



IBR PNW TERO Meeting

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April 13, 2026



Building on Past Work

- ▶ The IBR Program is completing a Supplemental Environmental process that accounts for changes that have occurred since previous efforts.
- ▶ The Modified LPA was developed based on screening results, modeling data, technical considerations, input and feedback from partner agencies, program advisory groups, and the broader community.
- ▶ In 2022, all eight Program agency partner boards, councils, and commissions endorsed the Modified LPA.
 - The Modified LPA identifies the foundational elements local partners agreed should move forward for further evaluation.
 - These agencies represent a wide range of priorities and interests and bring their own needs and community expectations. The Modified LPA acknowledges these differences and represents consensus among the regional partners.
 - Oregon Metro
 - SW WA Regional Transportation Council
 - TriMet
 - C-TRAN
 - City of Portland
 - City of Vancouver
 - Port of Portland
 - Port of Vancouver

What was Studied in the SEIS?

► Bridges and Roadways

- Replace Interstate Bridge
- Three through lanes and at least one auxiliary lane in each direction
- Improve seven interchanges on I-5

► Public Transit

- Extend light rail from Expo to Evergreen Blvd with 3 new stations
- Add bus on shoulder to I-5

► Active transportation

- Enhance pedestrian and bicycle network between Portland and Vancouver

► Variable rate tolling for motorists to finance the project and improve congestion

► No-Build Alternative

- None of the improvements would be implemented

► Design Options

- Bridge configuration
- C Street ramps to/from I-5
- One or two auxiliary lanes
- Park & rides in Vancouver
- I-5 alignment

The Supplemental Environmental Impact Statement evaluates the proposed action in comparison to the No-Build Alternative.

Analysis is conducted for the future condition in year 2045.

Proposed Elements

- ▶ Interstate Bridge Replacement
- ▶ Light Rail Transit
- ▶ Auxiliary Lanes
- ▶ Improvements to Interchanges
- ▶ Active transportation
- ▶ North Portland Harbor Bridge Replacement
- ▶ Variable-Rate Tolling



Supplemental Environmental Impact Statement (SEIS)

- ▶ Draft SEIS published Sept 20, 2024, with a 60-day public comment period
- ▶ After consideration of comments received from tribes, agencies, organizations and individuals, IBR prepared a Final SEIS
 - Revisions will be made in the Final SEIS to address:
 - *Design refinements*
 - *Comments and responses on the Draft SEIS*
 - *Continued coordination with permitting agencies and consultation with tribes*
 - *New technical data (e.g., current demographic data, bridge lift data)*
 - *Consistency with recent federal Executive Orders*
 - *Corrections and clarifications*
 - Identification of IBR Program Recommended Design Options
 - Updated mitigation measures
- ▶ Amended Record of Decision (ROD) is expected in Spring 2026

Technical Areas Evaluated in Draft and Final SEIS



Transportation

- Transportation
- Air Quality
- Aviation
- Energy
- Navigation
- Noise and Vibration



Community

- Cultural Resources
- Economics
- Electric and Magnetic Fields
- Hazardous Materials
- Land Use
- Neighborhoods
- Parks and Recreation
- Property Acquisitions
- Public Services
- Utilities

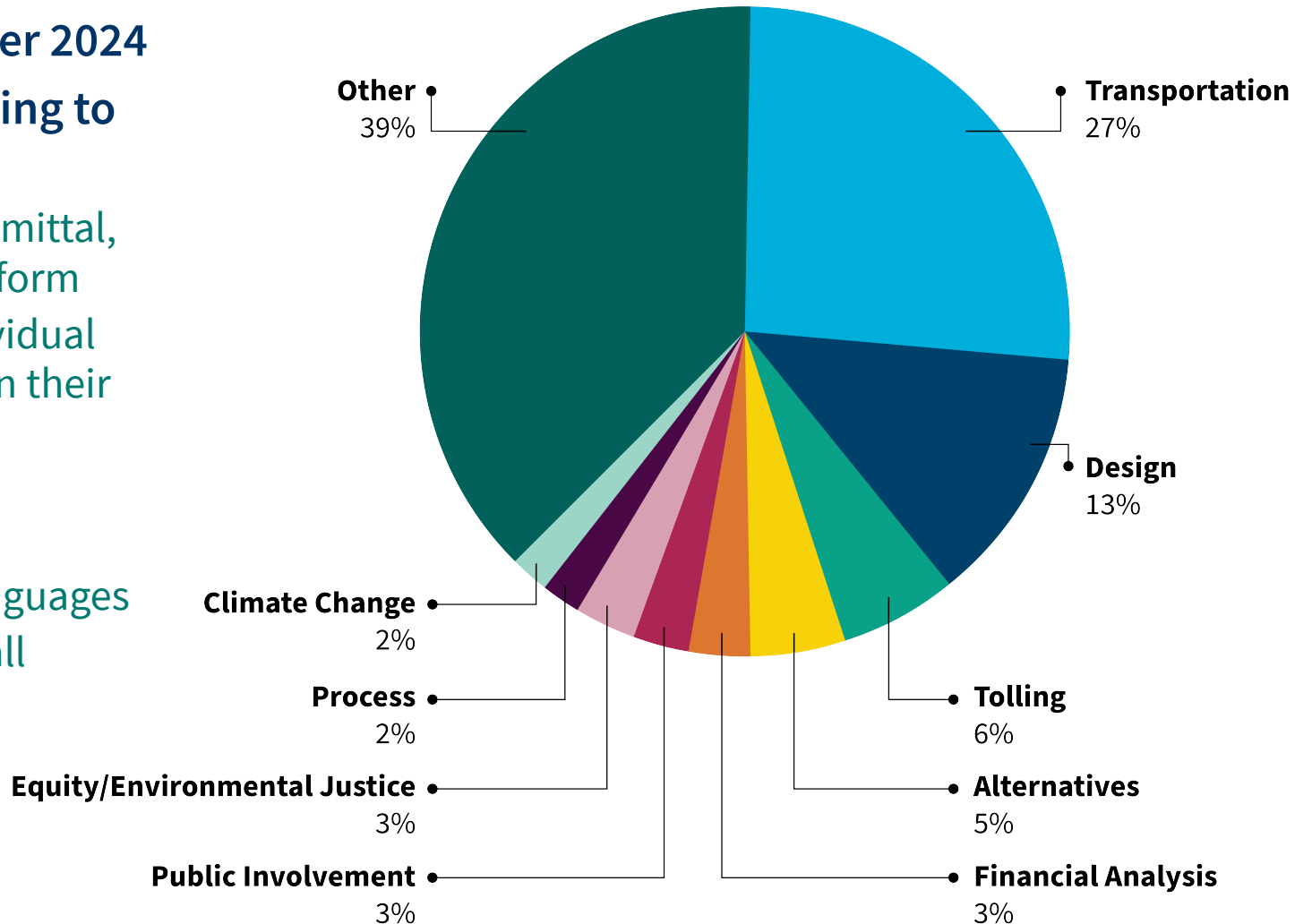


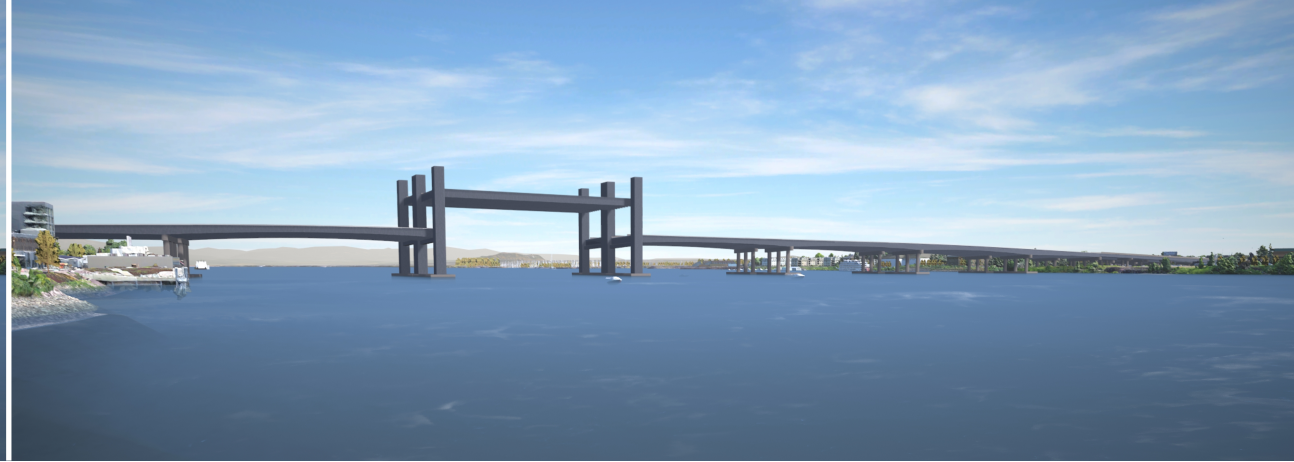
Environment

- Ecosystems
- Geology and Groundwater
- Visual Quality
- Water Quality and Hydrology
- Wetlands and Waters
- Fish and Wildlife

NEPA Comments Received

- ▶ Comment period closed in November 2024
- ▶ More than 3,600 submissions equating to nearly 10,000 comments
 - A submission includes the entire submittal, such as an email, letter or comment form
 - Submissions are separated into individual comments based on the topics within their content
 - A submission can contain multiple comments
 - Submissions received in multiple languages
 - Final SEIS will include responses to all comments received





Bridge Configuration Determination

- ▶ In January, the Coast Guard approved a 116-foot clearance determination allowing the Program to build a fixed-span replacement bridge.
 - This decision followed a public comment period and the Program addressing concerns identified by the Coast Guard in 2022.
- ▶ A fixed-span bridge will eliminate lift delays while continuing to serve more than 99% of river traffic, allowing roadway, transit, marine and air traffic to operate without interruption.
- ▶ This decision allows the Program to apply for a permit for a fixed-span bridge configuration.

Advancing Bridge Replacement

- ▶ A core set of projects were identified as the first steps toward building the IBR Program and are estimated to cost \$7.65 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 cost: \$7.65 B

April 13, 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	\$100 M
Toll Funding Placeholder Estimate ^o	\$1,250 M
Committed Funding Available for a Funded Phase	\$5,450 M
CIG (FTA Capital Investment Grant Program) Full Funding Grant Agreement ¹	\$1,000 M
Committed and Prospective Funding Available for a Funded Phase	\$6,450 M

Note: Funding amounts include historical expenditures.

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

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

Anticipated Program Schedule

Milestone	Anticipated Schedule
Complete Federal Environmental Process	Q2 2026
Columbia River Bridge Contract Award & Negotiations (<i>process to bring on contractor will begin in 2026</i>)	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

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



Potential Construction Benefits



Construction activities are anticipated to generate significant economic benefits for the region.



The Program is attracting federal dollars to the region that would be spent elsewhere if not for this project.



Tens of thousands of jobs across multiple industries will be generated during the construction period — benefiting workers, local businesses and families.



Small Business & Workforce Development



Small Business Enterprise Participation

- ▶ Best practices are being integrated throughout the life of the Program with input from local, state and federal partners.
 - Sought input from local contracting groups that represent small business firms
 - Worked to maximize opportunities and participation for small businesses on future contracts
- ▶ Capacity-building strategies were implemented to better prepare the workforce to help deliver the Program.
- ▶ Information for small and local businesses:
 - www.interstatebridge.org/WorkforceDevelopment

Small Business and Workforce Engagement

- ▶ IBR/Small Business Administration (SBA) strategic alliance
- ▶ Coordination with Oregon and Washington APEX Accelerators
- ▶ Ongoing outreach and engagement with CBOs and small business support organizations
- ▶ Support available for tribal business owners interested in FSBE/DBE certification, Safe Harbor and Federal Acquisition Regulation (FAR) for tribal A&E Firms
- ▶ Consultation regarding possible bi-state tribal employment engagement opportunities

WSDOT Business Support

- ▶ WSDOT's Business Support Services Program assists in the growth and self-sufficiency of Office of Minority and Women Business Enterprise (OMWBE)-certified firms participating in work specialties related to the highway construction and consulting industry.
- ▶ In-person and virtual support is provided in the following areas:

- Bookkeeping
- FAR Rules
- Safe harbor
- Payroll administration
- Marketing and advertising
- Sales
- Business development
- Operations management
- Bid preparation
- Scheduling
- Contracting
- Change order management
- Prompt pay
- Bonding

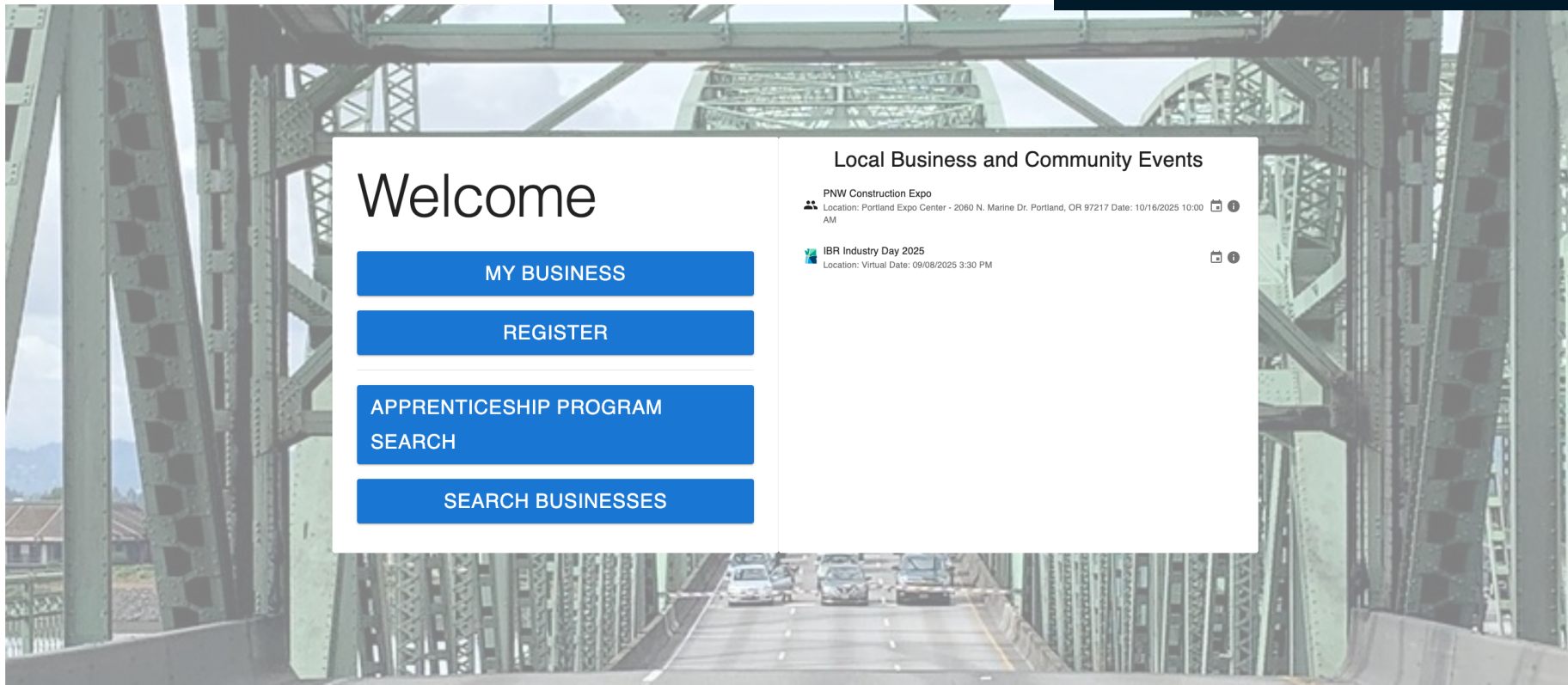
IBR Vendor Portal

► Register with the IBR Program

- Receive information on how to do business with IBR
- Provide their NAICS codes
- Learn about upcoming events and contracting information



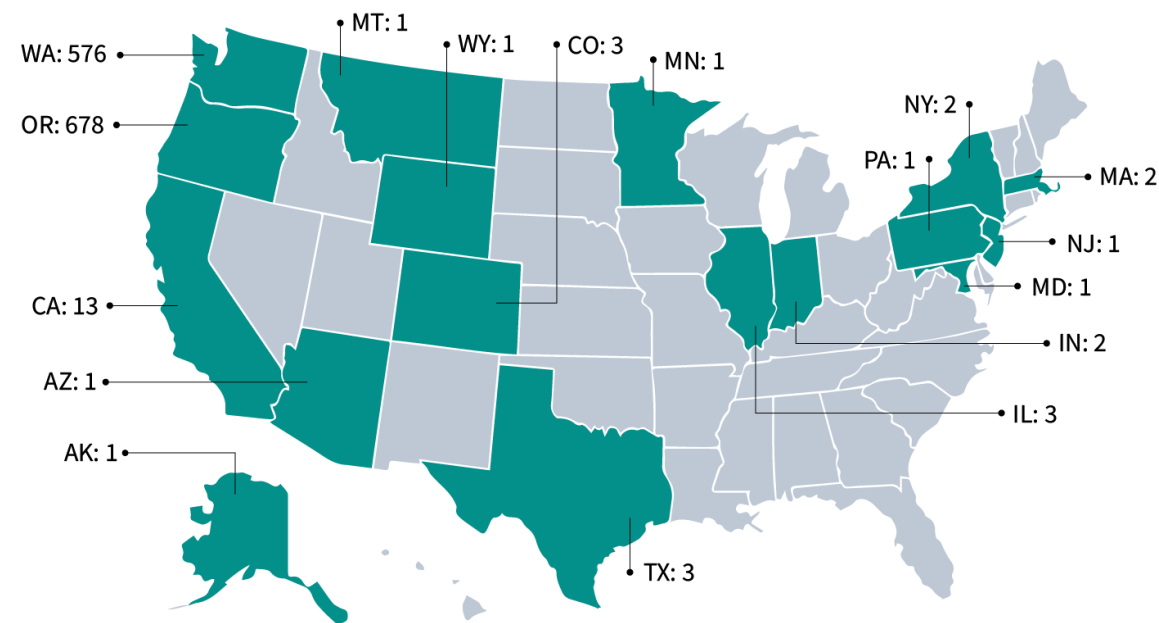
Sign up:
vendor.interstatebridge.org



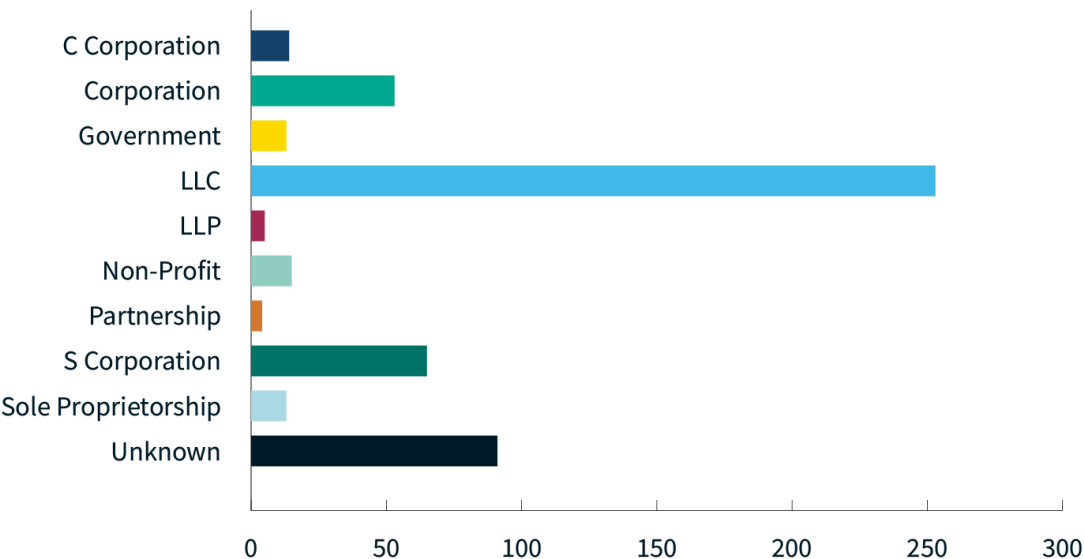
IBR Vendor Portal Engagement

► Total Businesses: 3400+

Businesses by State



Federal Tax Classifications:



Contracting on IBR



Each contract for IBR work will be released by lead contracting agency (WSDOT/ODOT/TriMet/C-Tran)



Each interested businesses must register with each individual agency to be eligible to bid on that agency's contract

Contracting Resources



ODOT

oregon.gov/ODOT/Business/Pages/index.aspx



TriMet

trimet.org/procurement



WSDOT

wsdot.wa.gov/business-wsdot



C-TRAN

c-tran.com/about-c-tran/business/procurement/



Questions & Discussion



Thank you!

For more information contact:

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