



# Program Update

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 105 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 Interstate Bridge 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 September 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.

## 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.
- ▶ 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.

## Our community and the environment are not well served by the current Interstate Bridge:

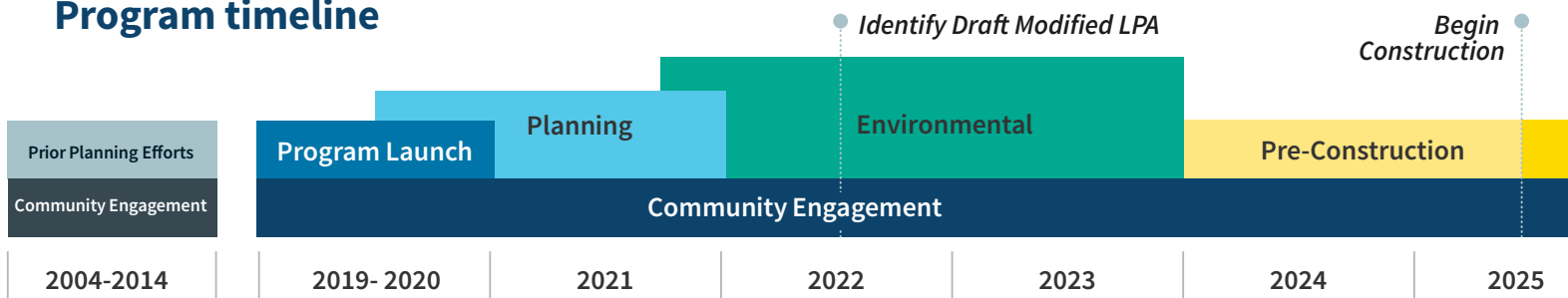
- ▶ The shared-use paths on the bridges are not safe for travelers who walk, bike, or roll, and are not compliant with the Americans with Disabilities Act.
- ▶ Stormwater runoff from the current bridge drains directly into the river instead of going through a water filtration system.
- ▶ Growing congestion 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.
- ▶ Slow travel times and congestion (idling vehicles) contribute to increased air pollution.



# The Interstate Bridge links a vital west coast trade route and is critical to our regional economy:

- ▶ 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 provide direct connections to the Port of Vancouver and Port of Portland, located along the Columbia River, as well as 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.
- ▶ 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.

## Program timeline



## Next steps

Reviews of design options related to the river crossing, Hayden Island and Marine Drive, transit and downtown Vancouver interchanges are currently underway. Technical experts, in collaboration with partner agencies, are evaluating design options based on community input, travel demand modeling data, and additional screening criteria, looking at each option's equity, climate, land use, and other performance measures. There is an ongoing commitment to verifying design options are aligned with the program's equity and climate goals.

In spring of 2022, the program will seek feedback from its Community Advisory Group, Equity Advisory Group, and Executive Steering Group. This evaluation process will result in a recommendation for a Modified LPA (Locally Preferred Alternative). The Bi-state Legislative Committee will then review the recommendation for endorsement. The goal is to identify a Modified LPA by summer 2022 to submit for environmental review.

During the environmental review phase, the IBR team will continue to advance a preliminary design, acquire permits, and update the cost and funding analysis. Construction is estimated to begin in late 2025.

## 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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