

# Columbia River Crossing Project

Fact Sheet 5 April 2008

## Project Sponsors

The Oregon Department of Transportation and the Washington Department of Transportation direct the Columbia River Crossing project in cooperation with six sponsor agencies: Southwest Washington Regional Transportation Council, Metro, C-TRAN, TriMet, City of Vancouver and City of Portland. Each of the sponsor agencies will take formal action to vote on the Locally Preferred Alternative in mid-2008.

## Tribal Consultation

The Columbia River Crossing project is committed to government-to-government consultation with tribes that may be affected by this project. The CRC tribal consultation process is designed to encourage early and continued feedback from, and involvement by, tribes potentially affected by the project and to ensure that their input will be incorporated into the decision-making process.

## Agency Coordination

The Columbia River Crossing project is subject to both Oregon and Washington administrative rules as well as many federal requirements. The project team worked with state and federal agencies to develop an effective approach for coordinating their involvement, and streamlining regulatory reviews and permits. The Interstate Collaborative Environmental Process (InterCEP) Agreement details how and when the reviews will occur. The goal of InterCEP is to efficiently plan, design, and construct a bridge, transit and highway system that successfully addresses the project's goals while meeting state and federal environmental regulations.

## Public Involvement

Since October 2005, project staff has engaged more than 12,000 community members in conversation about the project at more than 400 events during work days, evenings and weekends. This is the equivalent of one event every two days. The project connects with the community in many ways:

- Advisory Groups: Five advisory groups provide recommendations on overall policy, community concerns, freight movement, urban design, pedestrian and bicycle travel and meeting environmental justice goals
- Discussions and presentations with business, neighborhood and community organizations
- Community meetings and events hosted by the project
- Public opinion surveys
- Information booths at street fairs, festivals and farmers markets
- Web site, monthly electronic update, fact sheets and printed newsletters

### How can I get involved?

- Visit the website at [www.ColumbiaRiverCrossing.org](http://www.ColumbiaRiverCrossing.org) to learn about the project and sign up for updates
- Attend an advisory group meeting
- Invite CRC staff to an event or meeting to discuss the project

### How can I comment on the project?

E-mail: [feedback@columbiarivercrossing.org](mailto:feedback@columbiarivercrossing.org)  
 Mail: 700 Washington Street, Suite 300  
 Vancouver, WA 98660  
 Phone: 360-737-2726 or 503-256-2726  
 Fax: 360-737-0294

## Project Description

Columbia River Crossing is a bridge, transit and highway improvement project of the Oregon and Washington transportation departments. The project is designed to reduce congestion and improve safety on a five-mile segment of Interstate 5 (I-5) between Vancouver and Portland. Currently, 134,000 vehicles cross the Columbia River on the



Interstate Bridge which leads to 4-6 hours of congestion each weekday. By 2030, 184,000 are predicted to cross the river, which will lead to 15 hours of daily congestion if no action is taken.

The Draft Environmental Impact Statement (EIS) will be released on May 2, 2008 and describes the potential environmental and community effects of the five project alternatives.

## Project Benefits

### Safer travel and improved design

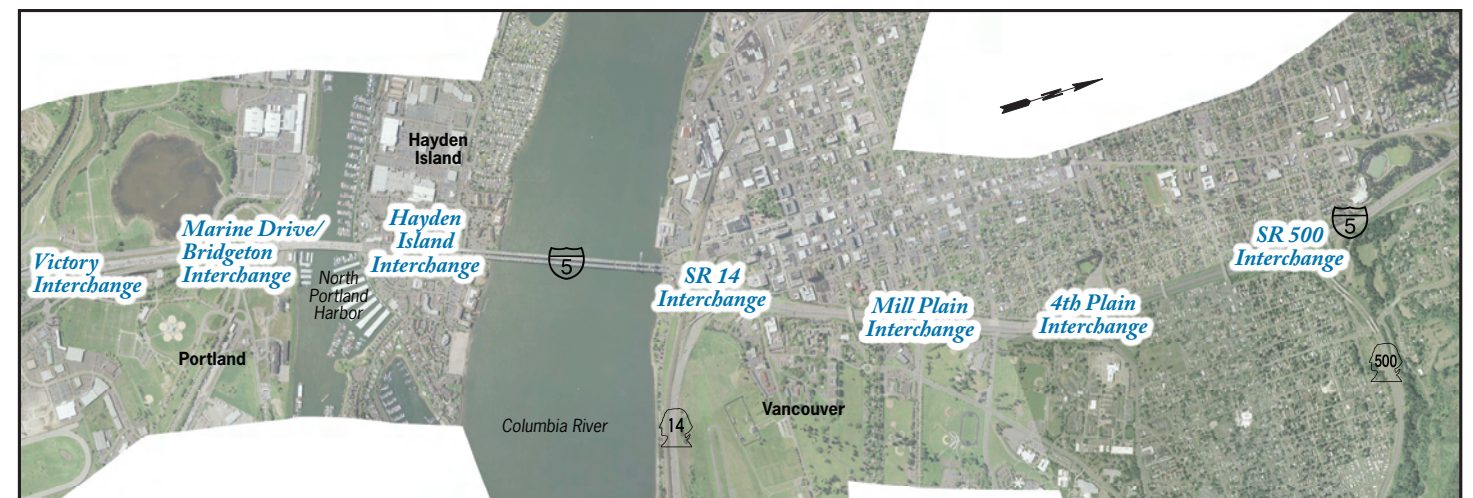
- Add shoulders and widen lanes on I-5
- Improve connections at all interchanges to highway and arterials
- Increase seismic safety of I-5 bridge

### More commuter choices

- Add high capacity transit between Vancouver and Portland
- Enhance pedestrian and bike path connections on Hayden Island, over the Columbia River and in downtown Vancouver
- Reduce travel times for all travelers

### Better freight mobility

- Relieve congestion to keep goods moving
- Improve access to ports and highways



The Columbia River Crossing project will improve mobility, travel times and safety by addressing standard features at the Interstate Bridge and seven interchanges in Vancouver, Hayden Island and north Portland.

## Five Draft Environmental Impact Statement Alternatives

The Draft EIS will be released on May 2, 2008 and describes the potential environmental and community effects of the five project alternatives. The Draft EIS public comment period is May 2 to July 1, 2008.

### The five alternatives are:

#### 1. No build

This alternative is included for comparison purposes and does not meet the project's goals in the Purpose and Need Statement. It includes existing transportation facilities and services, as well as projects that can be reasonably anticipated for funding and construction in the regional transportation plans.

#### 2. Replacement bridge with bus rapid transit

A new I-5 replacement bridge would be built downstream (west) of the existing bridge location to carry I-5 traffic, bus rapid transit, express buses and bicycles and pedestrians across the Columbia River. The new bridge would be a fixed-span structure with no bridge lift. This bridge option would provide three through-travel lanes and two or three auxiliary lanes for entering and exiting the freeway in each direction.

#### 3. Replacement bridge with light rail

A new I-5 replacement bridge would be built downstream (west) of the existing bridge location to carry I-5 traffic, light rail, express buses and bicycles and pedestrians across the Columbia River. This bridge option would provide three through-travel lanes and two or three auxiliary lanes for entering and exiting the freeway in each direction.



**Replacement bridge draft concept with high capacity transit**  
Aerial view looking south across the Columbia River depicts a new bridge with the SR 14 interchange near downtown Vancouver.



**Supplemental bridge draft concept with high capacity transit**  
Aerial view looking south across the Columbia River depicts a new bridge with the SR 14 interchange near downtown Vancouver.

#### 4. Supplemental bridge with bus rapid transit

A new bridge would be constructed immediately downstream (west) of the existing I-5 bridges to carry four lanes of southbound I-5 traffic and bus rapid transit. The existing Interstate Bridge would be re-striped into four lanes to add safety shoulders for northbound traffic. Wider bicycle and pedestrian lanes would be included on the existing bridges. The existing bridges also would be retrofitted to a "no collapse" standard in the event of a major earthquake.

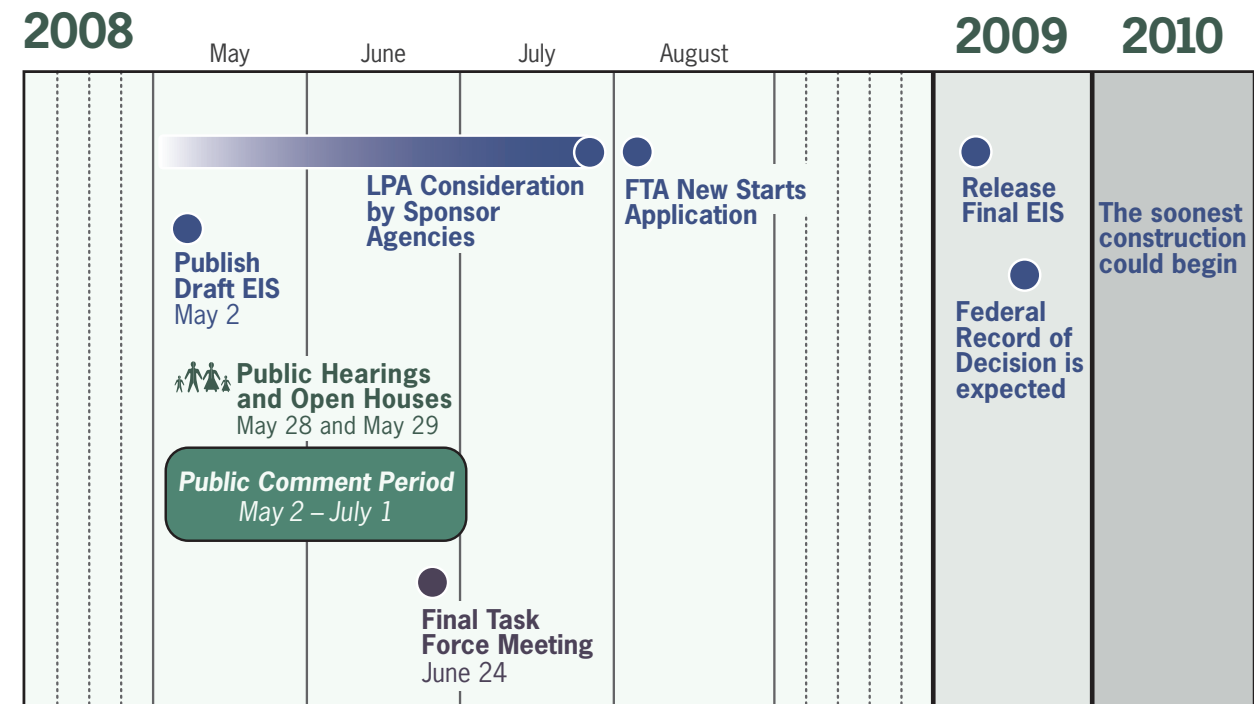
#### 5. Supplemental bridge with light rail

A new bridge would be constructed immediately downstream (west) of the existing I-5 bridges to carry four lanes of southbound I-5 traffic and light rail. The existing Interstate Bridge would be re-striped into four lanes to add safety shoulders for northbound traffic. Wider bicycle and pedestrian lanes would be included on the existing bridges. The existing bridges also would be retrofitted to a "no collapse" standard in the event of a major earthquake. ▀

## Project Schedule

The Draft EIS will be released on May 2, 2008, for public review and comment. The Draft EIS comment period is May 2 to July 1, 2008. During that time, community meetings and public hearings will occur to provide people with information and opportunities for input. The project's Task

Force will provide its recommendation on a Locally Preferred Alternative (LPA) near the end of the public comment period. Project sponsors are expected to take formal action to adopt the LPA in summer 2008. If funding is secured, construction could begin in 2010 or 2011. ▀



## Project Costs and Finance Information

The financial scenarios outlined in the Draft EIS Financial Analysis chapter demonstrate the potential to fund, operate and maintain a highway and transit project that could cost \$3.1 to \$4.2 billion to build.

Project design has been ongoing for the alternatives being evaluated in the Draft EIS. Many factors will influence the final design which will in turn help narrow the cost estimates and jurisdictional responsibilities. Selection of the Locally Preferred Alternative is an important factor in completing a financial plan.

The Draft EIS finance chapter contains a comprehensive menu of options for future project funding, including existing and new highway and transit funding sources. Funding sources will be refined and confirmed after the project selects a Locally Preferred Alternative. ▀

## Preliminary Capital Cost Estimate

**\$3.1 to 4.2 billion\***  
(year of expenditure dollars)

### Cost Breakdown by Component

#### Total I-5 Highway Related Costs

(includes river crossing and interchanges)

Replacement bridge	\$2.67 billion to \$3.09 billion
Supplemental bridge	\$2.51 billion to \$2.88 billion

#### High Capacity Transit\*\*

(includes all possible alignments and lengths)

Bus rapid transit	\$0.46 billion to \$0.99 billion
Light rail	\$0.53 billion to \$1.17 billion

\* Year of expenditure dollars are expected to be 2010–2017; operating and maintenance costs not included.

\*\* Two alignments are being studied for Vancouver, both with short and long segments.