

Advancing to Construction

The Interstate Bridge Replacement Program is a joint effort between Oregon and Washington to replace the aging Interstate Bridge across the Columbia River and make additional improvements along Interstate 5 between Portland and Vancouver. This corridor is a critical link for the regional and national economy. Our goal is to build a modern, multimodal corridor that strengthens earthquake resiliency, improves safety, and keeps people and goods moving.

What are we building first?

With approximately \$5.7 billion in committed funding, the Program is able to:

- ▶ Build the replacement bridge with a shared-use path, width for future construction of light rail, three through lanes, safety shoulders and one auxiliary lane in each direction for merging on and off Interstate 5
- ▶ Connect I-5 to the bridge in Oregon and Washington
- ▶ Connect SR 14 in Washington and Hayden Island in Oregon to I-5
- ▶ Construct tolling infrastructure
- ▶ Advance design of the light rail extension to the Vancouver Waterfront for future construction
- ▶ Remove the existing bridge

Pursuing these projects as a first funded phase is consistent with the investments studied through the federal environmental process. The estimated cost for this initial construction phase is \$5.68 billion.

While working toward construction of these investments, the Program is pursuing funding to construct light rail from North Portland to the Waterfront in Vancouver.

This phase, and subsequent phases, will operate effectively and provide benefits to the traveling public independent of future phases of construction. Construction of the core set of projects, which includes the first funded phase and extending light rail transit to the Vancouver Waterfront, sets the foundation for completing the broader Program. These initial investments address key goals of earthquake resiliency, improved roadway safety and travel reliability for vehicles and freight and expanded transit and active transportation options.

Program benefits

Program investments will address multiple challenges in the corridor, including impaired freight, safety, congestion, inadequate bike and pedestrian facilities, earthquake vulnerability, and limited public transportation.

Program investments will benefit the corridor in the following ways:

- ▶ Reduced congestion
- ▶ Increased safety
- ▶ Greater earthquake resiliency
- ▶ Improved freight movement
- ▶ Enhanced access for pedestrians, cyclists and other users
- ▶ Multimodal travel options



The cost of doing nothing

Interstate 5 is the most important freight corridor on the West Coast. With one span more than a century old, delaying replacement jeopardizes the states' ability to reduce crashes, improve safety and maintain access on a major freight and commuter corridor.

The billions of dollars invested in the IBR Program will positively impact our region through jobs and spending. Construction of the IBR Program is a once-in-a-generation opportunity to infuse billions of federal grant funds in our region. These funds are highly competitive and were awarded to address the transportation problems related to the existing Interstate Bridge and surrounding Program corridor.

Constructing the five-mile Program

Large, complex infrastructure projects across the country are often delivered in phases. Work begins on critical components that can move forward first, while additional pieces are constructed as funding becomes available. The states remain committed to building the investments proposed across the five-mile corridor over time.

Proposed investments in the Program corridor include:

- ▶ A new, single-level fixed-span Columbia River bridge built west of the existing bridge
- ▶ Improvements to seven interchanges north and south of the Columbia River
- ▶ Extension of light rail from Portland to Vancouver and bus on shoulder express service
- ▶ One auxiliary lane in each direction for merging of and on I-5 and safety shoulders on the bridge
- ▶ Improvements for people who walk, bike and roll throughout the program area
- ▶ Variable rate tolling for motorists traveling over the Columbia River to pay for the new bridge and manage congestion



Next Steps

We are working with federal partners to complete the federal environmental review process in 2026 and receive approval to begin construction. The Program will initiate the construction procurement process in 2026 to identify a contractor to design and replace the bridge, with selection anticipated in 2027. Construction of the replacement bridge is currently anticipated to begin in 2028 and last for six to seven years.

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