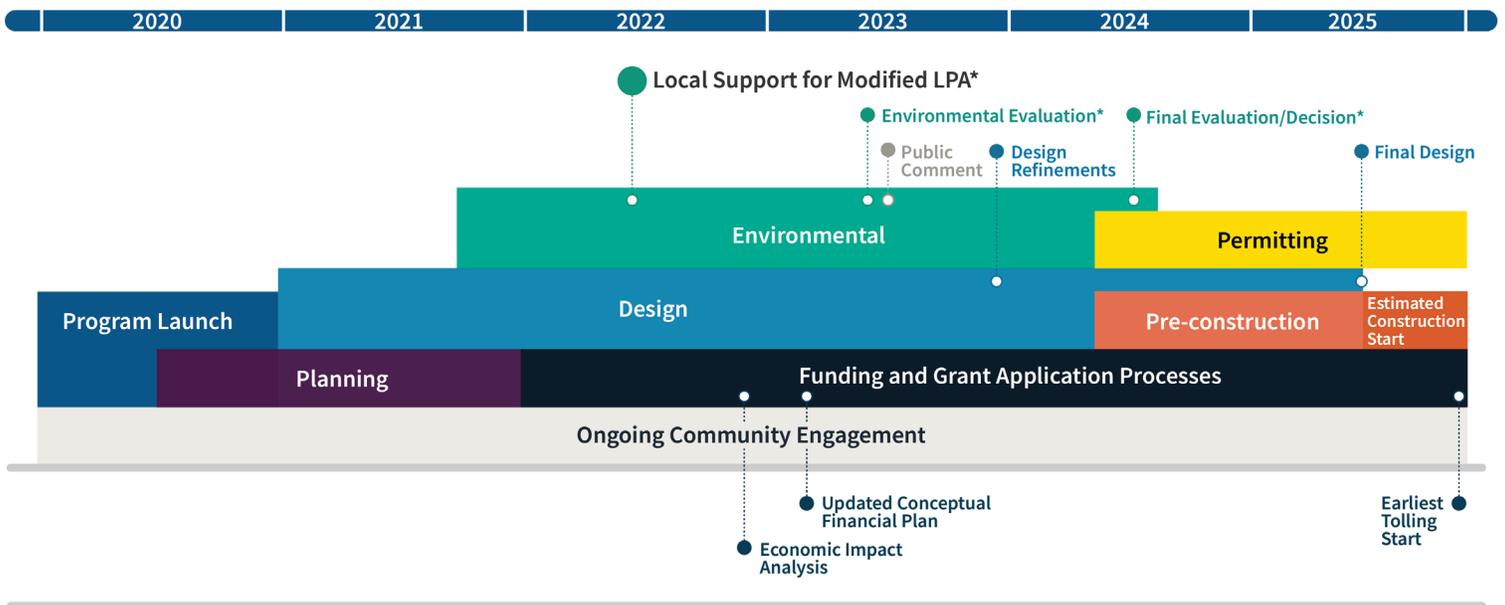


# Why now?

Interstate 5 provides a critical connection between Oregon and Washington that supports local jobs and families, and is a vital trade route for regional, national and international economies. However, bridge users are impacted by heavy congestion, safety issues, limited public transit options, and inadequate active transportation facilities. Through the recent passage of a historic federal infrastructure package, our region has a once in a generation opportunity to receive an infusion of potentially billions of federal grant funds distributed through the construction of the IBR program. These funds are highly competitive and, if not spent in our region, will go to other infrastructure projects in the United States. Tens of thousands of jobs across multiple industries will be generated during the construction period – benefiting workers, local businesses, and families. **Replacing the bridge with a modern, earthquake resilient, multimodal structure will improve safety and keep people – and our economy – moving into the future.**

## The Cost of Doing Nothing

- ▶ **\$71 million** in freight commodity value crossed the Interstate Bridge daily in 2017. Congestion and bridge lifts slow down freight carrying goods along I-5.
- ▶ The existing bridge costs **\$1.2 million per year** to operate and maintain and will require an estimated **\$270 million** in capital maintenance by 2040. This does not include the cost of a seismic retrofit.
- ▶ Delayed state funding contributions could disrupt the construction timeline and trigger a series of **missed federal funding opportunities**.
- ▶ Every year that we wait to fix the bridge, the costs increase. **Inflation** alone has caused a substantial cost increase since previous replacement efforts.



\*Partner agencies confirmed their support for foundational components of the Modified LPA (Locally Preferred Alternative) to advance for further study in the environmental evaluation (Supplemental Draft Environmental Impact Statement or SDEIS). During the SDEIS, public comment will be taken for approximately 45 days and design refinements will be made the following months to respond to findings from the environmental review and public input. Full acceptance of a corridor-wide alternative will not be identified until after public comment and design refinement. At the conclusion of the review process, a Record of Decision (ROD) will be made and the program will enter into final design and pre-construction.

# Interstate Bridge Program Improvements

River Crossing:  
**New earthquake resilient, multimodal bridge**

Roadway Improvements:  
**Adds safety shoulders and auxiliary lanes**

Interchanges:  
**Improvements to 7 closely spaced on/off ramps**

Transit:  
**Extends Light Rail to connect transit systems**

Active Transportation:  
**Safe and accessible multiuse paths**

North Portland Harbor:  
**New earthquake resilient bridge**



The program will also study two auxiliary lanes in the environmental process. Visualizations are intended as a high-level example for illustration purposes only and does not reflect property impacts or final design.

## Benefits:

Improves safety, congestion and travel reliability

Creates earthquake resilient corridor

Improves freight movement and connections

Expands travel choices including alternatives to single-occupancy vehicles

Supports tens of thousands of jobs and generates nearly 2x return on investment during construction

Supports climate goals of both states



## Cost & Funding

- ▶ The **current cost estimate** is between **\$5** and **\$7.5 billion**. This cost estimate reflects the current and endorsed components of the Modified LPA and account for inflation, cost escalation risks, and current market conditions.
- ▶ Washington State has contributed **\$1 billion** (dedicated through the 2022 Move Ahead Washington package).
- ▶ The IBR program is pursuing an **Oregon State Contribution** of **\$1 billion** in 2023.
- ▶ Securing state contributions is a critical first step in obtaining federal funding through the **Federal Highway Administration** and **Federal Transit Administration**.
- ▶ **Tolling may begin as soon as late-2025**; however, the program will conduct multiple studies to analyze various tolling scenarios and costs, including a low-income toll report to help inform equitable toll rate recommendations. The Oregon and Washington Transportation Commissions are responsible for setting toll rates.

## Community Engagement

- ▶ **23 community listening sessions**
- ▶ Nearly **35,000** engagements with community members
- ▶ Grants awarded to **11 community-based organizations** to assist with equitable outreach
- ▶ **Equity Framework** created in collaboration with the Equity Advisory Group
- ▶ **Community values and priorities** established in collaboration with the Community Advisory Group
- ▶ **4 community working groups** provided feedback on design options

## Next Steps

In **2023**, the IBR program will work to secure Oregon's funding contribution (\$1 billion) to match that of Washington, continue to apply for federal grant opportunities, and complete the Supplemental Draft Environmental Impact Statement. An Amended Record of Decision is expected in late 2024 and construction will follow in 2025.

**Stay engaged with us:** [www.interstatebridge.org](http://www.interstatebridge.org) to learn more, sign up for our e-newsletter, or submit a comment.



### OREGON

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### WASHINGTON

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