






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 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 into the future.


Current Challenges


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Congestion: Over 143,000 vehicles crossed the Interstate Bridge each weekday in 2019 with more than **10 hours of daily congestion**.
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Safety: Narrow lanes, no shoulders, poor sight distances, frequent bridge lifts, and substandard ramp merging and diverging contribute to an increase in accidents.
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Earthquake vulnerability: The current bridge's foundations are set in sandy soil and do not reach bedrock. In a major earthquake, the bridge could be significantly damaged.
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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.
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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.
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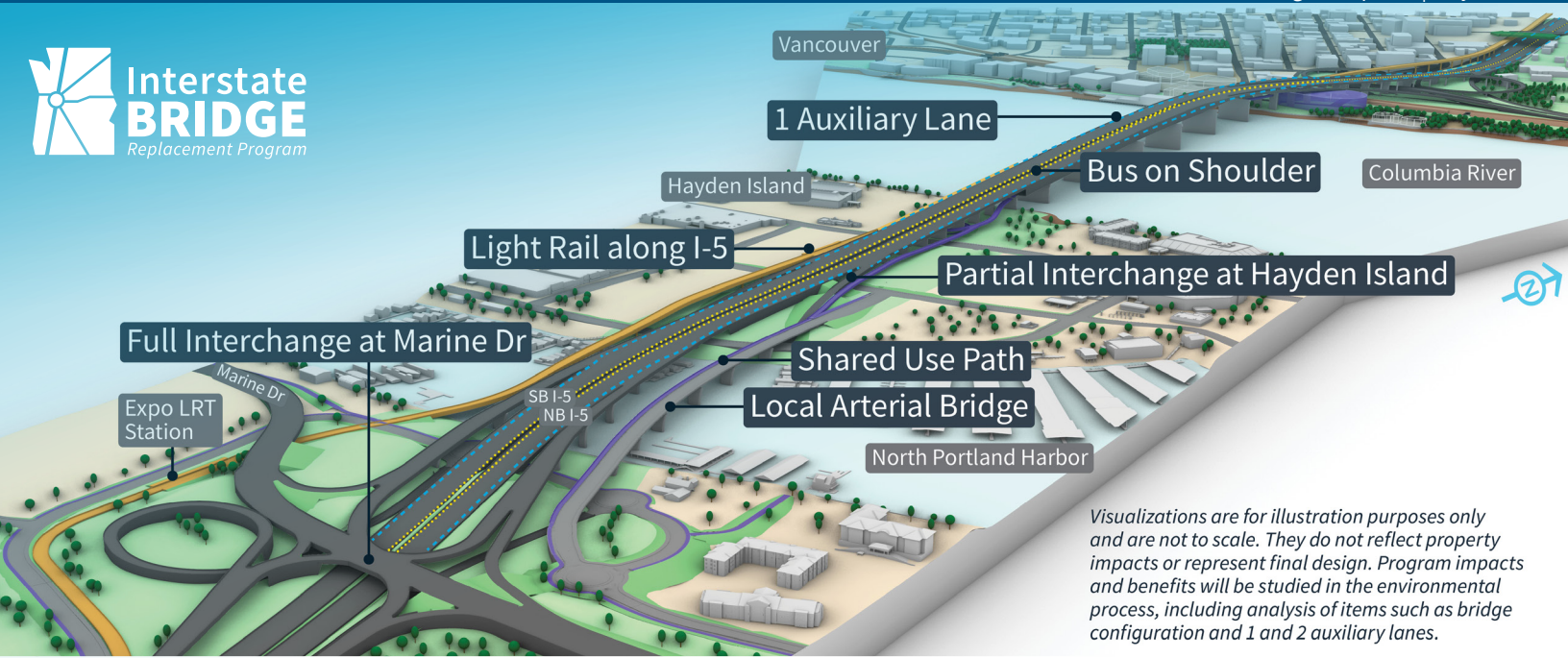
Limited public transportation: There are limited transit options across the bridge, and existing bus service can be unreliable due to traffic congestion or bridge lifts.



Proposed Investments

- ▶ Replace the Columbia River and North Portland Harbor bridges to **strengthen earthquake resilience**.
- ▶ 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 **manage congestion**.





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.

The program investments' benefits and impacts to the community and environment are under evaluation consistent with the National Environmental Policy Act (NEPA) process. Several design options are also being studied in the environmental review to understand the full range of potential impacts and benefits to the environment and the community.

Design Options

- Double-deck, single-level, and movable-span bridge configurations
- With or without the C Street ramps to and from Interstate 5
- Inclusion of one or two auxiliary lanes
- Possible Park & Ride locations in downtown Vancouver
- I-5 alignment centered or shifted slightly west between SR 14 and Mill Plain Blvd

Program Funding

A variety of sources are needed to help fund the estimated \$5B to \$7.5B program including:

- Federal competitive grants
- Washington and Oregon funding contributions, including funds for planning and construction
- Toll funding

Construction activity could begin in late 2025 following completion of the NEPA process.



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OREGON

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WASHINGTON

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