


# Interstate Bridge Replacement Program

## Accountability Report

## Third Quarter 2026

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# IBR Program Overview

The Interstate Bridge Replacement Program is a joint effort between Oregon and Washington to replace the Interstate Bridge across the Columbia River and make improvements along five miles of Interstate 5 between Portland and Vancouver. The Interstate Bridge is a key bi-state transportation connection that includes an increasing number of commuters between Vancouver and Portland, as well as vehicles and trucks traveling through the region and accessing the Port of Vancouver and the Port of Portland facilities. The Program goal is to build a modern, multimodal corridor that strengthens earthquake resiliency, improves safety, and keeps people, goods and services moving.

The IBR Program completed the Supplemental Environmental Impact Statement (SEIS), in alignment with the requirements of the National Environmental Policy Act (NEPA). On April 17, 2026, the Final Supplemental Environmental Impact Statement (SEIS) was published, which incorporated technical refinements to the analysis of the impacts and benefits of the Program, as well as feedback from more than 9,000 public comments. On July 1, 2026, the IBR Program received its Amended Record of Decision (ROD) from FHWA and FTA marking the completion of the NEPA process.

This federal approval is a major milestone and provides the approval for the Program to begin procurement for construction of the investments proposed for the five-mile corridor, beginning with a replacement bridge and adjacent projects.

## IBR Program Map and Location




## Program Scope

The IBR Program will replace the two aging Interstate Bridge structures across the Columbia River with seismically resilient multimodal structures that provide safe and accessible options for all.

The IBR Program includes the following planned investments throughout the five-mile Program area:

- A new, single-level fixed-span Columbia River bridge built west of the existing bridge
- Improvements to seven interchanges north and south of the Columbia River
- Extension of light rail from Portland to Vancouver and bus on shoulder express service
- One auxiliary lane in each direction for merging off and on I-5 and safety shoulders on the bridge
- Improvements for people who walk, bike and roll throughout the Program area
- Variable rate tolling for motorists traveling over the Columbia River to pay for the new bridge and help manage congestion

## Quarterly Progress Snapshot

Recent Program accomplishments include:

**July 2026**

- **Required environmental review process completed to meet federal and Washington state laws:** With the receipt of the Amended Record of Decision the Program received the federal approval necessary to move forward with procurement activities, including the process to identify a contractor and secure permits to replace the I-5 bridge over the Columbia River.
- **Bi-State Agreement finalized between WSDOT and ODOT:** ODOT and WSDOT signed and executed an updated bi-state agreement. This agreement establishes the rights and responsibilities of ODOT and WSDOT during the project delivery phase of the IBR Program to inform the day-to-day management and operations of the Program. It defines the two states' mutual responsibilities to fund, plan, procure and deliver the Program's equipment and infrastructure packages; establishes the Program leadership organization and shared oversight structure; and lays out the processes for developing budgets, managing contracts, and overseeing construction. It also sets the framework for cost sharing — including how cost overruns and underruns are managed and how funding responsibilities are allocated, with a specific distinction between projects that benefit both states and those that are primarily local in nature.

**August 2026**

- **Request for qualifications issued for bridge replacement:** The IBR Program published a Request for Qualifications (RFQ), for the Columbia River Bridge Replacement (CRBR) project. The RFQ began the process to identify a progressive design-builder to design and construct a safer, more efficient and earthquake-resilient bridge over the Columbia River. The CRBR project is the primary contract of the Program's first funded phase.
- **Voluntary Submitters Meeting:** Following publication of the RFQ, the Program hosted a voluntary submitters meeting for contractors interested in the work. More than 200 attendees learned about the procurement process and the CRBR contract.

- **Commitment established for Federal Small Business Enterprise goal:** An enforceable Federal Small Business Enterprise (FSBE) goal will be in place for the CRBR project. A goal of 16% FSBE participation has been established for design and 19% for construction.

**September 2026**

- **Entry into Engineering requested for FTA Capital Investment Grant (CIG) Program:** The IBR Program is seeking approximately $1 billion in federal funds to extend light rail into Washington. In September, the IBR Program requested to advance from the Project Development phase into the Engineering phase. During this phase, the Program must complete 30-90% transit design, update cost and risk assessments, finalize all third-party agreements, and complete oversight reviews.
- **Ongoing federal grant obligation coordination:** On Sept. 24, the Program received obligation of $546 million of the $1.5 billion federal Bridge Investment Program grant for preliminary engineering and right-of-way. Combined with existing sources, this funding allows the Program to keep advancing through procurement, with a Request for Proposals planned for this November.

**Ongoing Work**

- **Outreach to community members and workforce:** From June through September, the IBR Program engaged with more than 1,500 people at informational tables at 18 different fairs and festivals in the region. The team also participated in 16 different workforce and community presentations to share Program updates and information on small business resources.

# Cost and Funding

## Initial Funded Phase

The estimated cost to build the five-mile corridor is $13.5 billion to $15.2 billion with a likely cost of $14.4 billion (expressed as year of expenditure, 70$^{th}$ percentile probability).

The Program has approximately $5.7 billion in committed funding, which enables the Program to:

- Build the replacement bridge with a shared-use path, width for future construction of light rail, three through lanes, safety shoulders and one auxiliary lane in each direction for merging on and off Interstate 5
- Connect I-5 to the bridge in Oregon and Washington
- Connect SR 14 in Washington and Hayden Island in Oregon to I-5
- Construct tolling infrastructure
- Advance design of the light rail extension to the Vancouver Waterfront for future construction
- Remove the existing bridge

## Phased Implementation

Major infrastructure programs are often constructed in phases over time to align with available funding and workforce, and to minimize disruption to the local communities. Constructing the replacement bridges over the Columbia River is the first step and provides the foundation to build the broader Program investments.

The Program continues to evaluate opportunities for cost savings, including:

- Design refinements
- Value engineering (identifying lower cost approaches without compromising function)
- Risk management
- Potential contracting and scheduling efficiencies.

Work is ongoing to pursue $1 billion from the FTA CIG program. The FTA provided approval for the IBR Program to enter the first phase, Project Development, in 2023. The Program has completed all Project Development phase requirements and has requested entry into the second phase, Engineering. Other future opportunities could include federal grant options such as INFRA and BUILD, and working with both states to consider other cost savings, funding, and financing opportunities.

The Program will continue to coordinate with partners as the Program works to refine construction sequencing and funding strategies. Future phases of work for the 5-mile corridor will be sequenced to align with available funding. A full list of unfunded future construction packages can be found on the IBR website.

## Funding Sources

| Funding Source | Total Amount |
|---|---|
| Mega (USDOT National Infrastructure Project Assistance Program) Grant | $600 M |
| BIP (FHWA Bridge Investment Program) Grant | $1,500 M |
| Move Ahead Washington – Federal Formula Funding | $650 M |
| Move Ahead Washington – State Funding | $350 M |
| Oregon HB 5005 (2023) | $1,000 M |
| Previous State Funding [o] | $90 M |
| Projected Toll Funding Amount [1] | $1,500 M |
| **Committed Funding Available for a Funded Phase** | $5,690 M |
| CIG (FTA Capital Investment Grant Program) [2] | $1,000 M |
| **Committed and Prospective Funding Available for a Funded Phase** | $6,690 M |
| Connecting Washington Funding [3] | $118 M |

| | |
|---|---|
| USDOT Reconnecting Communities Pilot (RCP) Program[4] | $30 M |
| **Committed and Prospective Funding Available for the entire IBR Program** | **$6,838 M** |

**Note**: Funding amounts include historical expenditures.
º Updated amount to align with actual programmed amounts
[1] Reflects updated 2026 toll funding analysis conducted by WA State Treasurer and ODOT.
Previous placeholder amount was $1.25B.
[2] This competitive grant funding requires a light rail transit investment and will require local funds for match.
[3] This Washington State funding is currently budgeted for the Mill Plain / I-5 interchange only.
[4]This announced award of grant funding requires investment in the Evergreen Boulevard Community Connector Lid over I-5.

# Progress Reporting

## Financial Progress Report

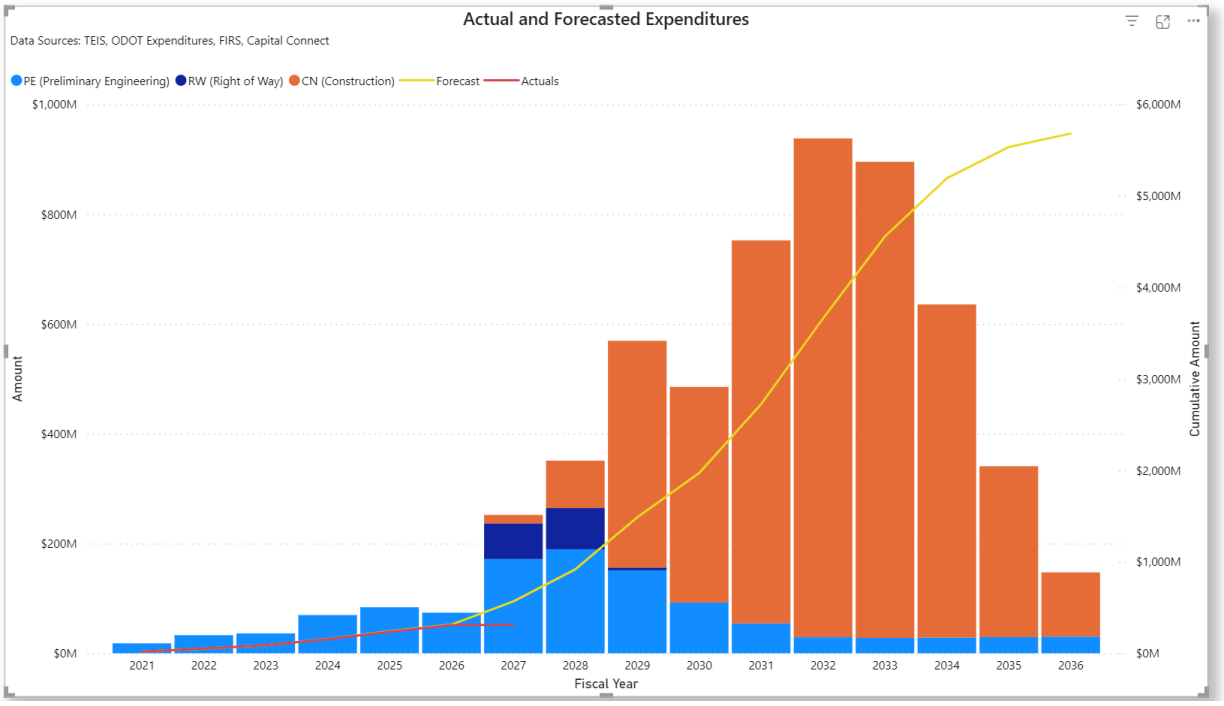
### IBR Program Expenditure Reporting Snapshot

Expenditures are shown in Millions of Year of Expenditure (YOE) Dollars. The table below reflects expenditures through June 2026.

| Phase | Total Funding | Spent to Date | Percent Spent | Total Remaining |
|---|---|---|---|---|
| **Preliminary Engineering** | $1,119.7 | $311.9 | 27.9% | $807.8 |
| **Right of Way** | $145.0 | - | - | $145.0 |
| **Construction** | $4,417.2 | - | - | $4,417.2 |
| **Total** | $5,681.9 | $311.9 | 5.5% | $5,370.0 |

### Expenditure Planning – Actual and Forecasted

The expenditure forecast provided below derives from the IBR Program's Financial Plan (dated June 16, 2026). The Financial Plan is updated on an annual basis.



### Columbia River Bridge Replacement Project Expenditure Reporting Snapshot

Expenditures are shown in Millions of Year of Expenditure (YOE) Dollars. This report includes financial data through June 2026. Project-specific expenditure tracking began in September 2026 and will be reflected in future quarterly reports.

| Phase | Total Funding | Spent to Date | Percent Spent | Total Remaining |
|---|---|---|---|---|
| **Preliminary Engineering** | $455.6 | $0.0 | 0.0% | $455.6 |
| **Right of Way** | $144.4 | - | - | $144.4 |
| **Construction** | $4,365.2 | - | - | $4,365.2 |
| **Total** | $4,965.2 | $0.0 | 0.0% | $4,965.2 |

## Federal Small Business Enterprise Goals & Compliance

The Federal Small Business Enterprise (SBE) Program helps small businesses compete for and participate in federally funded transportation contracts. The Columbia River Bridge Replacement Project will be administered by WSDOT (in partnership with ODOT) and include enforceable FSBE goals. Certification for SBEs is administered by the Washington State Office of Minority and Women's Business Enterprises (OMWBE), which verifies that businesses meet federal eligibility requirements. Firms regardless of which state across the U.S. their business is located, including Oregon, are eligible to apply through the OMWBE process.

| Phase | Goal | Performance |
|---|---|---|
| General Engineering Consultant (GEC) Planning and Design Phase | 15% | **~16.5%**[1] |
| **CRBR Project – Progressive Design Build Contract** | | |
| Phase 1 Design Services | 16% | **Contract Procurement Underway. Performance reporting will begin after contract phases are awarded.** |
| Phase 2 Final Design | 16% | |
| Phase 2 Construction | 19% | |

When an FSBE goal is included in a federally assisted transportation project contract, compliance reporting is required. This ensures that small businesses are properly tracked, paid, and counted toward participation goals. Penalties apply to contractors that fail to meet the FSBE participation or reporting requirements.

[1] Performance tracking is approximate due to shifting federal regulations over the history of the IBR Program. The IBR program is transitioning to FSBE goals and administers goal setting and performance reporting in compliance with all state and federal requirements.

## Workforce Goals and Compliance

### Apprenticeship utilization

Building and maintaining transportation infrastructure while ensuring a skilled, sustainable labor force is a shared goal of ODOT and WSDOT. Apprenticeship programs are central to achieving this goal through combining structured on-the-job training with related classroom instruction under the supervision of journey-level professionals, creating a proven pathway for workers to develop construction trades skills and advance toward career-level employment.

To support this workforce development commitment, WSDOT requires that construction contracts greater than $2 million include a minimum of 15.0% of all labor hours to be performed by apprentices. Apprenticeship utilization details will be included in the forthcoming Columbia River Bridge Replacement Project RFP.

### Tribal employment agreements

The IBR Program is committed to promoting and supporting tribal workforce opportunities on federally funded packages. It is the intent to have a tribal employment program on the CRBR contract.

The Program is consulting with tribes on requirements for tribal employment. The tribes include:

- Confederated Tribes of Grand Ronde
- Confederated Tribes and Bands of the Yakama Nation
- Cowlitz Indian Tribe
- Confederated Tribes of Warm Springs

Details will be provided in the RFP.

# Key Program Risks

The IBR Program actively maintains a comprehensive risk register. Program risks are identified, assessed, tracked, and managed through an established risk management process. The identified Program risks may reflect a combination of related project-level risks or individual risks that require broader awareness and management attention.

Risk management is an evolving and iterative process. As procurement and design progress and new information becomes available, the Program will continue to evaluate existing and emerging risks, refine mitigation strategies, and assess potential impacts to the CRBR Project and the overall Program. Risk priorities, descriptions, and mitigation strategies may be updated as conditions and assumptions change.

The table on the following page summarizes the current key Program risks and associated mitigation strategies.

| Description | Mitigation Strategies |
|---|---|
| **Market Conditions – Size of Bid Pool for the Columbia River Bridge Replacement Project**<br><br>The scale and size of the Progressive Design Build contract may reduce or limit the bid pool. | The Program conducted industry outreach to assess bidder interest, capacity, and potential barriers to participation. The Program team is also evaluating performance-bond requirements, contract packaging, and other commercial provisions that may support competition. Through consultation with national Progressive Design Build experts, the Program has enhanced the RFP process to include earlier opportunities to understand the bidder(s) qualifications and approach to collaboration, innovation, and pricing. |
| **Columbia River Bridge Replacement Project – Guaranteed Maximum Price negotiation**<br><br>The schedule for achieving agreement on the GMP with the Progressive Design Builder is aggressive in order to begin construction in 2028. A risk in delay of reaching GMP could impact project construction start date.<br><br>Note: A Guaranteed Maximum Price is the limit of the total amounts payable to the Progressive Design Builder for allowable costs in the performance of the contract. | The Program is advancing GMP development through defined interim milestones, decision deadlines, and ongoing coordination with prospective Progressive Design-Builder. Work is also underway to hire an Independent Cost Estimating (ICE) team, which is a best practice that provides objective third-party validation of cost proposals, helping the Program identify cost discrepancies early and strengthen its negotiating position before the final GMP agreement. The team will advance design, cost validation, estimating, and risk-allocation discussions with the PDB to identify and resolve significant issues before final negotiations. |
| **Impact of Tariffs.** While escalating market conditions were factored into the 2026 IBR cost estimate, it is also identified as a risk of additional exposure to the Program from potential future tariff actions and resulting impacts. | The Program is monitoring tariff and trade-policy developments and identifying materials and equipment with significant exposure. The team is evaluating domestic and alternative suppliers, opportunities for early procurement, and appropriate contract allowances, escalation provisions, and risk-sharing methods. Cost forecasts and procurement assumptions are being updated as market conditions and tariff information evolve. |
| **Procurement Timeline / Phase 1 Design Timeline.** The RFP and Phase 1 design timelines for the Columbia River Bridge Replacement Project may limit the time available for design development, evaluation of alternatives, and refinement of cost and schedule assumptions. This may require the Progressive Design-Builder to rely on conservative assumptions, reduce | The Program is coordinating procurement and design activities through integrated schedules, defined decision points, and prioritized design packages. The team is advancing critical technical information and identifying assumptions that require early validation. The Program is also engaging prospective bidders through the procurement process, clarifying |

| Description | Mitigation Strategies |
|---|---|
| opportunities for innovation and optimization, and increase overall Program costs. | available information, and evaluating opportunities to refine design, construction sequencing, and commercial assumptions during Phase 1. |
| **Right of Way/Design Changes.** The right-of-way acquisition schedule may be affected by access-hearing findings, property-acquisition requirements, or design changes introduced during the PDB design phase(s). Delayed parcel availability or changes to property needs could affect construction access, sequencing, cost, and the overall schedule. | The Program is coordinating right-of-way activities with design development and prioritizing parcels based on construction access and sequencing needs. The IBR Program will monitor access-hearing outcomes (where applicable), design changes, and potential effects on property requirements. Where parcels may not be acquired before construction begins, the procurement team is evaluating the anticipated availability dates, so proposers can incorporate those constraints into their plans, schedules, and pricing. |

# Timeline

## Pivot to Construction

