







# A Bridge to the Future

The IBR Program is a joint effort between Oregon and Washington to replace the aging Interstate Bridge across the Columbia River and make related interchange improvements within the five-mile corridor. Its goal is to ensure a modern, multimodal corridor that strengthens earthquake resiliency, improves safety and keeps people and our economy moving.

## Current Challenges

-  **Congestion:** Over 143,000 vehicles crossed the Interstate Bridge each weekday in 2019 with more than **10 hours of daily congestion**.
-  **Safety:** Narrow lanes, no shoulders, poor sight distances, frequent bridge lifts, and substandard ramp merging and diverging contribute to an increase in accidents.
-  **Earthquake vulnerability:** The current bridge's foundations are set in sandy soil and do not reach bedrock. In a major earthquake, the bridge would be significantly damaged.
-  **Impaired freight movement:** Congestion and bridge lifts slow down freight trucks carrying goods along I-5, a critical economic trade route on the West Coast.
-  **Inadequate bicycle and pedestrian pathways:** The bridge's narrow paths, low railing heights, and lack of dedicated pathways on either side of the bridge impede safe travel for pedestrians and cyclists.
-  **Limited public transportation:** There are limited transit options across the bridge, and existing bus service can be unreliable due to traffic congestion or bridge lifts.

## Proposed Investments

- ▶ Replace the Columbia River and North Portland Harbor bridges to **strengthen earthquake resiliency**.
- ▶ Provide three through lanes on the bridge and at least one auxiliary lane in each direction with safety **shoulders to increase safety and reliability**.
- ▶ **Create a safer and wider shared use path**, increasing accessibility for those who walk, bike, ride and roll.
- ▶ Extend light rail from Portland Expo Center to Vancouver's Evergreen Boulevard and add **three new transit stations to improve access**, link regional transit systems and create new public transit options.
- ▶ Implement **bus on shoulder service** to move transit users through the program area more reliably.
- ▶ Provide a new arterial bridge from Hayden Island to Marine Drive for local traffic to access the island.
- ▶ Modify seven interchanges within five miles and make adjacent enhancements, including **local connectivity, to improve safety and traffic flow**.
- ▶ Implement variable rate tolling to fund construction and **improve reliability**.



## The Cost of Doing Nothing

Interstate 5 is the most important freight corridor on the West Coast. Replacing and modernizing the aging bridge is essential to support nationally and internationally significant commerce, to support jobs and to address the needs of a rapidly growing region.

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.

IBR investments will ensure our infrastructure can withstand a major earthquake and maintain access for travelers and life-saving services.

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 specifically to address the problems in the I-5 corridor around the bridge.

**Tens of thousands of jobs across multiple industries will be generated during the construction period — benefiting workers, local businesses, and families.**

**Every \$1 billion invested is anticipated to support 5,500 direct and 10,00 indirect jobs.**

The anticipated gross total economic benefit from construction is nearly double the cost to build the Program.

## Next Steps

The IBR Program will publish a Final Supplemental Impact Statement, followed by an Amended Record of Decision in early 2026, which provides federal approval to move to construction. Construction is anticipated to begin in 2026.



Visualizations are for general illustration only and based on conceptual design which is subject to change. Specific property impacts will be determined during final design. Program impacts and benefits will be studied in the Supplemental Environmental Impact Statement and other environmental documents.

## Program Funding

A diverse range of sources will help fund the estimated \$5 billion to \$7.5 billion Program cost, including:

- ▶ Washington and Oregon committed over \$1 billion each.
- ▶ Federal funding of \$2.1 billion committed, additional \$1 billion being pursued.
- ▶ Anticipated toll funding between \$1.1 and \$1.6 billion.

*The Program will update its cost estimate in late 2025.*

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