

# Columbia River **CROSSING** Origin and development of the Columbia River Crossing Project



**Project Owners**  
ODOT/WSDOT

**Consulted**  
14 member Leadership Committee

**Study Area**  
I-5: I-84 in Oregon to I-205 in Washington

**Purpose**  
Examine transportation needs and economic consequences of investments in the I-5 Trade Corridor

**Project Owners**  
ODOT/WSDOT

**Consulted**  
• 26 member governor-appointed Task Force  
• Public

**Study Area**  
I-5: I-84 in Oregon to I-205 in Washington

**Purpose**  
Develop recommendations and determine the level of investment needed in the corridor for highway, transit, and heavy rail improvements, and how to manage the transportation and land-use systems to protect investments

**Project Owners**  
ODOT/WSDOT

**Project Partners**  
Federal Highway Administration (FHWA), Federal Transit Administration (FTA), City of Vancouver, City of Portland, C-TRAN, TriMet, Southwest Washington Regional Transportation Council, Metro

**Consulted**  
• 39 member Task Force (February 2005 – June 2008)  
• 10 member governor-appointed Project Sponsors Council (November 2008 – present)  
• Public

**Project Area**  
I-5: Columbia Boulevard to SR 500 (Bridge Influence Area)

**Purpose**  
Develop a long term, comprehensive solution for five miles of Interstate 5 between Portland and Vancouver

1999	2000	2001	2002	2003–2004	2005	2006	2007	2008	2009	2010	2011
<b>Major Outcomes</b>		<b>Major Outcomes</b>		<b>Major Outcomes</b>							
<p>Portland/Vancouver I-5 Trade Corridor: Freight Feasibility and Needs Assessment Final Report</p> <ul style="list-style-type: none"> <li>Recommended the region initiate a public process to develop a plan for improvements to the I-5 corridor</li> </ul>		<p>Portland/Vancouver I-5 Transportation and Trade Partnership: Final Strategic Plan</p> <ul style="list-style-type: none"> <li>Recommended a set of major multi-modal investments in the I-5 corridor for highway, transit and rail improvements</li> <li>Defined the Bridge Influence Area (BIA)</li> <li>Recommended fixing bottlenecks at Salmon Creek in Clark County (completed in 2006), Delta Park in Portland (completed in 2010) and undertaking an Environmental Impact Statement (EIS) for a new river crossing with extension of light rail to Vancouver</li> </ul>		<ul style="list-style-type: none"> <li>Task Force formed</li> <li>Notice of Intent to prepare an EIS published</li> <li>70 potential solution concepts identified</li> <li>Adopted Vision and Values statement</li> <li>Adopted Problem Definition identifying transportation problems for the project to address</li> <li>FTA and FHWA approved project Purpose and Need</li> <li>Screening and Evaluation Framework developed</li> <li>Adopted process for identifying a range of alternatives to analyze in Draft EIS</li> <li>Concepts screened based on Step A Screening Report</li> <li>Advanced 9 river crossing and 7 transit components for further study</li> <li>Concepts screened based on Step B of evaluation framework</li> <li>12 preliminary alternatives developed to test range of options to comprehensively address project's Purpose and Need</li> <li>Staff Recommendation of 3 alternatives analyzed in Draft EIS: no build, replacement river crossing with bus rapid transit and replacement river crossing with light rail</li> <li>Task Force subcommittee explored re-use of existing I-5 bridges to meet project Purpose and Need</li> <li>Developed additional alternatives for Draft EIS analysis: supplemental river crossing with bus rapid transit and supplemental river crossing with light rail</li> <li>Draft EIS published, public comment period on Draft EIS held</li> <li>Task Force recommended a replacement bridge with light rail as the locally preferred alternative (LPA)</li> <li>Six local partner agencies recommended a replacement bridge with light rail as the LPA</li> <li>Metro and RTC adopted the LPA into regional transportation plans</li> <li>Governors of Oregon and Washington appointed members to Project Sponsors Council to advise staff on development of the LPA</li> <li>Expert review panel held on travel demand model methods and conclusions</li> <li>Expert review panel held on greenhouse gas and climate change analysis</li> <li>Two bridge river crossing recommended by the CRC Urban Design Advisory Group, Pedestrian &amp; Bicycle Advisory Group and Project Sponsors Council (PSC)</li> <li>PSC also recommended creation of a mobility council to advise on active management of mobility for all modes on the Columbia River crossings</li> <li>Independent Review Panel affirmed project purpose and need, provided recommendations for moving forward</li> <li>PSC recommended refined Hayden Island interchange design and replacement I-5 bridges with 10 lanes and full safety shoulders; completed after collaborative work process with project partners</li> <li>City of Vancouver and C-TRAN selected light rail route through downtown Vancouver</li> <li>Bridge Review Panel convened to evaluate potential bridge types for replacement I-5 bridge</li> <li>Bridge Review Panel recommends discontinuing work on current bridge type and exploring three different options</li> <li>Governors of Oregon and Washington accept Bridge Review Panel recommendation, choose deck truss bridge type as the replacement structure for I-5 bridge</li> </ul>							
<b>Approval of Outcomes</b>		<b>Approval of Outcomes</b>		<b>Approval of Outcomes</b>							
<p>14 member Leadership Committee, City of Vancouver, City of Portland, Port of Vancouver, Port of Portland, C-TRAN, TriMet, Southwest Washington Regional Transportation Council, Metro, Oregon Transportation Commission, Washington State Transportation Commission</p>		<p>26 member Task Force, Oregon Transportation Commission, Washington State Transportation Commission, Southwest Washington Regional Transportation Council, Metro</p>		<p>Governors of Oregon and Washington Task Force (February 2005 – June 2008) Project Sponsors Council (November 2008 – present) Federal Transit Administration Federal Highway Administration</p>							
				<p><b>Locally Preferred Alternative endorsed by:</b> City of Vancouver, City of Portland, C-TRAN, TriMet</p> <p><b>Locally Preferred Alternative endorsed and amended into regional transportation plans by:</b> Southwest Washington Regional Transportation Council, Metro</p>							

**Ongoing Project Development**

- Bridge, transit, highway and interchange refinements
- Bridge design and aesthetic refinements
- Light rail station designs
- Pedestrian and bicycle facility designs
- Updated cost estimates and financial planning
- Environmental analysis, submittal of Final EIS
- Receive Record of Decision