

# 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: <a href="#">Freight Feasibility and Needs Assessment Final Report</a></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: <a href="#">Final Strategic Plan</a></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>Adopted <a href="#">Problem Definition</a> identifying transportation problems for the project to address</li> <li>Adopted <a href="#">Vision and Values</a> statement</li> <li>70 potential solution concepts identified</li> <li>FTA and FHWA approved <a href="#">project Purpose and Need</a></li> <li><a href="#">Screening and Evaluation Framework</a> developed</li> <li>Adopted process for identifying a range of alternatives to analyze in Draft EIS</li> <li>Concepts screened based on <a href="#">Step A Screening Report</a></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 <a href="#">preliminary alternatives</a> developed to test range of options to comprehensively address project's Purpose and Need</li> <li><a href="#">Staff Recommendation of 3 alternatives analyzed in Draft EIS</a>: 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>Analyzed effects of alternatives for Draft EIS</li> <li>Draft EIS published, public comment period on Draft EIS held</li> <li>Task Force <a href="#">recommended</a> a replacement bridge with light rail as the locally preferred alternative (LPA)</li> <li>Six <a href="#">local partner agencies</a> 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 <a href="#">Project Sponsors Council</a> to advise staff on development of the LPA</li> <li><a href="#">Expert review panel held on travel demand model methods and conclusions</a></li> <li><a href="#">Expert review panel held on greenhouse gas and climate change analysis</a></li> <li>Two bridge river crossing recommended by the CRC Urban Design Advisory Group, Pedestrian and Bicycle Advisory Group and Project Sponsors Council (PSC)</li> <li>PSC also recommended creation of a <a href="#">mobility council</a> to advise on active management of mobility for all modes on the Columbia River crossing</li> <li>Independent <a href="#">Review Panel</a> affirmed project purpose and need, provided recommendations for moving forward</li> <li>PSC <a href="#">recommended refined Hayden Island interchange design and replacement I-5 bridges with 10 lanes and full safety shoulders</a>; completed after collaborative work process with integrated project partner staff (IPS)</li> <li>City of Vancouver and C-TRAN selected <a href="#">light rail route</a> through downtown Vancouver</li> <li><a href="#">Bridge Review Panel</a> convened to evaluate potential bridge types for replacement I-5 bridge</li> <li>Governors of Oregon and Washington accept <a href="#">Bridge Review Panel recommendation</a>, choose deck truss bridge type as the replacement structure for I-5 bridge</li> <li><a href="#">Biological Opinion</a> received from NOAA fisheries</li> <li>Memorandum of Agreement on cultural resources signed.</li> <li><a href="#">Final EIS</a> published</li> <li><a href="#">Record of Decision</a></li> </ul>							
<b>Approval of Outcomes</b>		<b>Approval of Outcomes</b>		<b>Approval of Outcomes</b>							
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		26 member Task Force, Oregon Transportation Commission, Washington State Transportation Commission, Southwest Washington Regional Transportation Council, Metro		Governors of Oregon and Washington Task Force (February 2005 – June 2008) Project Sponsors Council (November 2008 – present) Federal Transit Administration Federal Highway Administration							
				<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>							