Oregon
Tina Kotek, Governor

Oregon Transportation Commission
Office of the Director, MS 11
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Salem, OR 97301-3871

DATE: May 20, 2026
TO: Oregon Transportation Commission

Lisa Sumption

FROM: Lisa Sumption
Interim Director

SUBJECT: **Agenda Item B – Amend the 2024-2027 Statewide Transportation Improvement Program (STIP) to Increase Funding for the Interstate Bridge Replacement Program**

PRESENTED BY: Interim IBR Program Administrator Carley Francis; ODOT Deputy Director Travis Brouwer; and ODOT Delivery and Operations Division Administrator Tova Peltz

Requested Action: Decision
Amend the 2024-2027 Statewide Transportation Improvement Program (STIP) to increase funding for the Interstate Bridge Replacement Program from $2,057,861,000 to $5,681,887,000 for a total increase of $3,624,026,000. This funding is from a combination of sources, including Oregon state General Obligation (GO) bond funding from HB 5005 (2023), an FHWA Bridge Investment Program (BIP) grant, toll revenue, Move Ahead Washington (MAW) funding, and a USDOT Mega grant awarded to WSDOT for the IBR Program. This amendment reflects the 2026 cost update. The funding would deliver the following elements of the IBR Program:

1. **K21570 I-5: Columbia River (Interstate) Bridge**
   Increase funding from $554,629,000 to $795,364,000 for costs associated with preliminary engineering, right of way (ROW) acquisition, and utility relocation (UR). Preliminary engineering includes historical and forecasted program-level costs to support delivery of the IBR Program (includes program management, permitting, public engagement and communications, legal, regulatory and interagency agreements, and environmental mitigation). Right-of-way costs to acquire parcels for construction of the first funded phase. Utility relocation costs to pay eligible utilities that need to relocate because of construction.

2. **K23877 I-5: Columbia River Bridge (CRB) Replacement**
   Increase funding from $1,478,642,000 to $4,783,888,000 for preliminary engineering (PE) and construction (CN) work. This will allow completion of the replacement I-5 bridge adjacent to the existing bridge shore-to-shore over the Columbia River. Work will support final design and construction of new bridges to accommodate highway, transit, and active transportation modes, including all necessary work to connect the new bridges to the existing I-5 facilities in Oregon and Washington, as well as the removal of the existing Interstate bridges.

3. **K23876 I-5: OR & WA Pre-Completion Tolling**
   Increase funding from $24,590,000 to $51,934,000. This funding covers all pre-launch activities in addition to civil construction for installation of toll signage and gantries for tolling on the existing bridge. Pre-launch activities include marketing and education, customer support services, and integrating the new facility into Washington's existing *Good to Go!* toll program.

4. **K24473 I-5: Columbia River Bridge Transit Design**
   Establish the Columbia River Bridge Transit Design package as a child project of K21570 and Program $50,701,000 in funding for PE work. Work will advance post-NEPA transit design for light rail transit (LRT) guideway elements north and south of the bridge, as well as track, systems, and stations design throughout the full LRT extension. Early project design pre-NEPA completion is covered under the Columbia River (Interstate) Bridge Project (21570). This funding will allow the IBR Program to maintain our schedule for the Federal Transit Administration (FTA) Capital Investment Grant (CIG) process. The Program is in the pipeline for pursuing $1 billion of CIG funding to construct light rail transit on the replacement bridge. Funding for design of the Columbia River Bridge, which will be built with the width to support transit, is covered under the K23877.

STIP Amendment Funding Summary

K21570 I-5: Columbia River (Interstate) Bridge				
Phase	**Obligation Year**	**Current**	**Proposed**	**Source**
Planning	2020	$8,209,584	$8,209,584	8,209,584 – Redistribution Funds
Preliminary Engineering	2022	$304,720,416	$605,213,416	$172,141,000 – OR GO Bonds $46,790,416 – IBR Interstate Bridge $34,670,000 – WA Mega $179,758,000 – WA MAW $34,973,000 – Previous WA Funding $1,000,000 – OR BIP Grant (2022) $135,881,000 – OR BIP Grant (2024)
Right of Way	2026	$231,699,000	$145,015,000	$39,774,000 – WA MAW $48,526,000 – OR BIP Grant $56,715,000 – OR GO Bonds
Utility Relocation	2026	$10,000,000	$36,926,000	$28,515,000 – WA MAW $8,411,000 – OR GO Bonds
TOTAL		**$554,629,000**	**$795,364,000**	

K23877 I-5: Columbia River Bridge (CRB) Replacement				
Phase	**Obligation Year**	**Current**	**Proposed**	**Source**
Preliminary Engineering	2026	$221,797,000	$455,564,000	$361,709,000 – OR BIP Grant $36,648,000 – WA MAW $45,083,000 – WA Mega

				$12,124,000 – OR GO Bonds
Construction	2026	$1,256,845,000	$4,328,324,000	$952,884,000 – OR BIP Grant $1,500,000,000 – Tolling $685,538,000 – WA MAW $469,546,000 – WA Mega $720,356,000 – OR GO Bonds
TOTAL		**$1,478,642,000**	**$4,783,888,000**	

K23876 I-5: OR & WA Pre-Completion Tolling				
Phase	**Obligation Year**	**Current**	**Proposed**	**Source**
Construction	2026	$22,090,000	$23,600,000	$11,800,000 – OR GO Bonds $11,800,000 – WA MAW
Other	2026	$2,500,000	$28,334,000	$14,158,000 – OR GO Bonds $14,176,000 – WA MAW
TOTAL		**$24,590,000**	**$51,934,000**	

K24473I-5: Columbia River Bridge Transit Design				
Phase	**Obligation Year**	**Current**	**Proposed**	**Source**
Preliminary Engineering	2026	-	$50,701,000	$50,701,000 – WA Mega
TOTAL		**-**	**$50,701,000**	

Background:

The Interstate Bridge Replacement (IBR) Program is a joint effort between Oregon and Washington to replace the aging Interstate Bridge across the Columbia River and related interchange improvements within the five-mile corridor. The Program's goal is to ensure a modern, multimodal corridor that strengthens earthquake resiliency, improves safety, and keeps people and the economy moving into the future.

The OTC approved a STIP amendment in October of 2025 based on the 2023 IBR Program cost estimate. With the updated 2026 cost estimate, and in order to meet federal requirements to receive a Record of Decision, the Program is seeking an updated STIP amendment. The Federal Highway Administration and Federal Transit Administration require the Program to demonstrate fiscal constraint before they will issue a Record of Decision, and one element of demonstrating this is completing an amended STIP for the first funded phase.

Recent Program work including refinements, updated risks, and combining packages, along with a completed toll funding analysis, has allowed the Program to identify a funded phase. The funded phase includes replacing the existing Columbia River bridge with a new, seismically resilient bridge, including connections to I-5 in Oregon and Washington, Hayden Island and SR-14 connections to I-5; transit system design; tolling infrastructure; and removal of the existing bridge. IBR is seeking to program all projects that comprise the initial funded phase.

Following the Record of Decision, the IBR Program will amend the grant agreement with FHWA allowing obligation of the remaining amount of the $1.5 billion in committed Bridge Investment Program funding. This must be complete before the federal statutory deadline that would result in $546 million in federal BIP funds expiring by September 30, 2026. Since the Mega grant is a key funding source for bridge replacement, the Program will seek obligation of the remaining funding of the $600 million award on the same timeline.

The IBR Program has also applied for and been admitted into the first phase, Project Development, of the FTA's Capital Investment Grant (CIG) program and is applying for approximately $1 billion. This $1 billion in CIG funding would go toward construction of light rail on the bridge to complete the core projects. The FTA CIG program funds transit capital investments such as light rail. The CIG program has four phases, including Project Development, Engineering, reaching the Full Funding Grant Agreement (FFGA), and concluding with Construction. FTA approval is required for entry into each phase which provides increased confidence in successfully receiving funding at the end of the process. The IBR Program entered the first phase in September 2023 and is seeking to request to enter the Engineering phase this summer. If the Program is successful, the funds could be awarded in 2030.

To submit an Entry into Engineering application, the Program must demonstrate that 30% of non-CIG funds are committed and that the program has funding to advance light rail design elements. This STIP Amendment is required to demonstrate that commitment and be admitted into the next phase of the CIG process.

Previous Commission Action and Discussion:
The Commission last received an informational IBR Program update at their meeting on January 22, 2026, and approved a prior STIP amendment (based on the 2023 IBR Program cost estimate) on October 27, 2025.

Outcomes:
With approval, the IBR Program can ensure funding requirements are met and will allow FHWA and FTA to issue the Amended ROD. This will then allow the Program to sign a grant agreement with FHWA before the BIP grant statutory obligation deadline, accessing the $1.5 billion in committed federal grant funding for the IBR Program, and for the Mega grant funds. With all committed Program funding in place, and an amended STIP, the Program can advance to the construction contract procurement process, advancing construction on the initial phase. This amendment would also allow the Program to continue advancing transit and meeting requirements to secure $1 billion in CIG funding to construct light rail.

Without approval of the STIP amendment, FHWA and FTA will not issue the ROD and the program will be unable to obligate the $546 million in federal funds by the statutory obligation deadline of September 30th, 2026, which puts the over $2 billion in federal funds at risk.