



Interstate Bridge Replacement Program



Executive Steering Group

March 17, 2026



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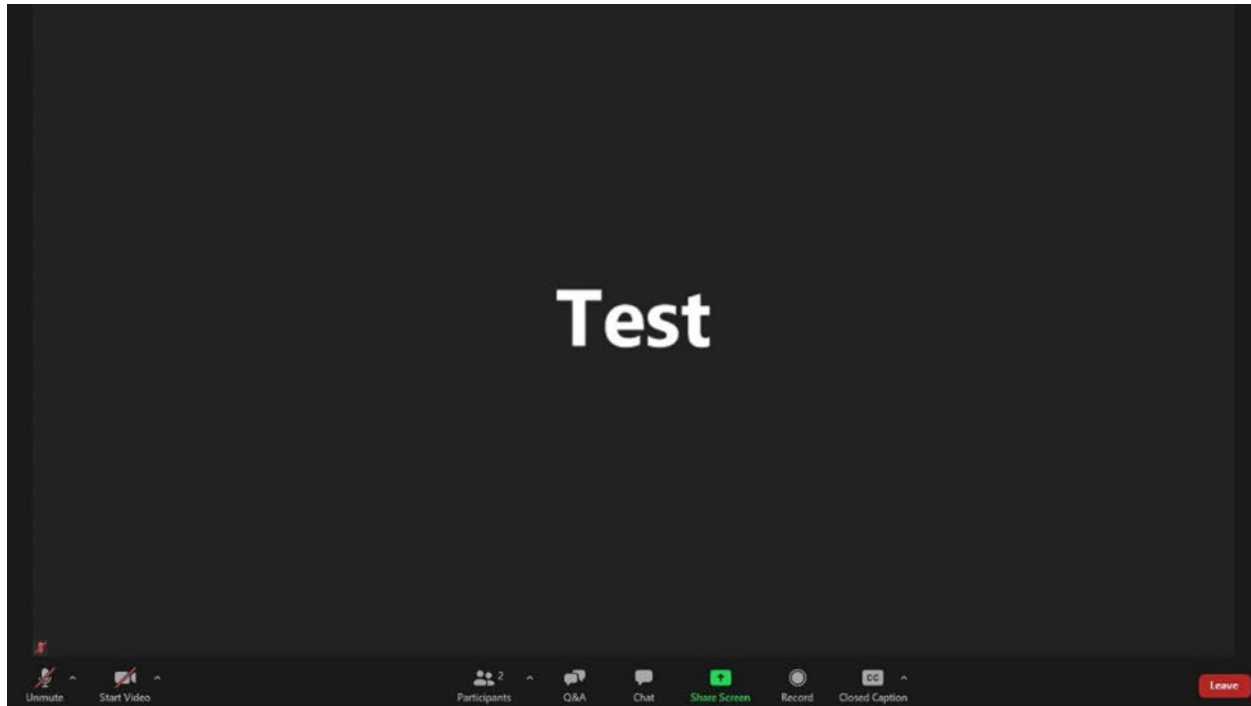
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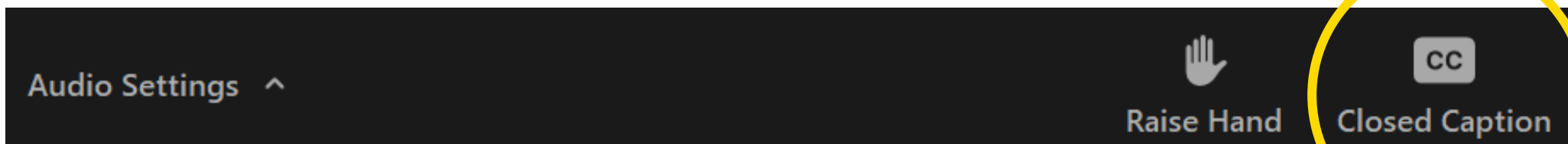
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# Webinar Participation Tips

- ▶ 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

**(360) 931-5839**

# Public Comment Instructions

- ▶ There will be an opportunity to provide brief public comment to ESG later in the meeting today.
- ▶ To submit input after the meeting:
  - Email comments to [info@interstatebridge.org](mailto: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 Agenda

## Topics

Welcome & Introductions

Partner Updates

Cost Estimate Update

Public Comment

Next Steps & Closing



# Partner Updates

## ESG Members

# State Agencies Remain Committed to Delivering the Five-Mile Program Over Time



Each color represents a different construction contract as presented at the Sept 2025 construction industry webinar.

# Advancing Bridge Replacement and Next Steps for Critical Regional Connections

- ▶ We've identified a core set of projects that will be the first steps towards building the Modified Locally Preferred Alternative (MLPA).
  - Columbia River Bridge
  - Bridge connections to I-5
  - Light rail to Vancouver
  - Existing bridge removal
- ▶ We are using available funding on the bridge replacement contract and moving forward with that contract this year.
- ▶ Replacing the bridge will improve corridor earthquake resilience by ensuring our transportation system can withstand a major earthquake and keep the national economy moving.



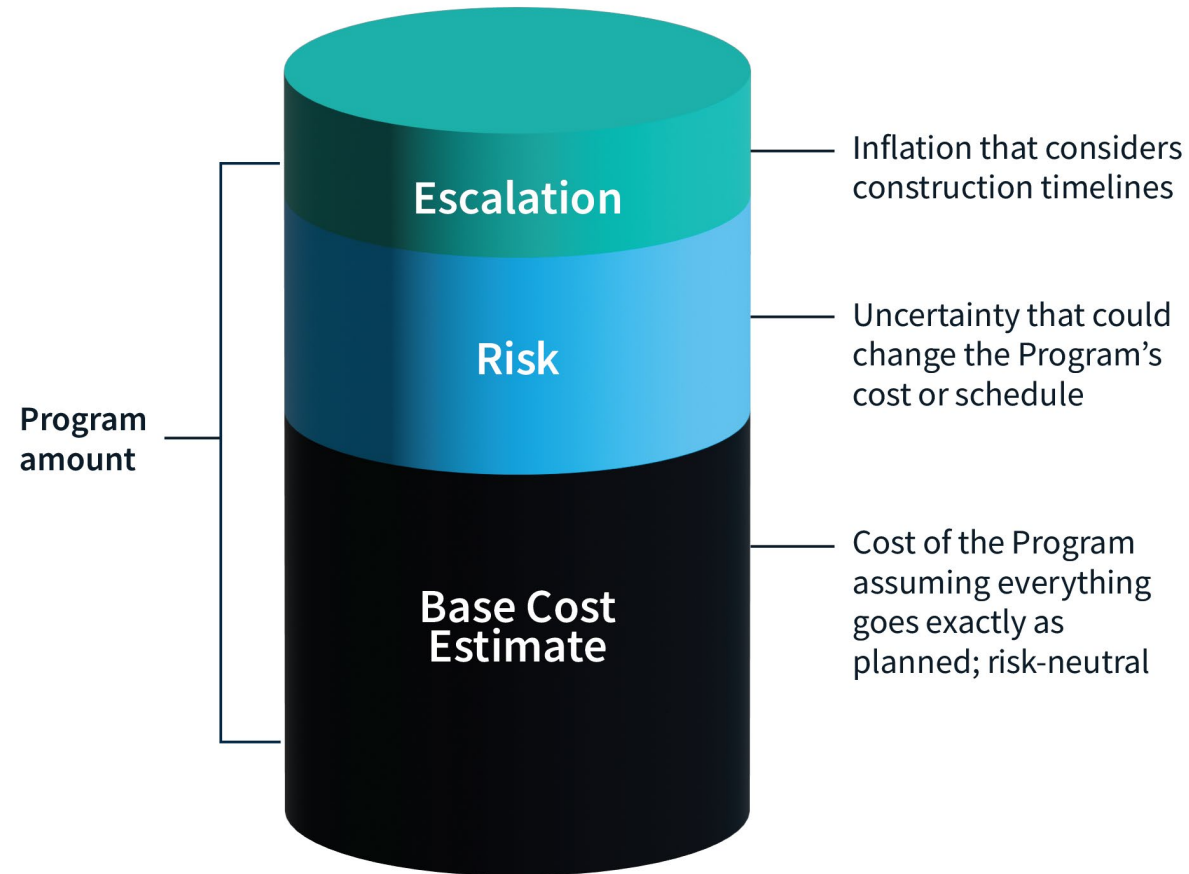
# IBR Program Cost Estimate and Schedule Update

Carley Francis, Interim IBR Program Administrator  
Alan Keizur, IBR CEVP Risk Lead

# 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 quantities and unit costs**

# What is Included in the Program Cost Estimate



# Cost Estimate Developed Through Multi-Step Approach

- ▶ A base cost estimate was prepared and inflated to Year-of-Expenditure (YOE) dollars.
- ▶ A model was used to evaluate over 100 risk factors and associated probabilities to simulate various outcomes to factor potential risk impacts into the cost estimate.
  - The risk simulation process allows 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.
- ▶ The risk-based estimate is based on WSDOT's Cost Estimate Validation Process (CEVP) and consistent with FHWA and FTA estimating requirements.

## Key Financial Risk Factors

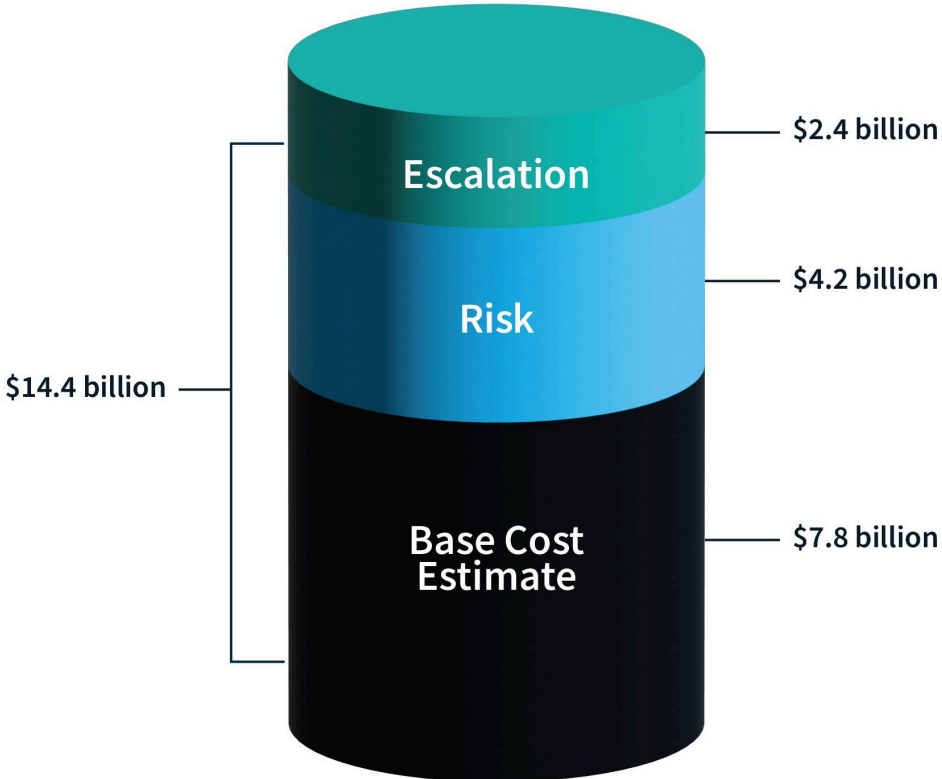
- Inflation
- Tariffs & workforce trends
- Market conditions



**Program Cost  
Update**

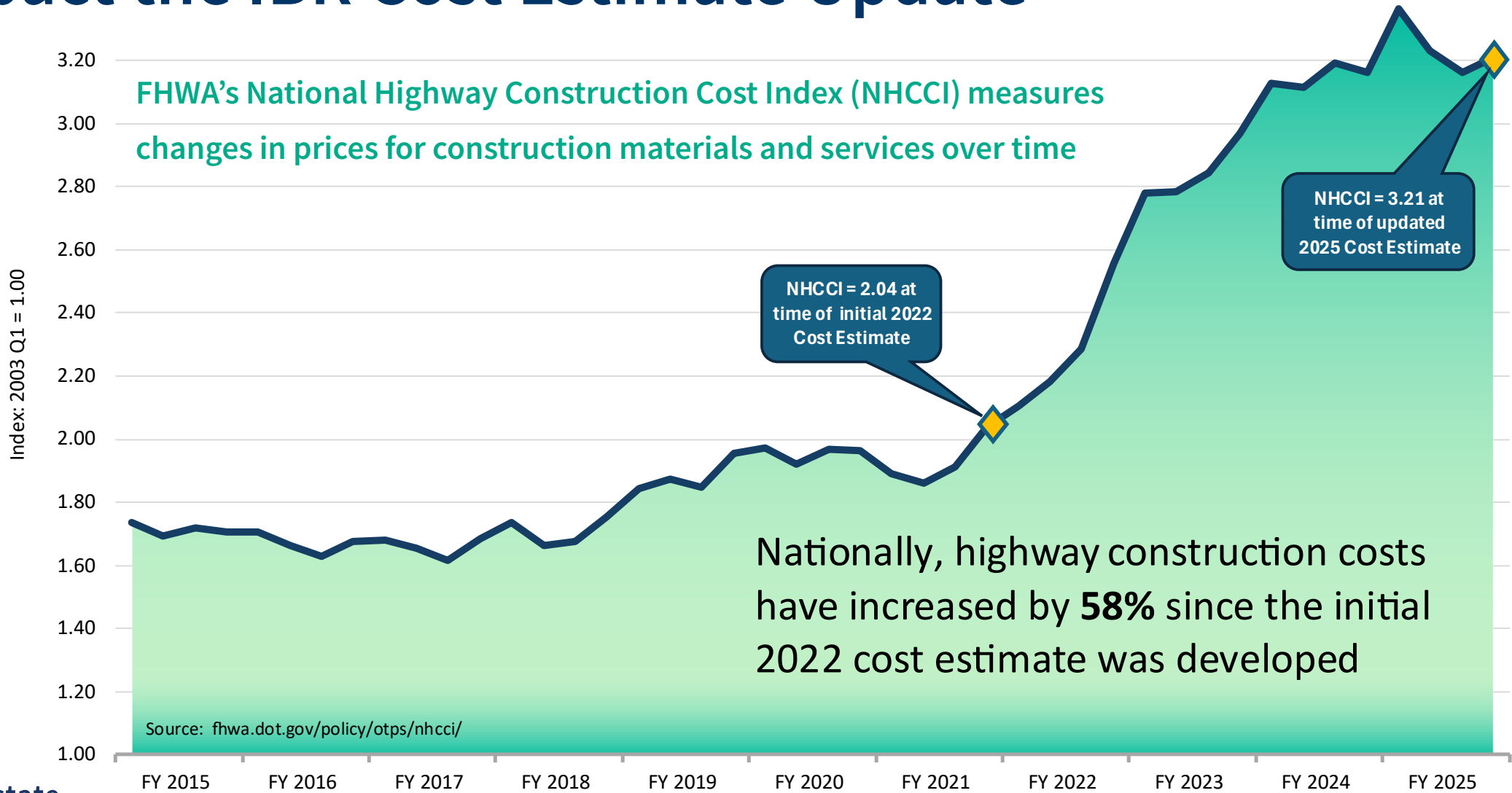
# 2026 IBR Program Updated Cost Estimate

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 \$7.5 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.

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



# Why the Estimated Cost Increased from 2022

## ▶ Escalation Impacts

- Nationally, construction costs increased by approximately 58% nationally based on escalating materials, labor and equipment prices since 2022.
- Replaced WSDOT inflation forecasts with IBR-specific inflation forecast which resulted in higher Year-of-Expenditure (YOE) Program estimates.

## ▶ Schedule extension impacts

- Extended Program completion from 2034 to 2045, increasing:
  - *The impact of escalation on overall cost to complete for engineering and construction*
  - *Additional years of management and delivery costs*

## ▶ Scope and quantity updates increased base cost

- The 2022 estimate was based largely on quantities derived from the previous Columbia River Crossing Program. The 2026 estimate used detailed quantities based on updated conceptual design plans and constructability reviews.

## ▶ Risk Impacts

- Over 400 risks identified for the Program. The top risks for the Program include schedule delay and uncertain market conditions (competition and pricing).

## ▶ Increased probability costs

- The 2022 estimate used a 60th percentile probability cost (a WSDOT standard at that time) and the 2026 estimate is using a 70th percentile probability cost to align with FHWA requirements.

# Updated Program Schedule

Milestone	Anticipated Schedule
Issue NEPA Record of Decision	Q2 2026
Columbia River Bridge RFQ*	Q2 2026
Columbia River Bridge RFP*	Q4 2026
Columbia River Bridge Contract Award & Negotiations	2027
Start of Bridge Construction	2028
Toll Commencement	2028
New bridge open to traffic	6-7 years after construction starts <i>(We need to work with contractor before we can finalize timing)</i>
Light Rail Transit in Service <i>(pending additional funding)</i>	2036
<b>5-mile Corridor Complete</b> <i>(pending additional funding)</i>	<b>2045</b>

\* The team is evaluating including the I-5 approaches work within the Columbia River Bridges contract which could shift procurement timing.

# Cost Estimate Next Steps



The Program will continue to identify cost saving opportunities including design refinements, value engineering, risk management, and contract packaging efficiencies



The Program will complete the required Initial Financial Plan and subsequent Financial Plan Annual Updates



The Program will complete and report out updated cost estimates at major milestones



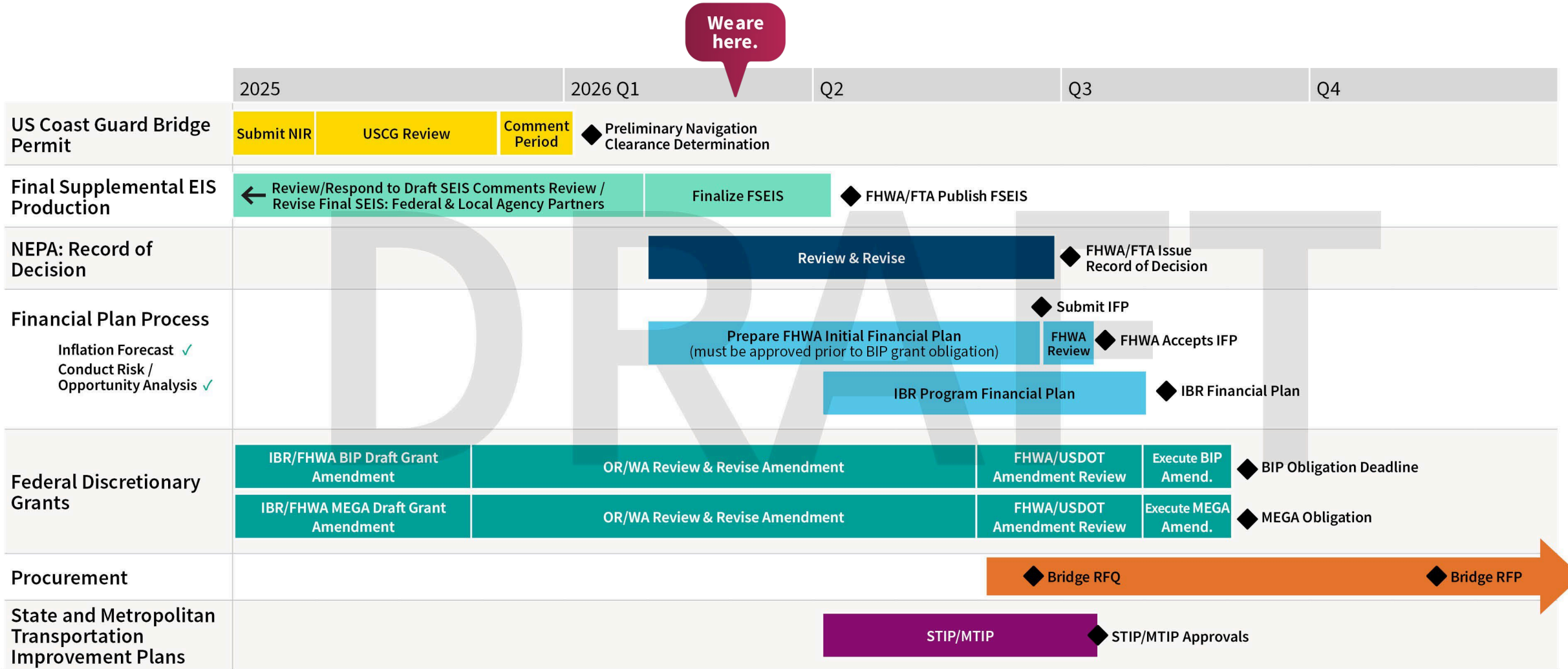
# Questions & Comments



# Near-Term Schedule Updates

Carley Francis, Interim IBR Program Administrator

# Key Milestones to Maintain Funding and Begin Construction



Schedule depicts currently anticipated milestones and will be updated as needed to reflect Program changes and timeline.

# Next Steps for ROD and BIP Grant Obligation

## ▶ Criteria for Amended ROD issuance by FHWA and FTA

√ Permittable bridge configuration identified

– Coast Guard issued a revised decision allowing a fixed-span bridge with 116' clearance

– FHWA and FTA publish the Final SEIS

– Secure amended MTIP and STIP

## ▶ Criteria for Executing FHWA BIP Grant Agreement Amendment

– Received Amended ROD from FHWA and FTA

– Submit and obtain approval from FHWA on Initial Financial Plan, including identified funded phase



# Moving Forward with the Core Set of Projects

Carley Francis, Interim IBR Program Administrator  
Brent Baker, IBR Financial Structures Lead

# 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	\$100 M
Toll Funding Placeholder Estimate <sup>o</sup>	\$1,250 M
<b>Committed Funding Available for a Funded Phase</b>	<b>\$5,450 M</b>
CIG (FTA Capital Investment Grant Program) Full Funding Grant Agreement <sup>1</sup>	\$1,000 M
<b>Committed and Prospective Funding Available for a Funded Phase</b>	<b>\$6,450 M</b>
Connecting Washington Funding <sup>2</sup>	\$118 M
USDOT Reconnecting Communities Pilot (RCP) Program <sup>3</sup>	\$30 M
<b>Committed and Prospective Funding Available for the entire IBR Program</b>	<b>\$6,598 M</b>

Note: Funding amounts include historical expenditures.

<sup>o</sup> Placeholder toll funding amount based on prior analysis; The financial plan is exploring the potential for additional toll funding.

<sup>1</sup> This competitive grant funding requires a light rail transit investment and will require local funds for match.

<sup>2</sup> This Washington State funding is currently budgeted for the Mill Plain / I-5 interchange only.

<sup>3</sup> This announced award of grant funding requires investment in the Evergreen Boulevard Community Connector Lid over I-5.

# Identifying the Core Set of Projects

- ▶ **Core set of projects we are working towards (not fully funded):**
  - Columbia River Bridge
  - Bridge connections to I-5
  - Light rail to Waterfront Station in Vancouver
  - Existing bridge removal
- ▶ **These elements are foundational first steps towards building the full Program and address seismic resiliency and multimodal connections.**
- ▶ **From the core set of projects, we must identify a funded phase that operates and provides benefits to the traveling public, which is a requirement for the Initial Finance Plan and to secure the BIP funding.**
- ▶ **The team will use available funding to advance construction on the funded phase which includes the replacement bridge as we continue to pursue funding to complete the core set of projects.**

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



• Total cost: \$7.65 B

March 17, 2026

# Step 1:

# Columbia River Bridge with Width for Future Light Rail Service



**DRAFT** 3.10.2026

Not shown on map: Pre-completion Tolling

Not to Scale



All graphics are conceptual and subject to change

• Total cost: \$5.90 B

# Advancing a Bridge Contract This Year

## ▶ Delivery method

- Progressive Design-Build
- WSDOT is lead contracting agency

## ▶ Timeline

- Publish Requests for Qualifications - Q2 2026
- Publish Requests for Proposals – Q4 2026
- Select Contractor – 2027
  - *Begin design and cost negotiation*

## ▶ Benefits of Progressive Design-Build

- Allows innovation with early Design-Builder input in design and permitting
- Bundling efficiencies and progressive construction packages
- Reduces change order and claims through risk sharing



# 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

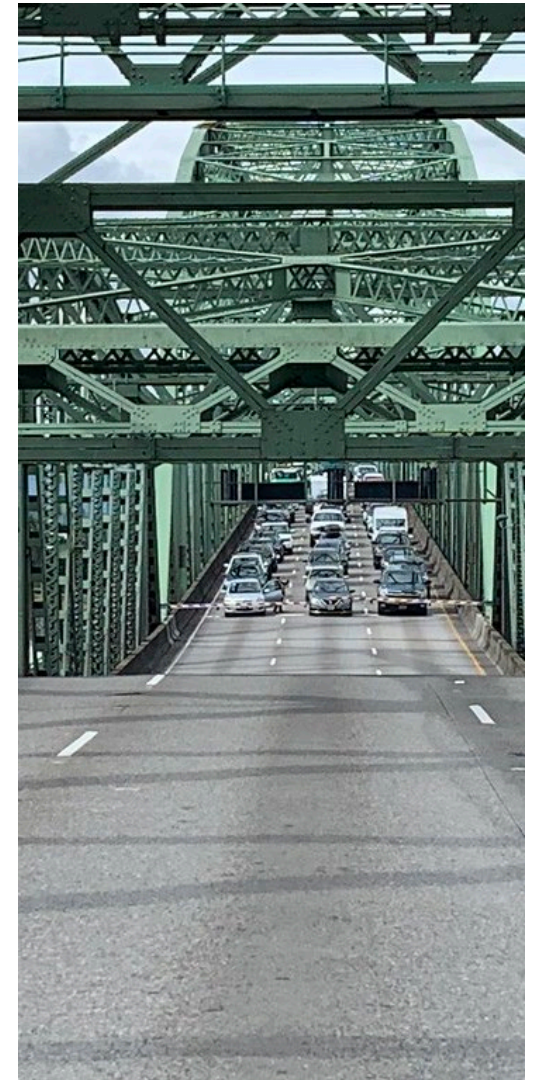
- Completing each step of the CIG process helps increase confidence that we will successfully receive funding at the end of the process.
- The Program is currently in the Project Development phase of the CIG program and working to enter the Engineering phase in 2027.
  - *To enter Engineering, IBR must 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

# Removing the Existing Bridge

- ▶ Removing the existing bridge will be a requirement in the Coast Guard's permit to construct the new bridges and ultimately realign the navigation channels along the Columbia.
- ▶ Removal of the existing bridge may occur as soon as the new bridges are operational, as early as 2035.
- ▶ Additional funding needed to remove the bridge.





# Phasing Megaprograms is Not Unique to IBR

- ▶ Major multi-mile corridor improvements are often delivered in phases over time. Examples include:
  - The SR 520 Bridge Replacement and HOV Program in Puget Sound
  - Newberg-Dundee Bypass in Oregon
  - Brent Spence Bridge in Ohio and Kentucky
- ▶ Successful megaprograms are constructed in phases over time to align with available funding and workforce.

SR 520 Program looking at Montlake Lid Project as construction begins on Portage Bay Bridge – Washington State Department of Transportation 2025.



# Funding the Core Set of Projects: Financial Planning Assumptions

Brent Baker, IBR Financial Structures Lead

# Available Funding

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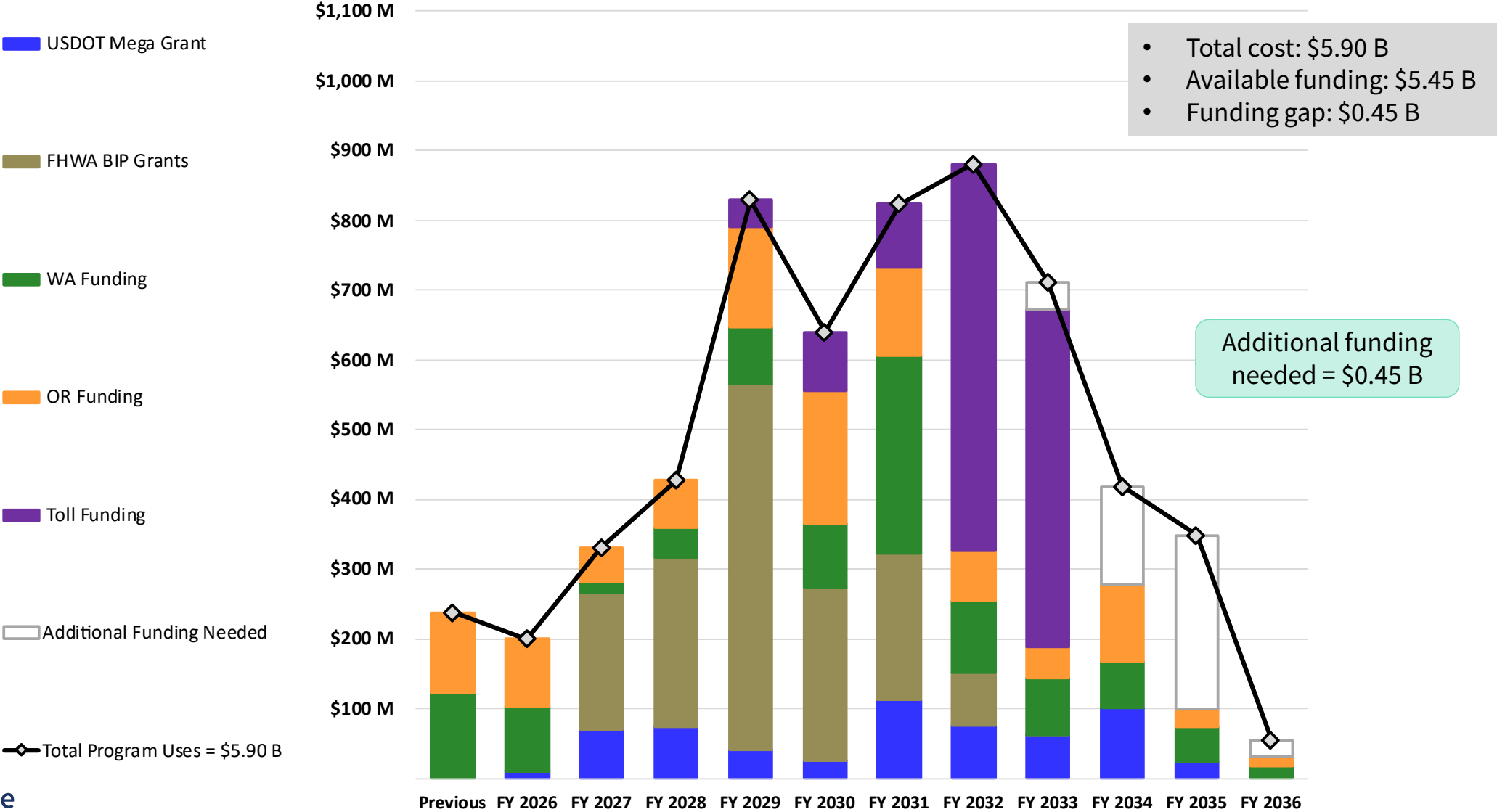
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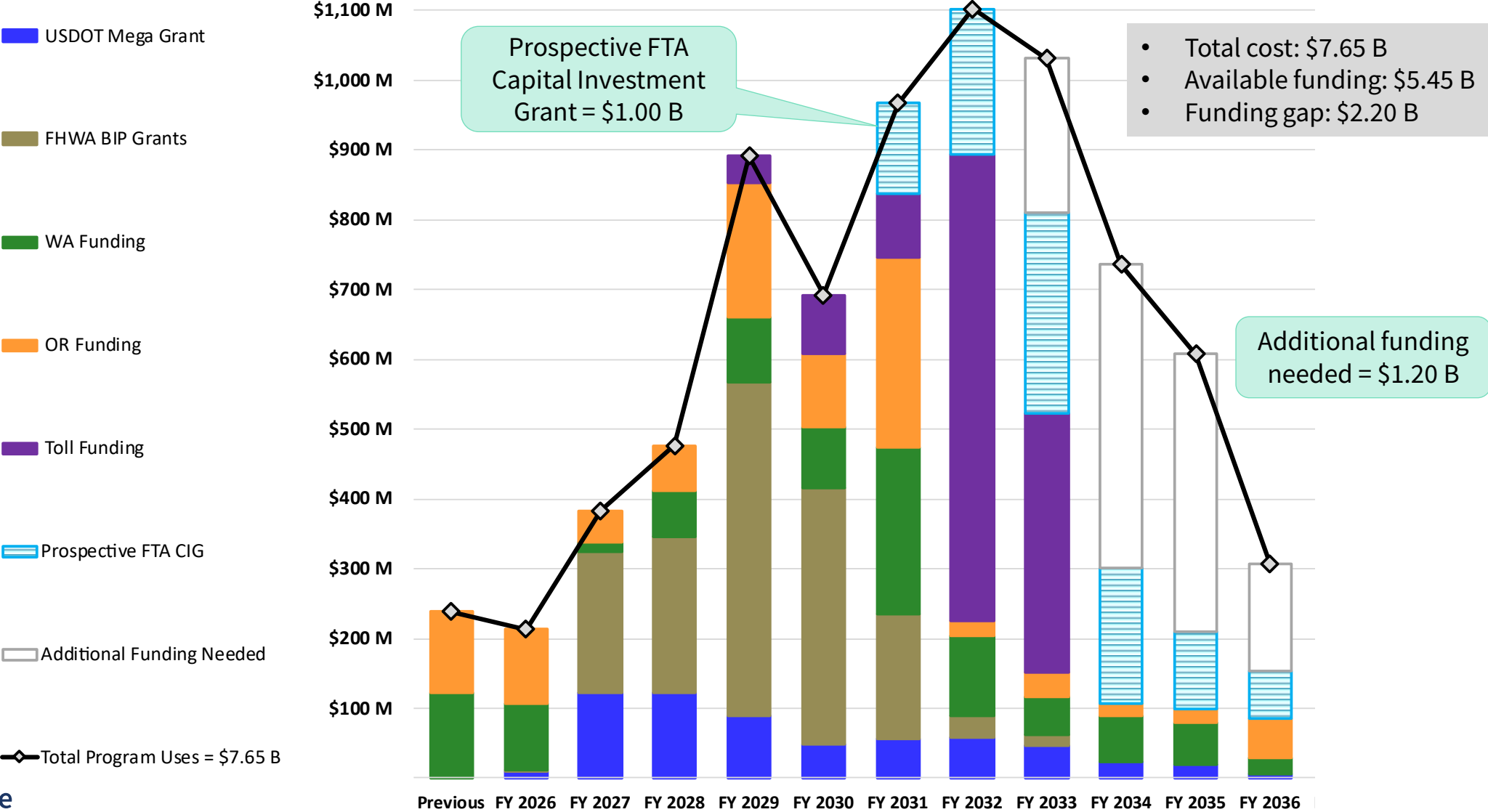
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# First Step: Columbia River Bridge with Width for Future Light Rail Service



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



# Pathway to Columbia River Bridge with Light Rail Service to Waterfront Station in Vancouver

- ▶ Replacing the bridges with space for LRT and connecting them to I-5 currently results in a \$0.45 B funding gap anticipated in 2032 (FY 2033)
- ▶ Adding operable light rail transit to Waterfront Station in Vancouver and removal of the existing bridge increases the funding gap to \$2.2 B, or to \$1.2 B upon securing the anticipated FTA CIG of \$1.0 B in 2030 (FY 2031)
- ▶ Forthcoming toll funding analysis results are likely to reduce the funding gap
- ▶ Cost savings opportunities currently under evaluation are likely to reduce the gap

# Strategies for Closing the Funding Gap

- ▶ **Continue to identify cost saving opportunities including design refinements, value engineering and risk management**
  - Value engineering identifies lower cost approaches without compromising function
  - For each project, designs will be refined and there will be a better understanding of the actual cost once a contractor is onboard
  - The use of Progressive Design Build (PDB) as a contracting method brings designers and builders together early to identify efficiencies and innovations for construction
  - Actively manage and mitigate identified risks related to cost and schedule
  - Consider potential efficiencies with contract packaging with construction industry
- ▶ **Seek to increase toll funding based on forthcoming analysis**
  - Toll funding analysis is based on existing toll rates and policies under consideration by the State Transportation Commissions

# Strategies for Closing the Funding Gap (cont.)

- ▶ Continue to pursue a \$1.0 B FTA Capital Investment Grant
- ▶ Pursue future applicable federal grant funding options (e.g., INFRA and BUILD)
- ▶ Work with each state to consider other cost savings, funding, and financing opportunities



# Questions & Comments



# ESG Public Comment

Lisa Keohokalole Schauer, 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.

**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:

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- ▶ 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 & Closing

Carley Francis, Interim Program Administrator

# Upcoming Milestones

- ▶ Ongoing partner updates
  - Progress update with ESG summer
- ▶ Complete the NEPA Process
  - Publish Final SEIS
  - Receive Amended Record of Decision
- ▶ Update Financial Plan
  - Understand toll funding capacity this spring
  - Understand initial Program cost saving opportunities
  - Refine construction sequencing and funding strategies
  - Execute grant amendments to obligate FHWA BIP and Mega funding
- ▶ Transition to Construction Delivery
  - Issue procurement documents for replacement bridge
  - Ongoing work to ensure a successful transition from environmental and planning to construction



# Path Forward

- ▶ We remain committed to building out the five-mile Program over time.
- ▶ We will move forward with a bridge replacement contract and next steps for critical regional connections this year.
- ▶ We commit to more frequent Program and cost updates at key project milestones.
- ▶ We have work to do as we transition from environmental and planning to construction.



# Thank you!

**For more information contact:**

[info@interstatebridge.org](mailto:info@interstatebridge.org) | [www.interstatebridge.org](http://www.interstatebridge.org)

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