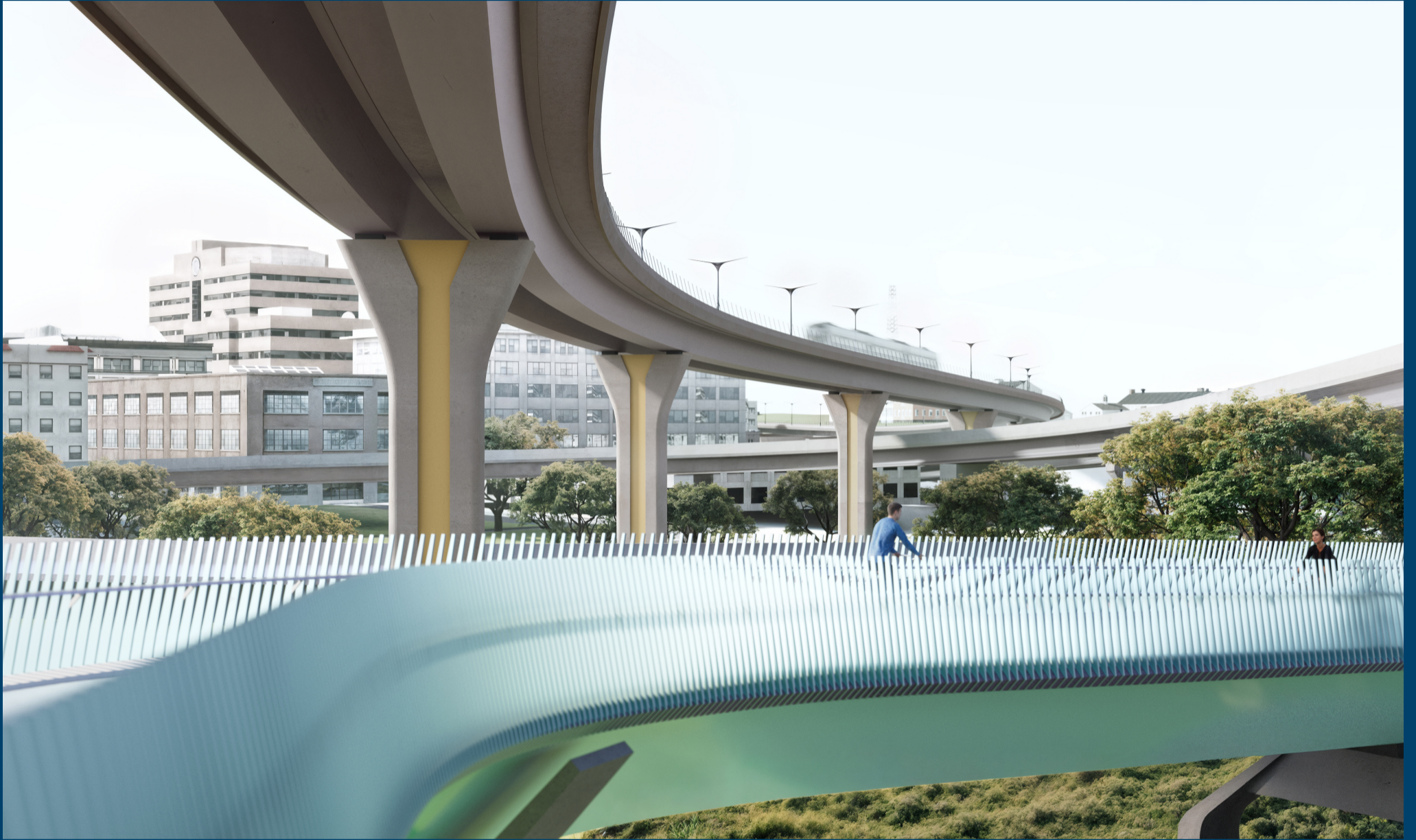


PROGRAM UPDATES

Cost Estimate & Funding

The IBR Program updated its cost estimate for the five-mile corridor through a process that considered current prices of materials and labor, inflation, risks and future economic conditions that could influence the cost.



2026 Updated Cost Estimate

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. The updated cost estimate reflects national trends of significant cost increases driven by inflation and market conditions leading to higher construction bids.

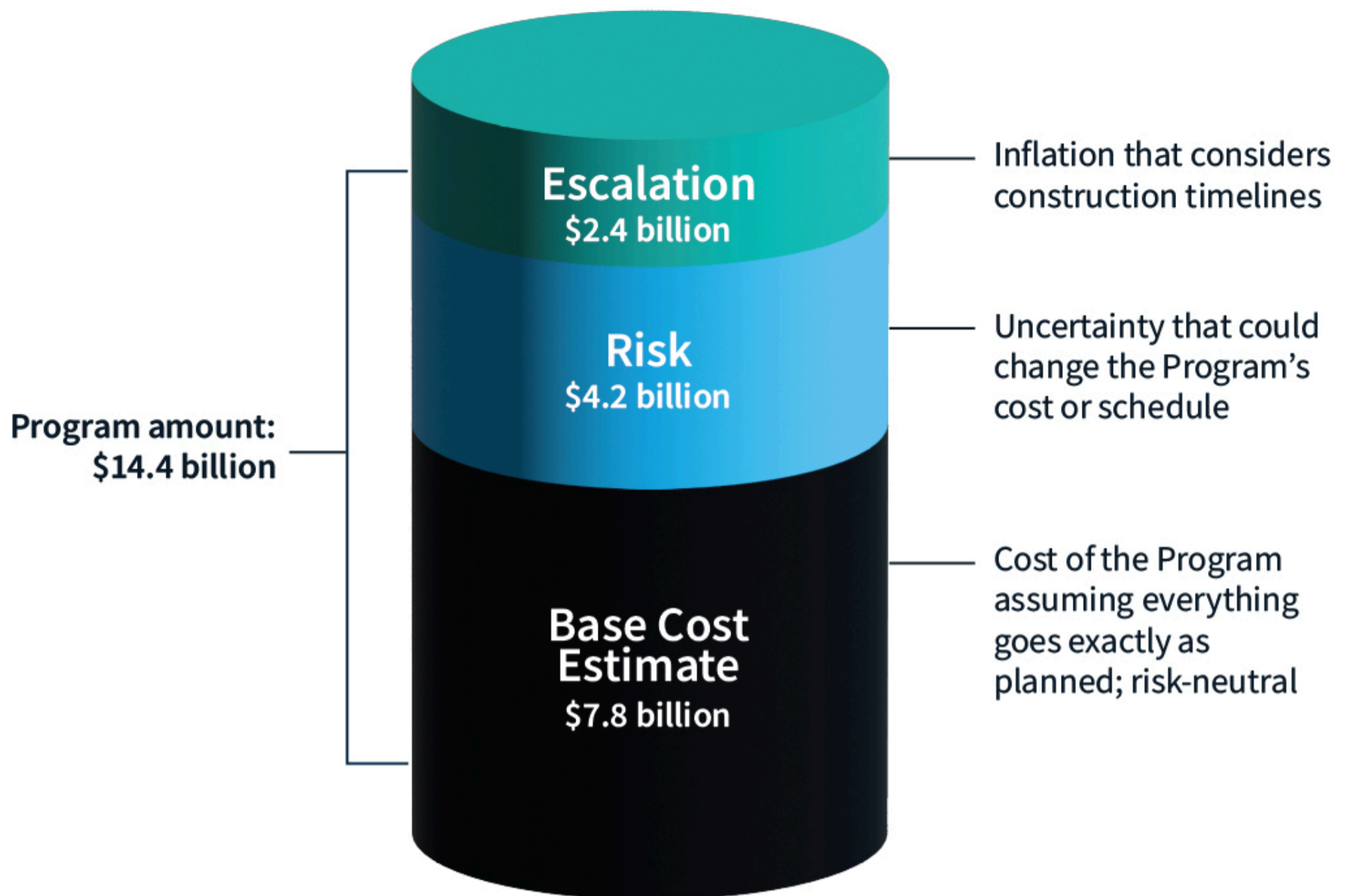
The estimate represents a 45% to 85% probability that costs will fall within that range. For financial planning, the Program will use \$14.4 billion, as there is a 70% chance the cost is that number or lower.

- **Base cost:** \$7.8 billion (54%)

- **Inflation and risk:** \$6.6 billion (45%)

- **Risks** are details not yet known or that could change, such as: schedule delay, market conditions, materials costs, tariffs and workforce trends, design changes, and permitting.
- **Inflation** that considers construction timelines.

With approximately \$5.5 billion in committed funding, the Program is advancing a core set of projects that ensure we can move forward with building a safer replacement bridge as a first step.



> [What does the Cost Estimate include?](#)

> [Why did costs increase from 2022?](#)

Next Steps to Construction

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.

With the updated cost estimate, the Program has identified a core set of projects to advance while working toward building the five-mile program:

- A single-level fixed span replacement Columbia River bridge with three through lanes and one auxiliary lane in each direction
- Bridge connections to I-5
- Hayden Island and SR-14 interchange connections to I-5
- Extension of light rail to Waterfront Station in Vancouver
- A shared-use pathway with improvements for people who walk, bike and roll
- Removal of existing bridge

Building with \$5.7 Billion in Available Funding

With the \$5.7 billion in committed funding, the Program can continue moving forward toward construction of the replacement bridges and connections to I-5 while the remaining funding is secured to complete construction of the core set of projects, including pursuing funding for light rail. The Program continues to [coordinate closely with federal partners](#) at the Federal Highway Administration and Federal Transit Administration to obtain an Amended Record of Decision (ROD) this year, which provides federal approval to move to construction. Once the ROD is received, the process to hire a Columbia River bridge contractor can start in 2026, with design and cost negotiations occurring in 2027. Bridge construction activities would begin in 2028.

[Learn more about the IBR Program's plan for a first phase of construction.](#)

Closing the Funding Gap

The Program continues to evaluate opportunities for cost savings, including design refinements, value engineering (identifying lower cost approaches without compromising function), risk management, as well as potential contracting and scheduling efficiencies. Work is also ongoing to pursue \$1 billion from the FTA Capital Investment Grant program. 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 five-mile corridor will be sequenced to align with available funding.

> Committed & Proposed Funding

For More Information

[Program Costs and Funding Factsheet](#)

[Cost Estimate Validation Process \(CEVP\) Report](#)

[Core Projects Factsheet](#)

[Step 1: Bridge and Connections + Bridge Removal Factsheet](#)

How many jobs will be supported by the construction of IBR Program Investments?

For every \$1 billion invested, our region could expect 5,500 direct jobs and 10,900 indirect jobs as a result*. Earnings generated by new jobs will infuse billions of dollars into our local economy in the form of rent payments, utilities, and all the other ways that salaries and earnings flow through our community.

The Program is attracting federal dollars to the region that would be spent elsewhere if not for this project. The billions of dollars invested in the IBR Program will positively impact our local economy through jobs and spending. This includes:

- **Direct Impacts:** Construction of a replacement bridge will generate tens of thousands of jobs across many industries, such as engineers and construction workers, as well as suppliers of materials.
- **Indirect Impacts:** Indirect jobs are those that exist to produce the goods and services needed for the work being completed by those with direct jobs.
- **Tertiary Impacts:** The economic impact multiplies when a job at a construction site then supports jobs in local restaurants, retail stores, and other places workers spend their wages.

*Economic Policy Institute employment multipliers 2019.



How will Tolling Details be Determined?

Tolling for the IBR program is anticipated to include variable priced tolling with the goal of funding construction and facility operations and maintenance. Tolling will also improve reliability when travelers skip optional trips, choose other routes, modes of travel and time of travel.

Toll rates and policies for the IBR Program will be jointly set by the Oregon and Washington Transportation Commissions to support the toll funding amount identified in the program's financial plan. In early 2024, both commissions stood up an I-5 bridge bi-state tolling subcommittee. The subcommittee is made up of two commissioners from each state and will jointly recommend toll rates and policies, including potential discounts, to each state's respective full Commissions. Also, in late 2024, the Oregon and Washington Transportation Commissions approved four toll rate scenarios to be studied in the next round of tolling analysis (referred to as a level 3 'investment grade' toll traffic and revenue analysis) to confirm we can meet funding targets:

- Toll rates ranging from \$1.55 to \$4.70 per trip
- Truck toll rate multipliers ranging from 1.5x to 4x
- Low-income toll program with a 50% discount for registered individuals at or below the 200% federal poverty level

These scenarios do not identify final toll rates or policies but moves them forward for additional analysis. The commissions are anticipated to adopt toll rates about 8 months before tolling is estimated to begin on the facility. The earliest tolling is currently anticipated to start on the Interstate Bridge is in 2028.

To submit written public comment, please email info@bistatesubcommittee.org

You can learn more about the bi-state toll subcommittee, find meeting materials and view videos of past meetings on each commission's website.

[Oregon Transportation Commission toll subcommittee](#) 

[Washington State Transportation Commission toll subcommittee](#) 

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