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Interstate Bridge Replacement Program

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IBR Program Location

Port of Portland 


39th St  

Fourth Plain Blvd 

Mill Plain Blvd 

Vancouver, Washington

Port of Vancouver 

Downtown Vancouver 

I-5 Bridge

Hayden Island 

Marine Drive 

N Interstate/
N Victory 

Portland, Oregon

 = Interchanges less than 1 mile apart


Portland International
Airport



Program Milestones

- 2004-2014
 - ▶ Previous planning efforts (Columbia River Crossing)
- 2019
 - ▶ At the direction of Oregon and Washington Governors, both Departments of Transportation reinitiated planning work, building on previous efforts
- 2020
 - ▶ IBR program office established
 - ▶ Community Advisory Group, Equity Advisory Group & Executive Steering Group launched
 - ▶ Initial Conceptual Finance Plan
- 2021
 - ▶ Reconfirmed Purpose & Need, Vision & Values through community engagement
 - ▶ Climate and Equity identified as community priorities
 - ▶ Design options and screening criteria developed; community input solicited
- 2022
 - ▶ IBR program recommends Modified Locally Preferred Alternative (LPA)
 - ▶ Modified LPA endorsed by local agency partners and Executive Steering Group
 - ▶ Supplemental environmental review process begins as required by NEPA

Interstate Bridge Replacement Program

River Crossing:

New earthquake-resilient, multimodal bridge

Roadway:

Adds safety shoulders and auxiliary lanes and modifies 7 closely spaced interchanges

Transit:

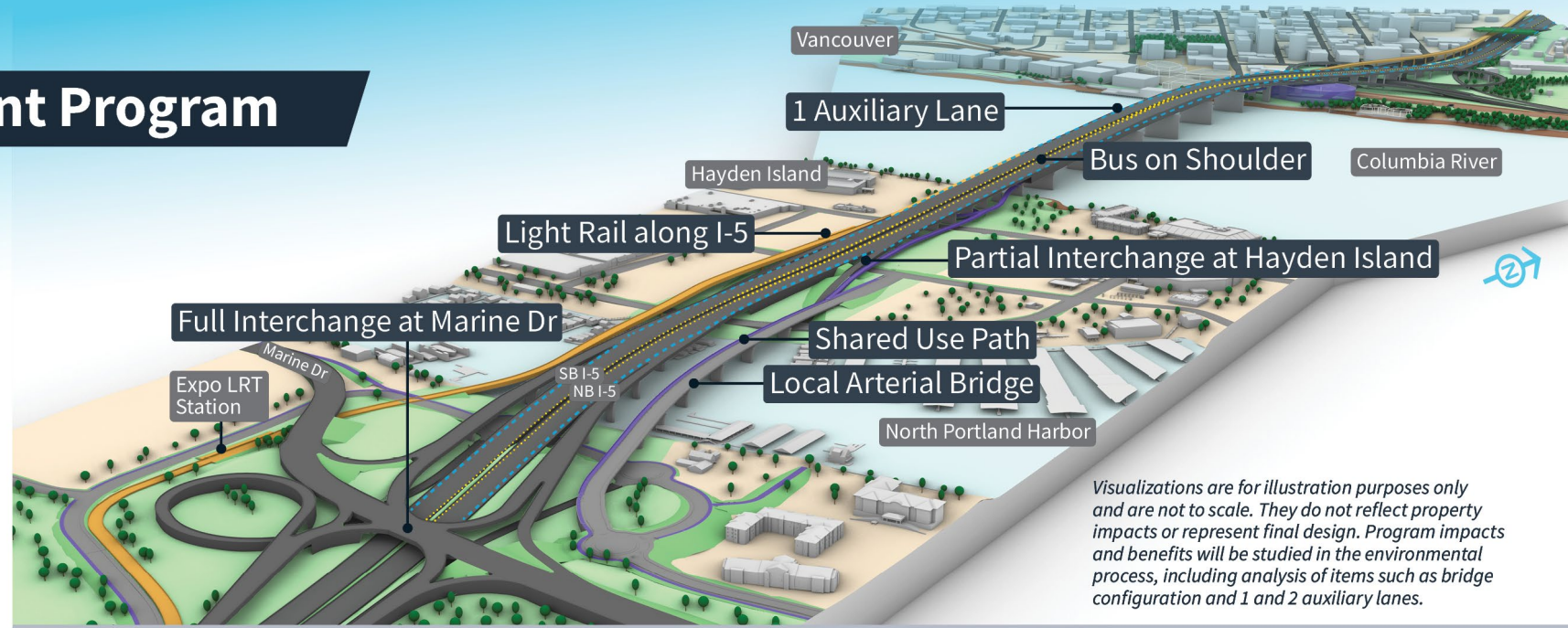
Extends Light Rail and adds express bus on shoulder to better connect transit systems

Active Transportation:

Safe and accessible shared use paths

North Portland Harbor:

New earthquake-resilient bridge



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.

Benefits:

Creates earthquake resilient corridor that improves safety, congestion, and reliability

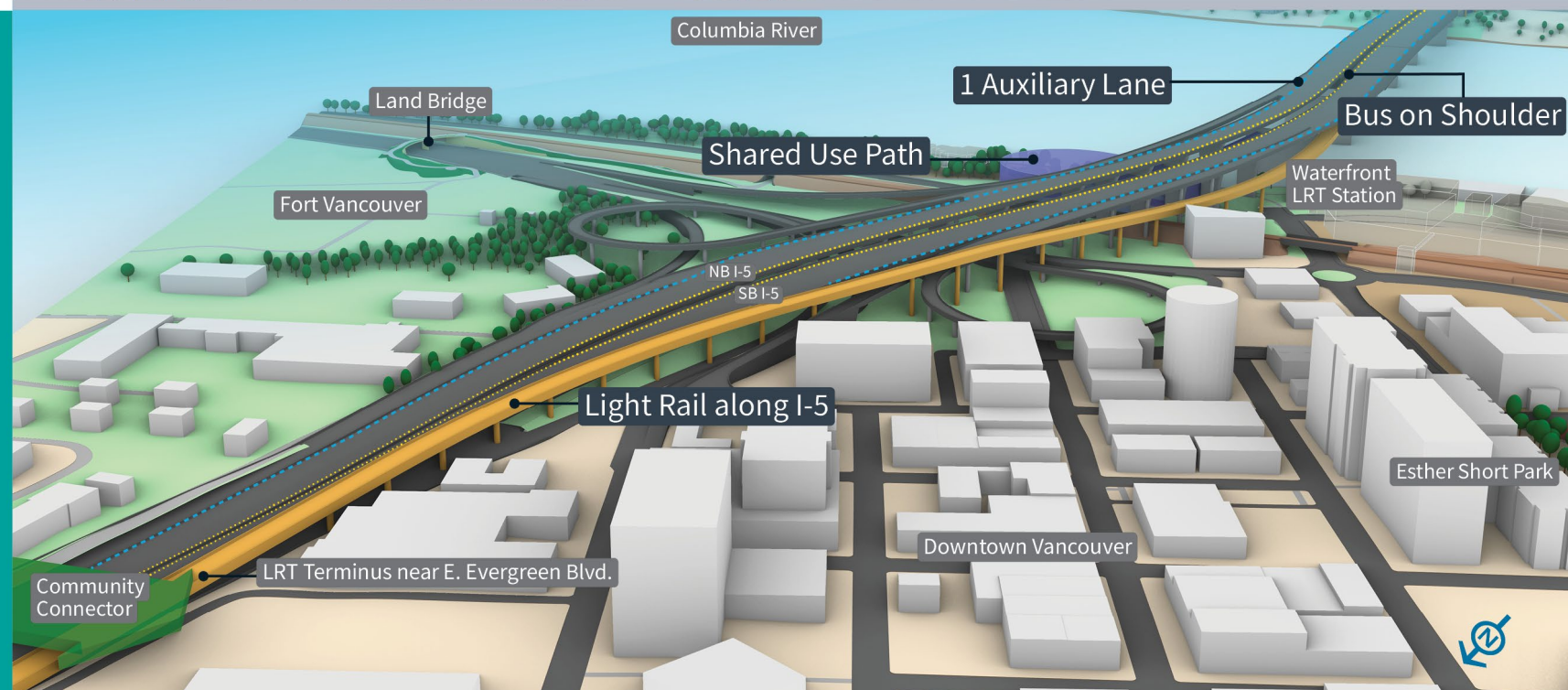
Maximizes benefits and minimizes burdens for equity-priority communities

Improves freight movement and connections

Expands transit options and accessible alternatives to single-occupancy vehicles

Supports tens of thousands of jobs and generates nearly 2x return on investment during construction

Supports climate goals of both states



Building Blocks of the IBR Cost Estimate



Updated Cost Estimate

- + Base Cost
- + Range of Identified Project-Specific Risks
- + Inflation (Year of Expenditure)

\$ Updated Cost Estimate

What is included:

- ▶ Replacement bridge over the Columbia River
- ▶ Replacement of the North Portland Harbor Bridge
- ▶ One auxiliary lane northbound and southbound
- ▶ Extension of light rail from Portland to Vancouver, with the addition of three new station locations
- ▶ Partial interchange on Hayden Island
- ▶ Full interchange on Marine Drive
- ▶ Access bridge from Hayden Island to Marine Drive

- ▶ **The base estimate range is from \$5 B - \$7.5 B**
 - The most likely cost is approximately \$6 billion, with actively managed risks

IBR Cost Estimate Breakdown

- ▶ All elements of the program are needed to ensure a safe and effective multimodal corridor
- ▶ The cost breakdown does not indicate the anticipated sources of funds.

A

Washington Interchanges, Roadway and Shared Use Path
Cost Range: \$0.99 - \$1.49 billion

C

Interstate Bridge Replacement and Approaches**
Cost Range: \$1.64 - \$2.45 billion

B

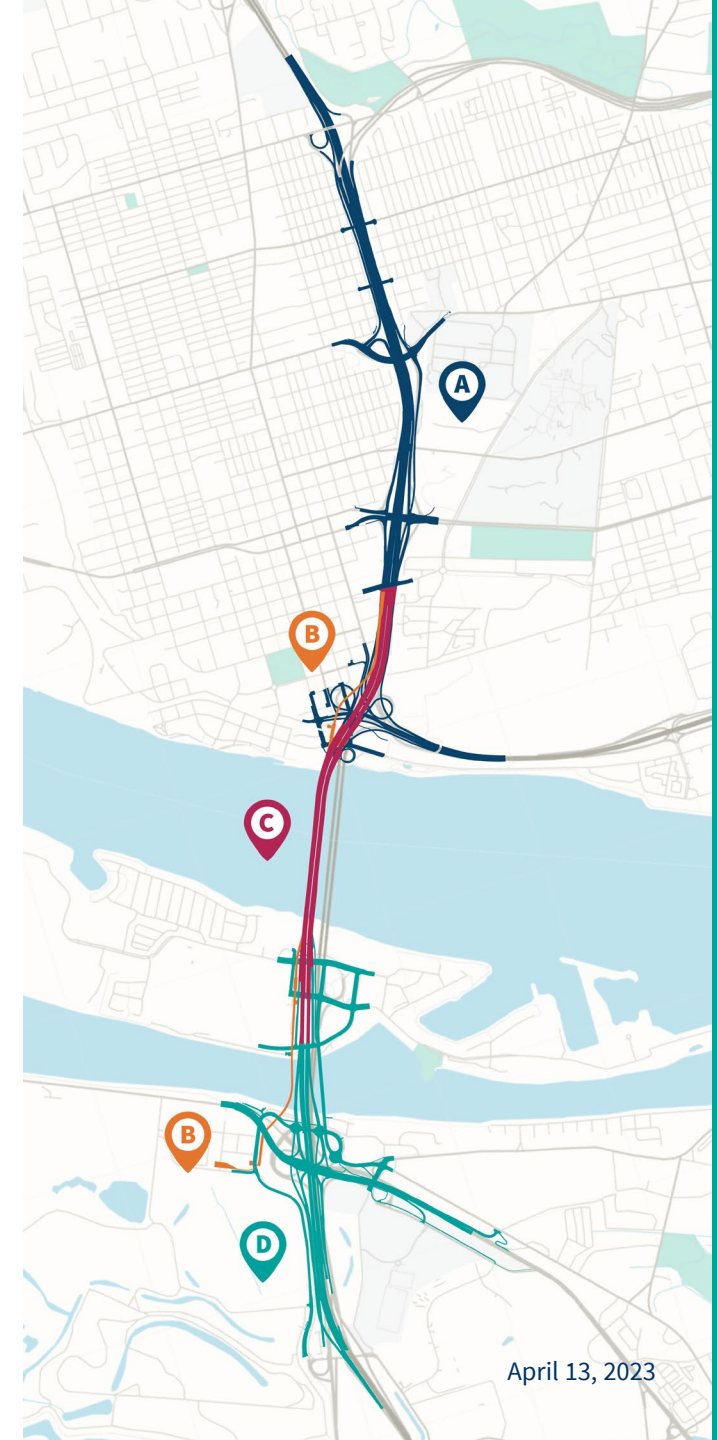
Transit Investments*
Cost Range: \$1.32 - \$1.99 billion

D

Oregon Interchanges, Roadway and Shared Use Path
Cost Range: \$1.05 - \$1.57 billion

* *Transit Investments cost estimate includes new stations, potential park and rides, and facilities to operate transit. This excludes a portion of the river bridge and approaches that will be included in transit costs when seeking federal grant funding.*

***The Replacement Bridge and Approaches cost estimate includes 100% of the cost of the bridge across the river (including shared use path and the transit share of the bridge structure), as well as bridge approaches and removal of the existing bridge.*



Proposed Funding Sources

► **Cost Estimate: \$5 B - \$7.5 B**

– Most likely \$6 B, assuming actively mitigated risks

	Status	Funding Range	Financial Plan
Existing State Funding	Committed	\$198 M	\$198 M
Move Ahead WA Funding	Committed	\$1,000 M	\$1,000 M
Oregon Funding Contribution	Anticipated	\$1,000 M	\$1,000 M
Toll Funding	Anticipated	\$1,100 – 1,600 M ¹	\$1,237 M
FTA New Starts CIG Funding	Prospective	\$900 – 1,100 M	\$1,000 M
FHWA/USDOT Federal Grants	Prospective ²	\$860 – 1,600 M	\$1,500 M
2023 IBR Financial Plan Total		\$5,058 – 6,498 M	\$5,935 M

¹ The preliminary financial capacity assessment by the OSTs confirms the viability of a \$1.24 B contribution under a base case financing scenario. Additional work will be done to assess the full financial capacity of net toll revenues.

² \$1.0 M in Federal Grants total is committed via FFY 2022 BIP Planning Grant award

IBR Construction Economic Impacts

▶ Total Economic Activity:

- Direct Project Expenditures (Project Cost): **\$5.9 B**
- Total Gross Economic Activity: **\$11.6 B**
- Minimum Net New Economic Activity: **\$3.6 B***

▶ Total Employment (person-year jobs):

- Direct Project Construction Employment: **18,700**
- Total Gross Employment: **43,300**
- Minimum Net New Employment: **13,460***

▶ As the IBR scope and cost estimates are refined, we will continue to update the EIA analysis



**Minimum net values capture the effects attributed to anticipated federal discretionary grants that without IBR would not be received and expended locally*

Next Steps

- ▶ **Draft SEIS: Late 2023**
 - 60-day Public Comment Period
 - *Hold public hearing(s) and other community engagement activities*
- ▶ **Federal Grant Applications: Spring/Summer 2023**
 - Mega Grant and Bridge Investment Program Grant Federal grants
 - IBR will apply for entry into program development for the Capital Investment Grant process to fund a portion of transit
 - Require demonstrating a committed state funding match portion to be competitive
- ▶ **Final SEIS and Amended Record of Decision: 2024**



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Thank you!

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