



Keeping The Economy Moving

I-5 Congestion Negatively Impacts Freight Movement

Interstate 5 (I-5) is the most significant north-south freight corridor on the West Coast. It links the western United States with regional, national and global markets. Fresh food suppliers, local freight forwarders and local and long-haul truck drivers all depend on a reliable transportation network.

The Interstate Bridge is a traffic bottleneck affecting the reliable flow of goods. Today, the 135,000 daily trips across the Columbia River are delayed by up to six hours of congestion. Without improvements, congestion will grow to more than 15 hours per day in 2030, leaving virtually no time during the day for trucks to avoid severe travel delays.

Sources of congestion include:

- Travel demand that exceeds capacity
- Bridge lifts for marine traffic
- Limited sight distance on the bridge, which leads to deceleration and collisions
- Closely-spaced interchanges with short on/off ramps that create unsafe merges
- Lack of safety shoulders for disabled vehicles
- 400 collisions each year in the project area

This Region's Economy Is Transportation-Dependent

The economy of the Portland-Vancouver area is more transportation-dependent than other cities of similar size, according to a 2005 study.¹ As a northwest gateway for domestic and international trade, freight industries support about 130,000 family wage jobs at warehouses and distribution centers near the ports of Vancouver and Portland.

Without investing in transportation infrastructure, up to 6,500 jobs per year could be lost by 2025.¹ Every dollar spent on improving transportation generates an economic benefit of at least \$2 for the region in the form of travel time savings and travel expense savings.

Improvements Help The Economy For The Long Term

Improving access, increasing safety and enhancing travel reliability will increase the overall competitiveness of the

Project Benefits

The Columbia River Crossing (CRC) project is a long term, comprehensive solution to address safety and congestion problems on I-5 between Portland and Vancouver. Benefits to local residents, the natural environment and regional economy include:

- Earthquake protection
- Improved access to ports and highways
- A more reliable trip for freight, autos and transit
- About 1,900 supported or sustained jobs per year of construction*
- Reduced congestion on I-5 and adjacent neighborhoods
- Improved safety
- No bridge lifts
- Creation of 1200 jobs and \$231 Million in additional wages in 2030

Portland-Vancouver metropolitan region to attract and retain businesses. The value of benefits of building the LPA is \$5-8 billion for the regional economy. The Columbia River Crossing project will provide significant benefits to freight including:

IMPROVED SAFETY: Collisions will be reduced by up to 70 percent by 2030 by fixing outdated highway features, eliminating bridge lifts and building safety shoulders.

INCREASED MOBILITY: Fewer hours of congestion keep the region's economy competitive, helping businesses and jobs stay in the region. Truck freight is expected to see \$60 million in annual benefits by 2030 from improved travel times, reliability, and vehicle operating costs. Travelers will save about 6.8 million hours a year in reduced auto and truck delays.

ENHANCED ACCESS: Reductions in congestion will provide businesses with access to larger markets for their goods and services and a larger labor market from which to draw skilled workers. These benefits to businesses are expected to increase business output by \$614 million in 2030.

¹The Cost of Congestion to the Economy of the Portland Region, 2005

*Project construction would support or sustain 1,900 direct, indirect and induced jobs per year, for a total of 20,000 job years, Columbia River Crossing Economics Technical Report, 2011

Freight Movement Is On The Rise

Between 2005 and 2030, passenger vehicle numbers are expected to increase by 29 percent, while large truck vehicles are expected to increase by 77 percent.

More than \$40 billion worth of freight moves across the Interstate Bridge each year, expected to increase to more than \$70 billion by 2030. Nearly 75 percent of freight trucks crossing the Interstate Bridge use one of the seven interchanges in the project area.

Current Conditions Pose Safety Risks

In the project area today, trucks are more likely than other vehicles to be involved in a crash on a per vehicles basis. More than a third of truck crashes involved sideswipes, compared to only 14 percent for all other vehicles.² This is partly due to congestion and outdated interchange designs, including short ramp lengths.



Crashes involving freight trucks affect all users and slow the transport of goods.



COURTESY: Port of Portland



COURTESY: Port of Vancouver

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Listening To The Freight Community

The CRC project's Freight Working Group provided insight and recommendations about the needs for truck access and mobility within the corridor. The group included freight representatives and stakeholders from throughout the Portland-Vancouver metropolitan region. Moving forward, CRC staff continue to consult with and welcome input from the freight community on design refinements.

²Columbia River Crossing Traffic Technical Report, 2011

HOW CAN I GET INVOLVED?

Email: feedback@columbiarivercrossing.org
Phone: 360-737-2726 or 503-256-2726
Fax: 360-737-0294
Mail: 700 Washington St., Suite 300
Vancouver WA 98660

- Visit the website at www.ColumbiaRiverCrossing.org to sign up for updates and view the project calendar
- Attend an advisory group meeting
- Invite CRC staff to your group to discuss the project
- Contact the project office to talk with a staff member



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