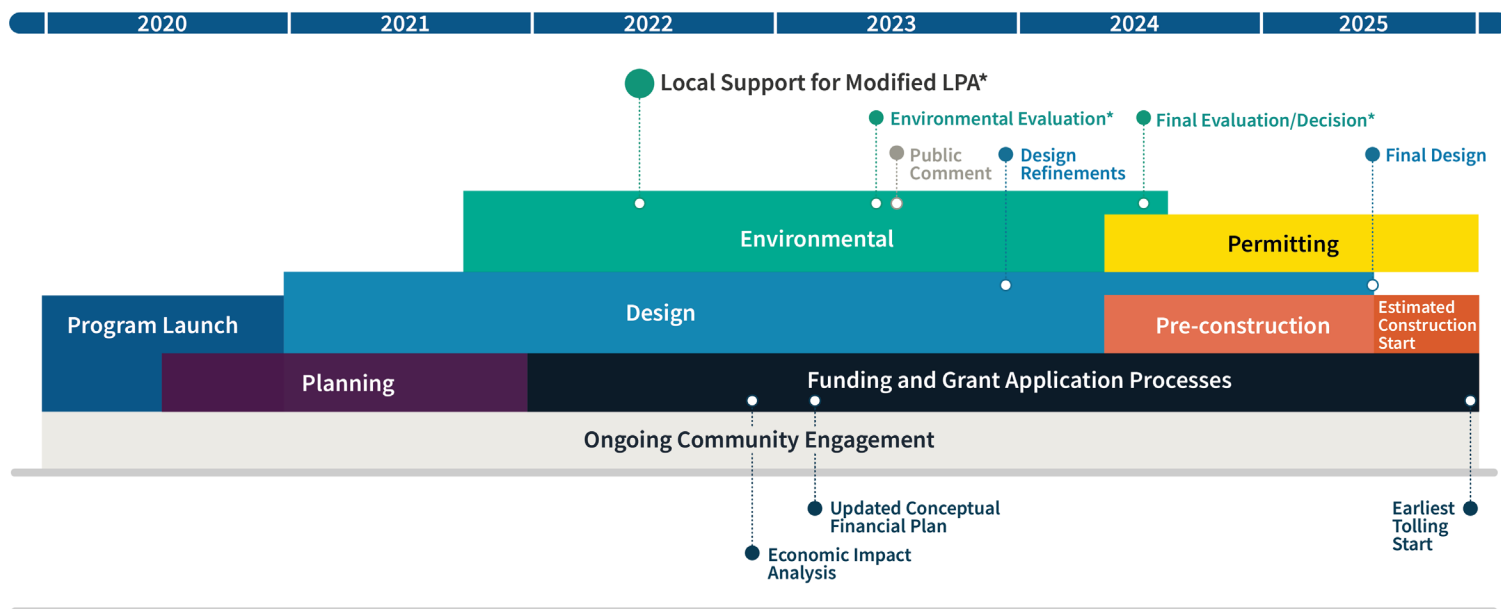


# Why now?

As the only continuous north-south interstate on the West Coast between Canada and Mexico, Interstate 5 is a vital trade route connecting communities along its corridor. The Interstate Bridge enables significant economic activity within the region and across the West Coast; the Interstate Bridge carried over \$70 million in freight commodity value daily in 2017 alone. However, bridge users are impacted by heavy congestion, safety concerns, limited transit options, and inadequate active transportation which provide substantial constraints on the growth of the community and the state as a whole. **Replacing the aging Interstate Bridge with a modern, earthquake resilient, multimodal structure will improve safety and keep Northwest travelers—and our economy—moving.**

## The Case for IBR

- ▶ The bridge is **functionally obsolete**. The northbound bridge span is now **105 years old** and **at risk for collapse** in the event of a major earthquake.
- ▶ Congestion and bridge lifts slow down freight carrying goods along I-5, the **most important freight highway on the West Coast**.
- ▶ The shared use paths on the bridge do not provide **adequate safety or space** for travelers who walk, bike, or roll.
- ▶ The current bridge **costs \$1.2 million per year to operate and maintain** and will require an estimated \$270 million in capital maintenance work by 2040.
- ▶ Closely spaced interchanges, narrow lanes, limited sight distance, lack of safety shoulders, and bridge lifts all contribute to **congestion** and **crash rates** that are over 3x higher than statewide averages.
- ▶ Current public transit options are stuck in the same traffic as vehicles and freight, **detering users from choosing a low-emissions option**.



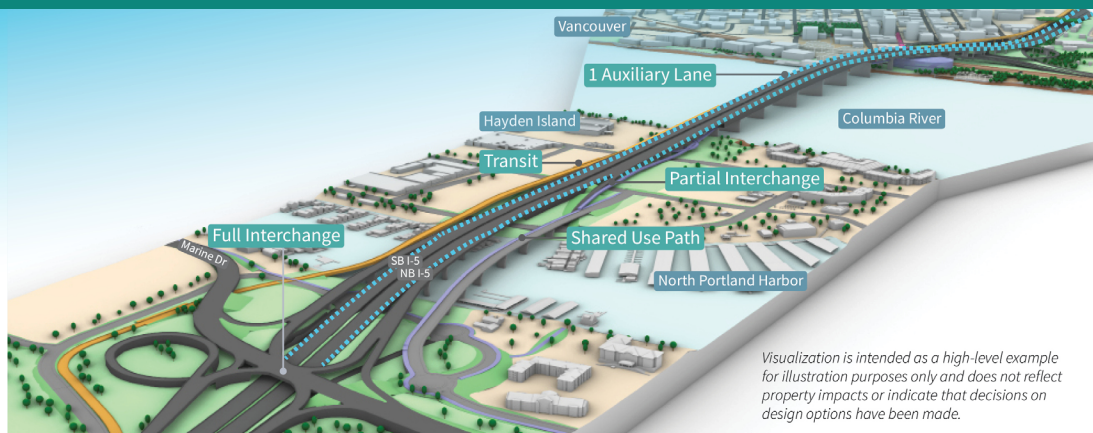
\*Partner agencies confirmed their support for foundational components of the Modified LPA (Locally Preferred Alternative) to advance for further study in the environmental evaluation (Supplemental Draft Environmental Impact Statement or SDEIS). During the SDEIS, public comment will be taken for approximately 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.

# Modified Locally Preferred Alternative

Over the past year and a half, the IBR program collected input from the community and **local partner agencies** around transportation values and priorities within the bridge corridor. The Modified LPA reflects community-informed design priorities and received unanimous support from partner boards and councils.

## IBR: Modified LPA

Hayden Island: River Crossing  
**Partial Interchange**  
Transit: Variable Rate  
**Light Rail to Evergreen near I-5**  
Tolling: **Yes**



### Partial Interchange Summary

Hayden Island Drive local-only trips and Tomahawk Island Drive extension increase Hayden Island east-west connectivity



Smaller interchange leaves space for a comfortable pedestrian environment and opportunities for open space

Addresses safety and congestion by improving active transportation, adding shoulders, increasing lane widths and improving ramp merges

### Benefits of Expanding LRT from Expo to Evergreen

**4 Stations\***  
**3,000+** Residents are within a half mile walk  
**26%** BIPOC **41%** Low-income

\*Includes the existing Expo station and 3 new stations.

### Equity - Jobs Accessible via Transit (% increase)\*

**68%** General **73%** BIPOC  
**59%** Low-income **71%** People w/ disabilities

\*Increase in jobs accessible from the program area within a 45 minute midday transit ride. Percent increase determined by adding LRT Expo to Evergreen compared to 2045 No Build.

### Climate - GHG Reduction\*

**36,000** metric tons/year  
or the equivalent of  
**7,000** homes' electricity for one year  
OR  
**89,400,000** miles driven by gas powered car

\*GHG reduction is an estimate calculated from the displacement (or avoidance) in the shift from cars to transit.

### Strategies to Combat Climate Change

- Demand Management, including Variable Rate Tolling (tolling will consider price reductions for low-income users and low-carbon vehicles)
- Increase traffic operation efficiencies (ramp metering and auxiliary lanes)
- Mode shift from cars to active transportation and transit
- Low-carbon emission construction strategies

## Cost & Funding

- ▶ The **current cost estimate** is between **\$3.2** and **\$4.8 billion**.
- ▶ An initial update to the cost and funding estimates reflecting the Modified LPA will be shared in late 2022. A full update to the **Conceptual Finance Plan** will be completed in early 2023.
- ▶ Jointly, Oregon and Washington have dedicated **\$1.1 billion** toward the IBR program (\$55 million from Oregon; \$1.045 billion from Washington).
- ▶ The IBR program has already begun applying for federal grants. The IBR program anticipates at least **a third of total costs could be covered by federal sources** and will continue to explore opportunities to maximize federal funding.
- ▶ **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**
- ▶ Over **18,000 survey responses and 16,000 comments**
- ▶ 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

The IBR program is working to secure Oregon's share of the local match (\$1 billion) in 2023 and complete environmental evaluation of the Modified LPA, as required by federal law, by **summer 2024**.

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

