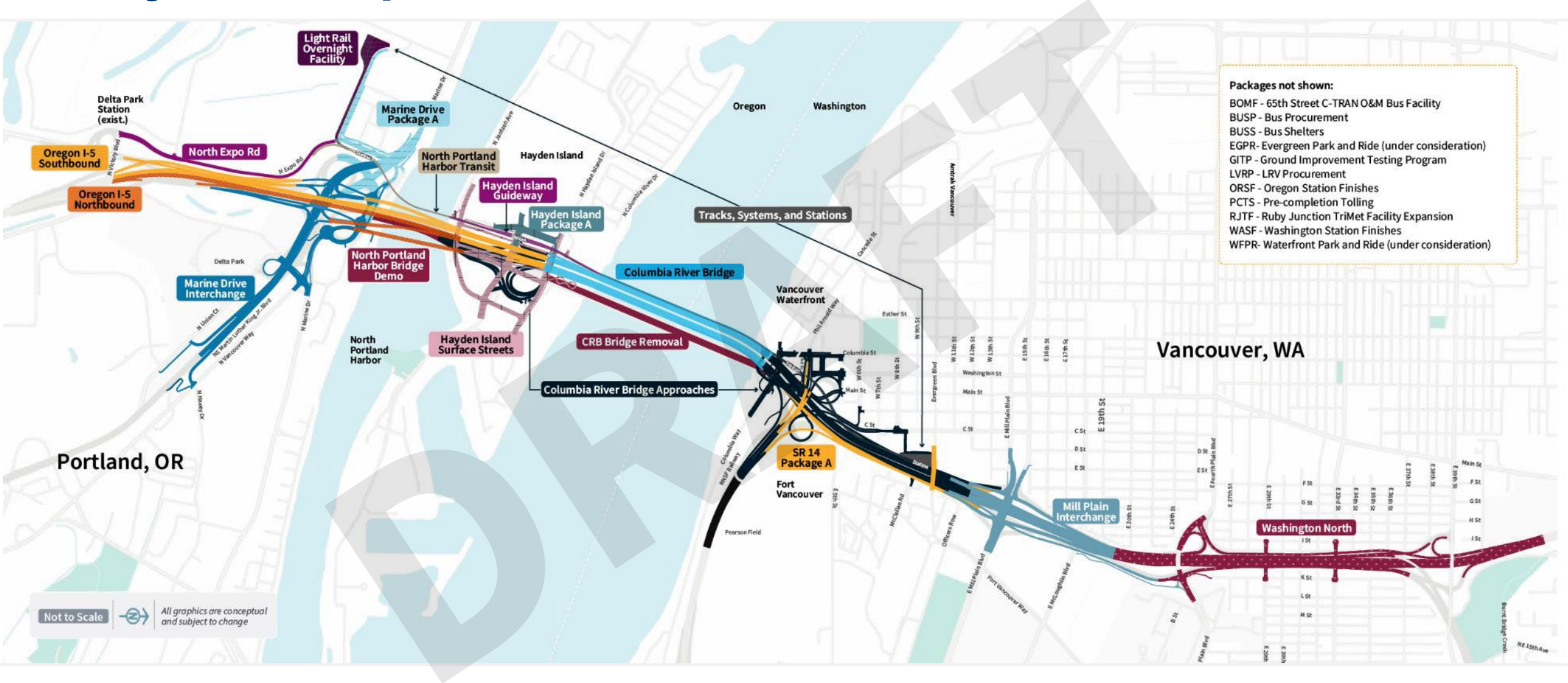
- ODOT



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: www.interstatebridge.org/Opportunities
- ▶ **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



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

Costs are based on the IBR Program's 2023 financial plan and include design, right of way and construction.

Dates are subject to change, and cost estimates are anticipated to be updated by the end of 2025.

***Earliest advertisements for projects shown in 2026 are post ROD.**

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	<i>See Hayden Island Guideway</i>	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 th 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

Costs are based on the IBR Program's 2023 financial plan and include design, right of way and construction.
Dates are subject to change, and cost estimates are anticipated to be updated by the end of 2025.

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



DRAFT



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)

Work assumptions are based on a fixed span. If a movable span is selected, it is expected to impact factors such as construction timeline and estimated cost. **Dates are subject to change, and cost estimates are anticipated to be updated by the end of 2025.**



Interstate Bridge Replacement Program

Q & A + Next Steps

Greg Johnson, IBR Program Administrator

On the Horizon

► Late 2025/Early 2026:

- 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 CRB Approaches
- Update project costs and schedule as new details are determined



Thank you!

For more information contact:

info@interstatebridge.org | www.interstatebridge.org

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

Follow us on social: @IBRprogram

