

Why now?

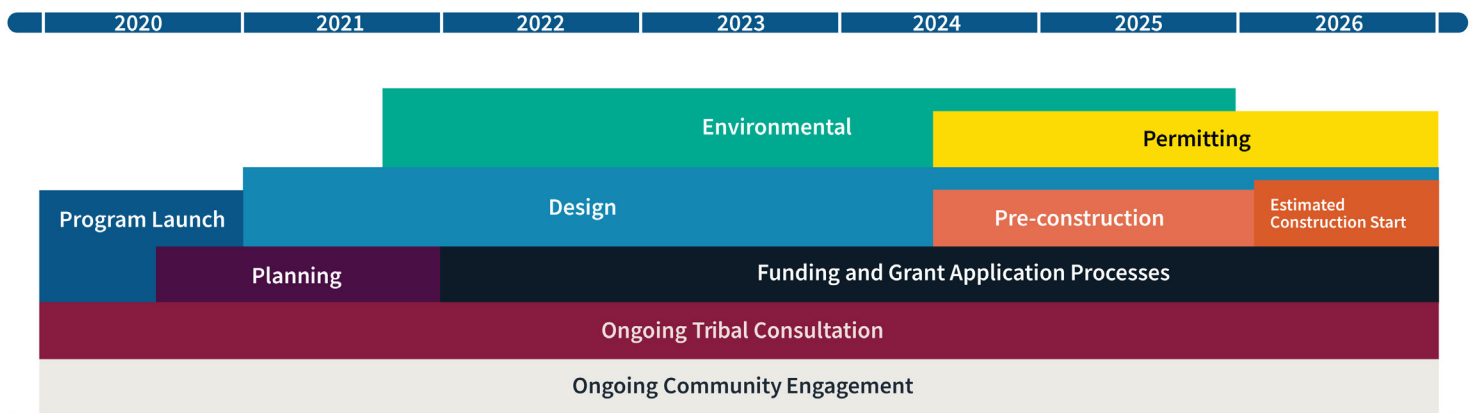
Interstate 5 provides a critical connection between Oregon and Washington that supports local jobs and families, and is a vital trade route for regional, national and international economies. However, bridge users are impacted by heavy congestion, safety issues, limited public transit options, and inadequate active transportation facilities. Through the 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

- **Over \$132 million** in freight commodity value crossed the Interstate Bridge daily in 2020. 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.
- Every year that we wait to fix the bridge, the costs increase. Inflation alone has caused a substantial cost increase since previous replacement efforts.

Program Timeline



Interstate Bridge Replacement Program

River Crossing:

New earthquake-resilient, multimodal bridge

Roadway:

Adds safety shoulders and auxiliary lanes and modifies 7 closely spaced interchanges

Transit:

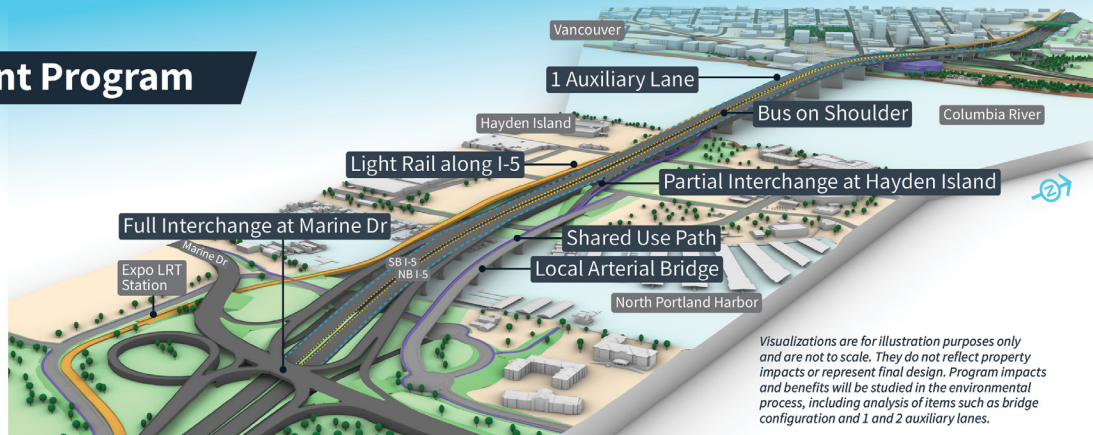
Extends Light Rail and adds express bus on shoulder to better connect transit systems

Active Transportation:

Safe and accessible shared use paths

North Portland Harbor:

New earthquake-resilient bridge



Visualizations are for illustration purposes only and are not to scale. They do not reflect property impacts or represent final design. Program impacts and benefits will be studied in the environmental process, including analysis of items such as bridge configuration and 1 and 2 auxiliary lanes.

Benefits:

Creates earthquake resilient corridor that improves safety, congestion, and reliability

Maximizes benefits and minimizes burdens for equity-priority communities

Improves freight movement and connections

Expands transit options and accessible 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, with the likely cost being \$6 billion. This cost estimate reflects the current and endorsed components of the Modified LPA and accounts for inflation, cost escalation risks, and current market conditions.
- ▶ One portion of federal funding was awarded through a **\$600 million MEGA grant**.
- ▶ Washington State has committed **\$1 billion** through the 2022 Move Ahead Washington package.
- ▶ Oregon has committed **\$1 billion** through House Bill 5005 in 2023.
- ▶ Having all non-federal matching funds in place demonstrates regional commitment and increases competitiveness in federal grant applications.
- ▶ Tolling may begin as soon as early 2026. However, the program will conduct multiple studies to analyze various toll scenarios, discounts, and exemptions including consideration of a low-income toll program, to inform toll rate recommendations. The Oregon and Washington Transportation Commissions will set toll rates.

Community Engagement



- ▶ Nearly **40,000 engagements** with community members
- ▶ **19 mini-grants awarded** to 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 steering and advisory groups** providing feedback to inform program work

Next Steps

The program will continue to pursue grant opportunities and complete the Supplemental Draft Environmental Impact Statement, to better understand benefits and impacts. The document will be available for review and comment. Refinements to address feedback will result in a Final Supplemental Environmental Impact Statement and Amended Record of Decision. At this stage, the program will be able to apply for permits, update cost estimates, and further design to prepare for construction.

Stay engaged with us: 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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