

A vital link...

The Interstate 5 Bridge is a critical connection linking Oregon and Washington across the Columbia River as part of a vital regional, national and international trade route. With one span now 104 years old, it is at risk for collapse in the event of a major earthquake and no longer satisfies the needs of modern commerce and travel. Replacing the aging Interstate Bridge across the Columbia River with a modern, seismically resilient, multimodal structure that provides improved mobility for people, goods and services is a high priority for Oregon and Washington. As of May 2021, leaders from both states have dedicated a combined \$80 million to the Interstate Bridge Replacement (IBR) program, which centers equity and follows a transparent, data-driven process that includes collaboration with local, state, federal, and tribal partners.



The Interstate Bridge links a vital west coast trade route

- ▶ Interstate 5 is part of the National Truck Network and is the **most important freight highway on the West Coast**, linking regional, national and international markets in Canada, Mexico and the Pacific Rim with destinations throughout the western United States.
- ▶ The bridge and program area provides **direct connections to the Port of Vancouver and Port of Portland**, located along the Columbia River, as well as the majority of the area's freight consolidation facilities and distribution terminals.
- ▶ Over **13,500 trucks** crossed the Interstate Bridge daily in 2019, just under **10% of daily traffic** across the bridge.
- ▶ **\$71 million in freight commodity** value crossed the Interstate Bridge daily in 2017.
- ▶ Freight tonnage in the Portland-Vancouver metro region is expected to double by 2040, with **75% of total freight moved by truck**.



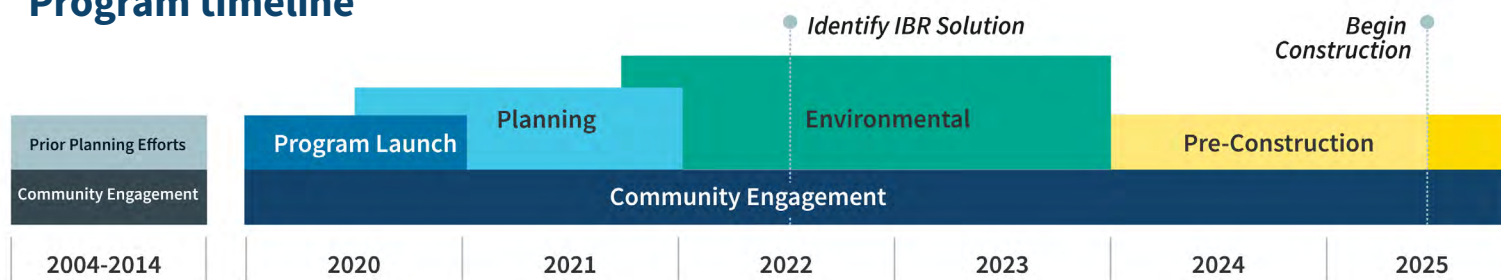
Congestion results in costs to our economy and the environment

- ▶ **Over 143,000 vehicles** crossed the Interstate Bridge each weekday in 2019.
- ▶ I-5 at the Interstate Bridge has been identified as **one of the region's top bottlenecks** with **7-10 hours of congestion** during the morning and evening commute periods.
- ▶ The Interstate 5 Bridge is ranked as the worst truck bottleneck in Oregon and Washington and the 23rd worst truck bottleneck nationally due to congestion (ATRI 2021).
- ▶ The cost of congestion on I-5 increased by 18% between 2015 and 2017, to nearly three quarters of a million dollars each day in 2017.
- ▶ Constrained transit options, connections, limited service/hours, and inefficient travel times deter users from choosing low emission transit options through the program area.
- ▶ **Slow travel times and congestion (idling vehicles) contribute to increased air pollution.**

Equity leads our process and outcomes

- ▶ Large transportation infrastructure projects have historically harmed many low-income communities and communities of color. The program is committed to centering equity in all aspects of program work to not only avoid further harm to marginalized and underserved communities, but also ensure that they have a voice to shape program work and realize the economic and transportation benefits of the program.
- ▶ While the overall population in the program area has grown 17% since 2000, the Black, Indigenous, People of Color (BIPOC) population has grown 49%.
- ▶ Growing congestion in the corridor reduces public transit service reliability, which can discourage reliance on transit and increases transportation costs, further impacting the **15% of households in the program area that do not own a vehicle**.
- ▶ Centering equity includes a commitment to lowering contracting barriers and building capacity for small businesses and minority and woman-owned companies. The program is currently exceeding its 20% DBE contracting target and plans to invest in apprenticeship programs.

Program timeline



We cannot wait any longer to address critical safety issues

- ▶ The Interstate Bridge is built on wood piles in sandy soil, making them **vulnerable to failure in the event of an earthquake** and it is not practically feasible to retrofit them to current seismic standards.
- ▶ The program area experiences **crash rates over 3 times higher than statewide averages** for comparable facilities.
- ▶ Closely spaced interchanges, narrow lanes, limited sight distance, lack of safety shoulders and **bridge lifts that occur up to 350 times a year** on average all contribute to an increase in vehicle crashes that result in injuries, fatalities, vehicles and infrastructure damage and increased traffic congestion.
- ▶ The shared use paths on the bridges do not provide adequate safety or space for travelers who walk, bike, or roll, and **are not compliant with the Americans with Disabilities Act**.

Cost to maintain

Both spans of the Interstate Bridge are considered functionally obsolete by the Federal Highway Administration. The longer they go without replacement, the more their condition will deteriorate.

*The current bridge costs **\$1.2 million per year** for operations and maintenance and will require an estimated **\$270 million in capital maintenance work by 2040**.*

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