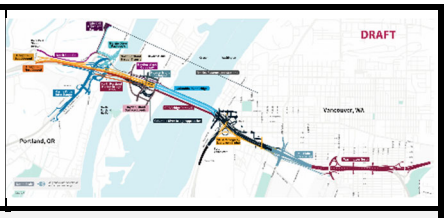
Core Set of Projects	Interstate Bridge Replacement Program Core Set of Projects Analysis: Columbia River Bridge with Light Rail Service to Vancouver Clark County, WA / Multnomah County, OR *March 2026*	

Phase Description

This core set of projects would complete the Columbia River main span bridge replacement elements of the multimodal IBR program. It would build two new fixed-span bridge structures to accommodate northbound and southbound traffic from the existing bridges, with rebuilt bridge approaches to connect to I5 in Washington and Oregon. A SR 14 connection would be completed. It would develop operable light rail with connecting guideways, track, systems, and stations connecting Portland and Vancouver. Tolling infrastructure and a shared use path would be provided Key elements include:

- New earthquake-resilient multimodal bridges with fixed spans
- Auxiliary lanes and safety shoulders
- Operable light rail transit from Portland to Vancouver
- Accommodations for bus on shoulder and express bus connectivity
- Enhanced shared-use path for people who walk, bike and roll
- Tolls to pay for bridges and to be used as a demand management tool to improve traffic flow, and to pay for ongoing operations and maintenance

Program Benefits

- Improves safety, congestion, and travel reliability
- Creates an earthquake-resilient Columbia River Bridge crossing
- Eliminates traffic disruptions from bridge openings due to maritime vessels
- Improves freight movement by removing a key bottleneck and the disruptions of bridge openings
- Expands travel choices including alternatives to single-occupancy vehicles
- Creates safer and wider pathways for pedestrians, bicyclists and wheelchairs, meeting Americans with Disabilities Act requirements

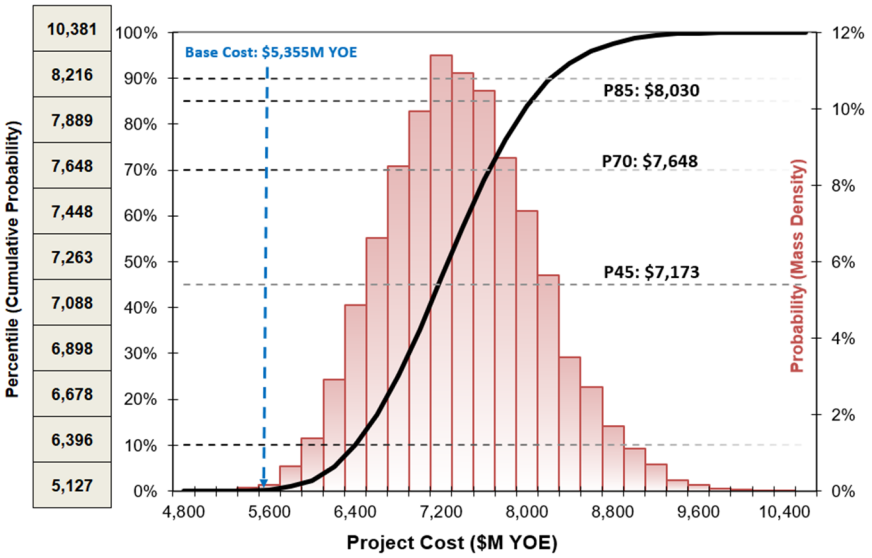
Program Modeling Assumptions

- This model run represents the initial delivery phase to build the core set of projects for the IBR Program analyzed after the August 2025 CEVP workshop.
- Potential re-sequencing or deferral of initial phase elements are not included in the results for this phase.
- Future phase cost, including any scope deferred from the MLPA packaging assumptions, is not included in the results.
- Mitigation for any impacts associated with scope deferral is not included in the results.
- The cost results include capital costs only.

Risk Analysis Cost Range

Prior to additional risk mitigation — Projected cost includes **$238.2M** spent to date

Total Project Cost: Year of Expenditure (YOE)



This graphic contains overlain cumulative distribution function and probability mass function outputs.

Risk Analysis Schedule Ranges

Output Percentile Values: 10th | 70th | 90th

New I-5 SB Bridge Open to Traffic:	Dec 2033 | Apr 2035 | Dec 2035
Revenue Service Date:	Nov 2037 | Jul 2039 | Jun 2040
Initial Phase Completion Date:	Jan 2038 | Aug 2039 | Jul 2040

Selected Key Project Risks

Output Statistical Values: 10th | Mean | 90th

Cost Threats (potential cost increase, $M, prior to inflation)			
Uncertain market conditions: competition and pricing (combined)	+94	+311	+533
Indirect cost of program delay	+142	+238	+347
Impact of tariffs	+0	+78	+186
Miscellaneous change orders (combined)	+47	+73	+100
Coordination of FTA and FHWA requirements	+0	+47	+92
Cost Opportunities (potential cost decrease, $M, prior to inflation)			
Contractor innovation opportunity (combined)	-155	-74	-1
Schedule Threats (potential initial phase delay to critical path, months)			
Cultural resource risks	0	+3	+13
Local transit funds allocation delay	0	+3	+13
Program coordination issues	0	+3	+9
Systems testing or start-up delays	0	+2	+7
Coordination of concurrent transit procurements	0	+2	+7

Level of Project Design	Low — Med — High	March 2026	Washington State Department of Transportation