

1999-2000

2001-2002

2003 2004

2005

2006

2007

2008

2009

2010



## Portland/Vancouver I-5 Trade Corridor

**Project of**  
ODOT/WSDOT

**Consulted with**  
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.

### Major Outcomes

Portland/Vancouver I-5 Trade Corridor: Freight Feasibility and Needs Assessment Final Report

Recommended that the region initiate a public process to develop a plan for improvements to the I-5 corridor

### Approval of Outcomes

14 member Leadership Committee; Public agencies: 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



## I-5 Transportation & Trade Partnership

**Project of**  
ODOT/WSDOT

**Consulted with**  
26 member governor-appointed Task Force, the 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.

### Major Outcomes

Portland/Vancouver I-5 Transportation and Trade Partnership: Final Strategic Plan

Recommended a set of major multi-modal investments in the I-5 Corridor to include highway, transit and rail improvements; defined the Bridge Influence Area (BIA); recommended fixing bottlenecks at Salmon Creek in Clark County (completed in 2006) and Delta Park in Portland (construction began in 2008) and undertaking an Environmental Impact Statement (EIS) for a new river crossing and other improvements in the BIA

### Approval of Outcomes

26 member Task Force; final strategic plan reviewed and adopted by: Oregon Transportation Commission; Washington State Transportation Commission, Southwest Washington Regional Transportation Council, Metro



## Columbia River Crossing Project

**Project of**  
ODOT/WSDOT

**Consulted with**  
39 member Task Force (February 2005 – June 2008), Project Sponsors Council (November 2008 – present); the public through an extensive and ongoing comprehensive outreach effort

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

**Purpose**  
Develop a feasible project that is supported by the region to address problems on I-5.

### Major Outcomes

Task Force formed; Notice of Intent to prepare an EIS published; 23 river crossing and 14 transit concepts identified; adoption of Vision and Values statement; adoption of Problem Definition identifying transportation problems for the project to address

### Approval of Outcomes

39 member Task Force (February 2005 - June 2008); 10 member Project Sponsors Council (November 2008 - present); Locally Preferred Alternative endorsed by: City of Vancouver, City of Portland, C-TRAN, TriMet; Locally Preferred Alternative endorsed and amended into regional transportation plans by: Southwest Washington Regional Transportation Council, Metro; Federal agencies: Federal Transit Administration, Federal Highway Administration

### Project Partners

City of Vancouver, City of Portland, C-TRAN, TriMet, Southwest Washington Regional Transportation Council, Metro

### Potential Effects Study Area

I-5: I-84 in Oregon to I-205 in Washington

### Major Outcomes

FTA and FHWA approved project Purpose and Need; evaluation framework process developed for identifying a range of alternatives to analyze in Draft EIS; concepts screened based on Step A of evaluation framework; recommendation on results of Step A advanced 9 river crossing and 7 transit components for further study; concepts screened based on Step B of evaluation framework; component packages developed to test range of options to comprehensively address project's Purpose and Need; staff recommended 3 alternatives to analyze in Draft EIS: no build, replacement river crossing with bus rapid transit, and replacement river crossing with light rail

### Major Outcomes

Task Force subcommittee explored re-use of existing I-5 bridges to meet project Purpose and Need; developed additional alternatives for Draft EIS analysis: supplemental river crossing with bus rapid transit, and supplemental river crossing with light rail

### Major Outcomes

Draft EIS published, public comment period on Draft EIS held; Task Force recommended a replacement bridge with light rail as the locally preferred alternative (LPA); last meeting of Task Force; six local partner agencies recommended a replacement bridge with light rail as the LPA; Metro and RTC adopted the LPA into regional transportation plans; Governors of Oregon and Washington appointed Project Sponsors Council to advise staff on development of the LPA; expert review panel held on travel demand model methods and conclusions; expert review panel held on greenhouse gas and climate change analysis

### Major Outcomes

PSC recommended replacement bridge be wide enough for six lanes in each direction and supported creation of a mobility council to advise on active management of mobility for all modes on the Columbia River crossings; two bridge river crossing recommended

### Ongoing Project Development

- Bridge, transit, highway and interchange refinements
- Bridge type and aesthetics refinements
- Light rail alignment and station locations
- Pedestrian and bicycle facility designs
- Updated cost estimates, tolling study and financial planning
- Environmental analysis

### Future Outcomes

Continue to develop details on financing and tolling; design and preliminary engineering of the I-5 bridge, seven interchanges, and pedestrian and bicycle pathway; light rail route, station location and design; sustainability plan and mitigation plan; analysis of environmental and community effects of the LPA to develop and publish a Final EIS