Columbia River CROSSING

A long-term, comprehensive solution

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Transportation Seminar
April 15, 2011

Oregon Department of Transportation

Washington State Department of Transportation

Federal Transit Administration • Federal Highway Administration
City of Vancouver • City of Portland • SW Washington Regional Transportation Council • Metro • C-TRAN • TriMet

Overview

- Background
- Problems on I-5 and CRC solutions
- Independent reviews
- Bridge type recommendation process
- Moving forward
- Questions and discussion

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Background

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A corridor of the future

- **Critical link between Canada and Mexico**
- **Estimated $40 billion in freight crosses the bridge annually**
- **Designated a Project of National Significance**

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CRC project area

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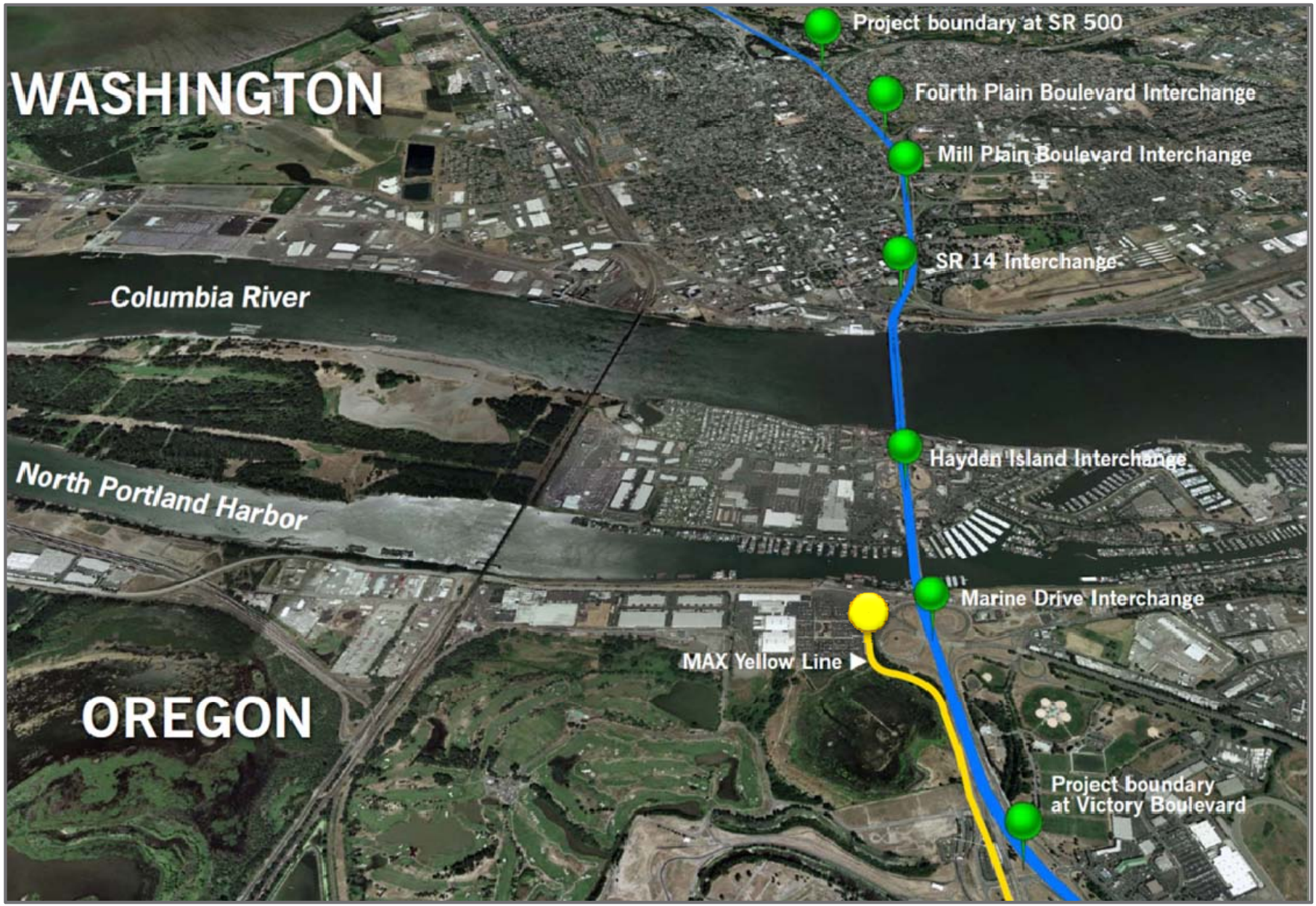
CRC project area



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Earthquake risk

- Aging bridges built in 1917 and 1958
- Existing bridges do not meet current seismic safety standards

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Safety

- Highest crash location on I-5 in Oregon
- Collisions increase during congestion
- Twice as high for similar urban highways
- 400 collisions a year; expected to increase 80% by 2030

No shoulders

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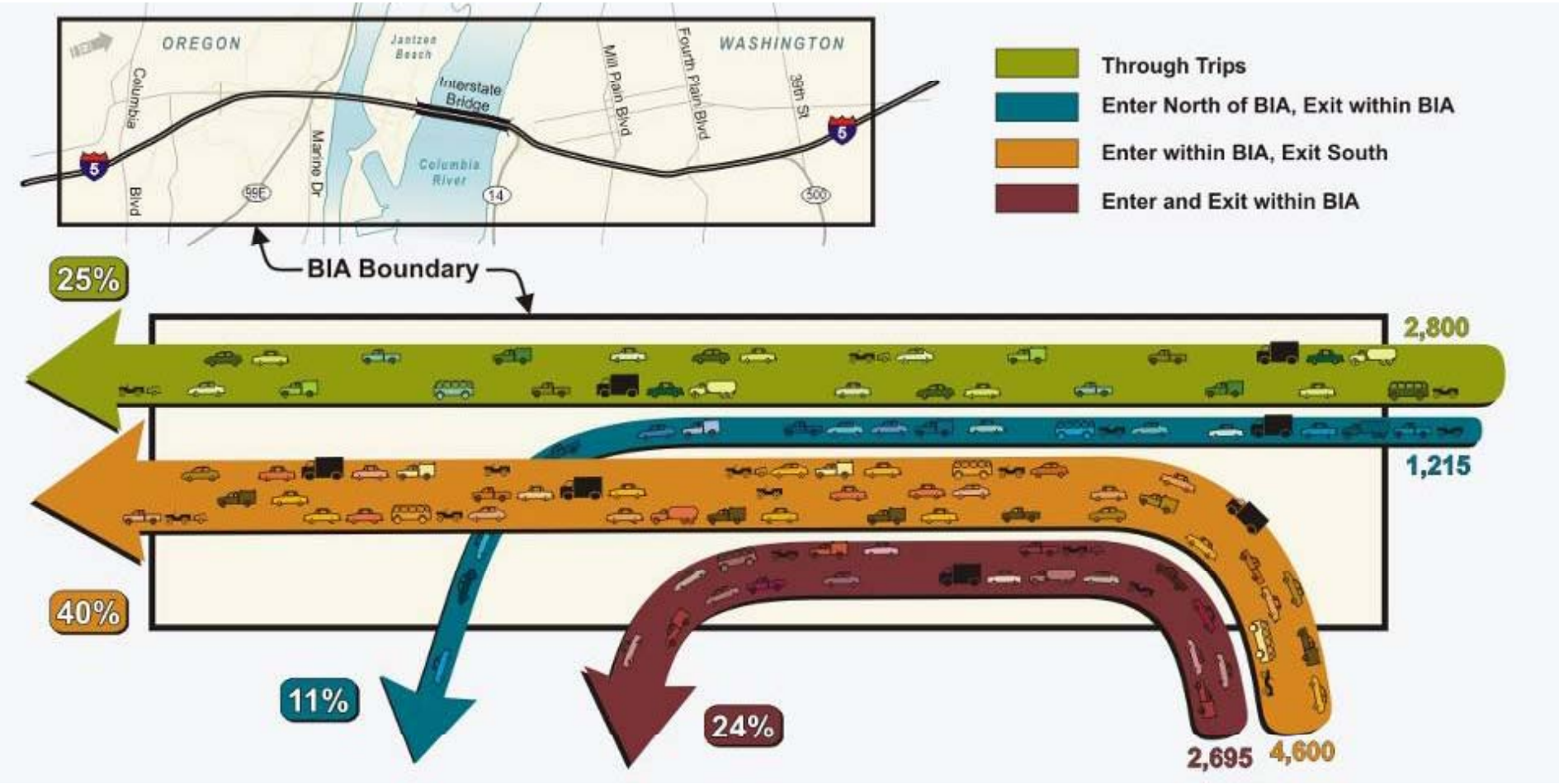
Freight impaired by congestion

- 75% of freight trucks crossing bridge use an interchange in project area
- 1 in 5 Oregon, 1 in 4 in Washington jobs are trade-related



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Limited travel options

- Existing bus service is subject to congestion
- Local bus service requires a transfer
- Bike and pedestrian path across bridge is substandard

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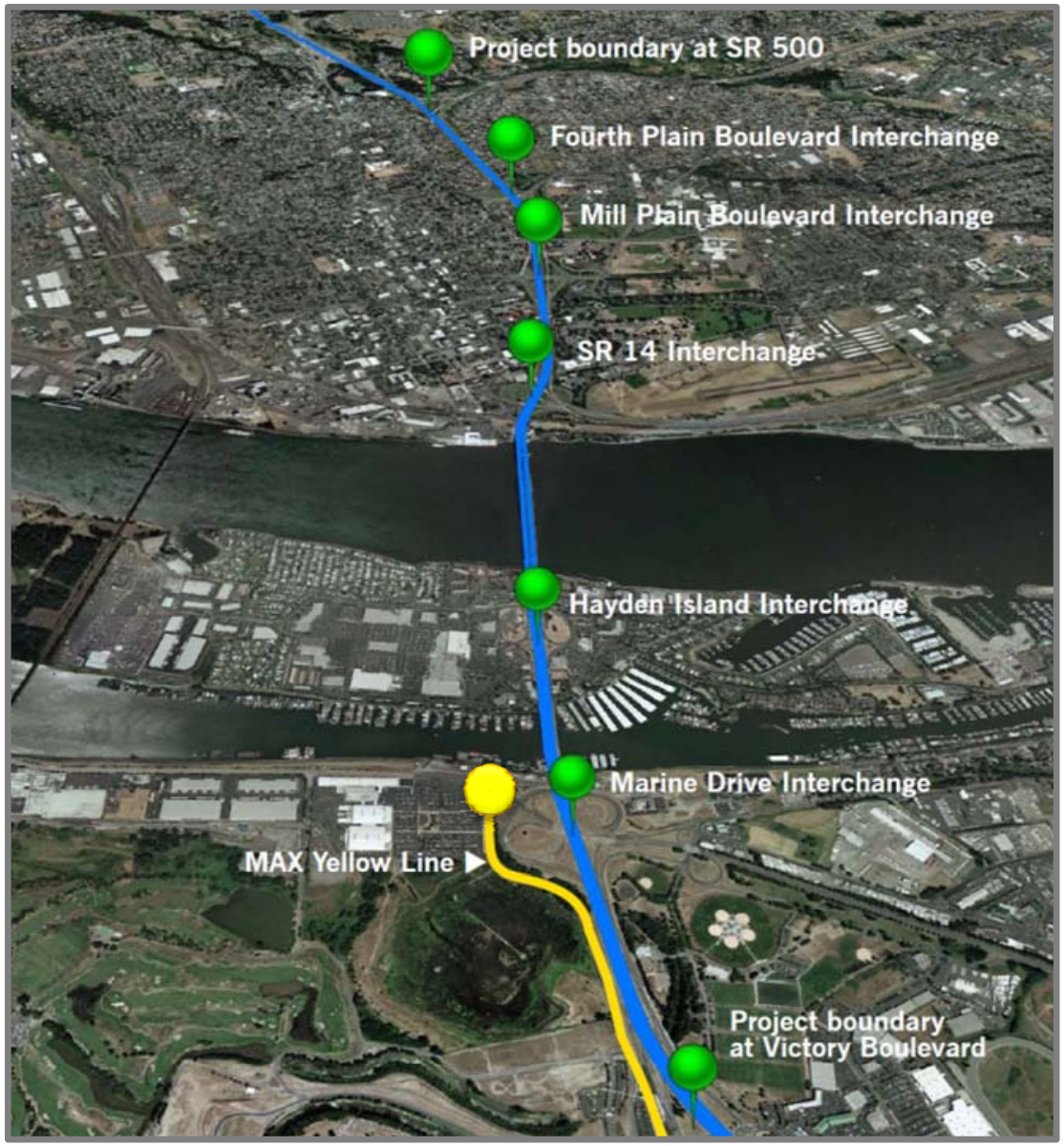
Critical I-5 problems



- Collisions
- Congestion
- Limited transit options
- Freight immobility
- Narrow bike and pedestrian path
- Earthquake risk

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CRC Solutions

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Public process to develop solutions

- 2001 – 2002 I-5 Transportation and Trade Partnership
- 2005 – 2008 39-member CRC Task Force
- 2008 – today Project Sponsors Council and citizen advisory groups
- More than 26,000 people engaged at over 875 events

The CRC is a long-term, comprehensive solution to improve safety and reduce congestion

- Replacement I-5 **bridge**
- Improvements to closely-spaced highway **interchanges**
- **Light rail** extension to Vancouver
- **Pedestrian and bicycle** facility improvements

Cost estimate: $3.2 - $3.6B

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Increased safety and reduced congestion by replacing the I-5 bridge

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Expanded travel choices with improved bicycle and pedestrian facilities

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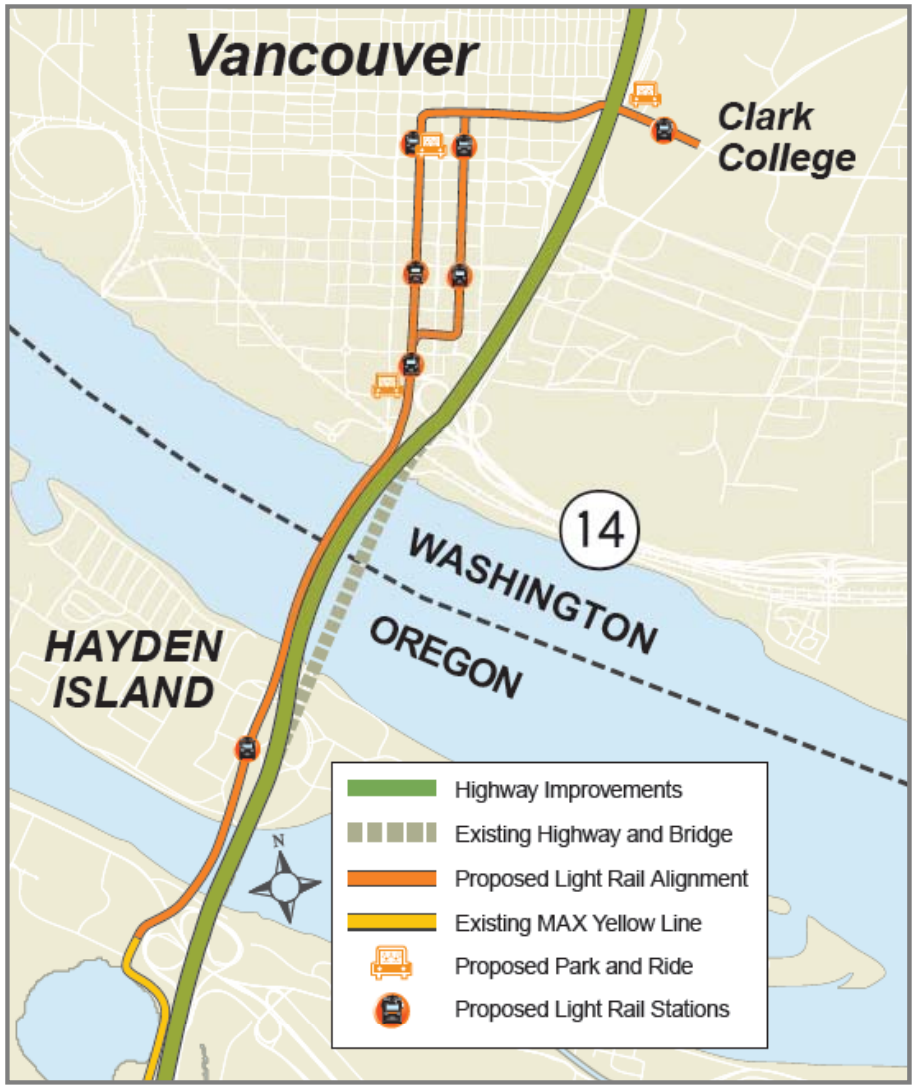
Increased safety and reduced congestion by extending light rail



- Get people out of traffic
- Connection to more than 70 miles of rail network in the region
- Encourage up to 6 million transit boardings per year

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Project outcomes

- **Supports economic growth**
  - Creates or sustains over 20,000 construction-related jobs
- **Eases congestion**
- **Improves safety**
  - Reduces crashes by 70%
- **Protects the environment**

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Independent Reviews

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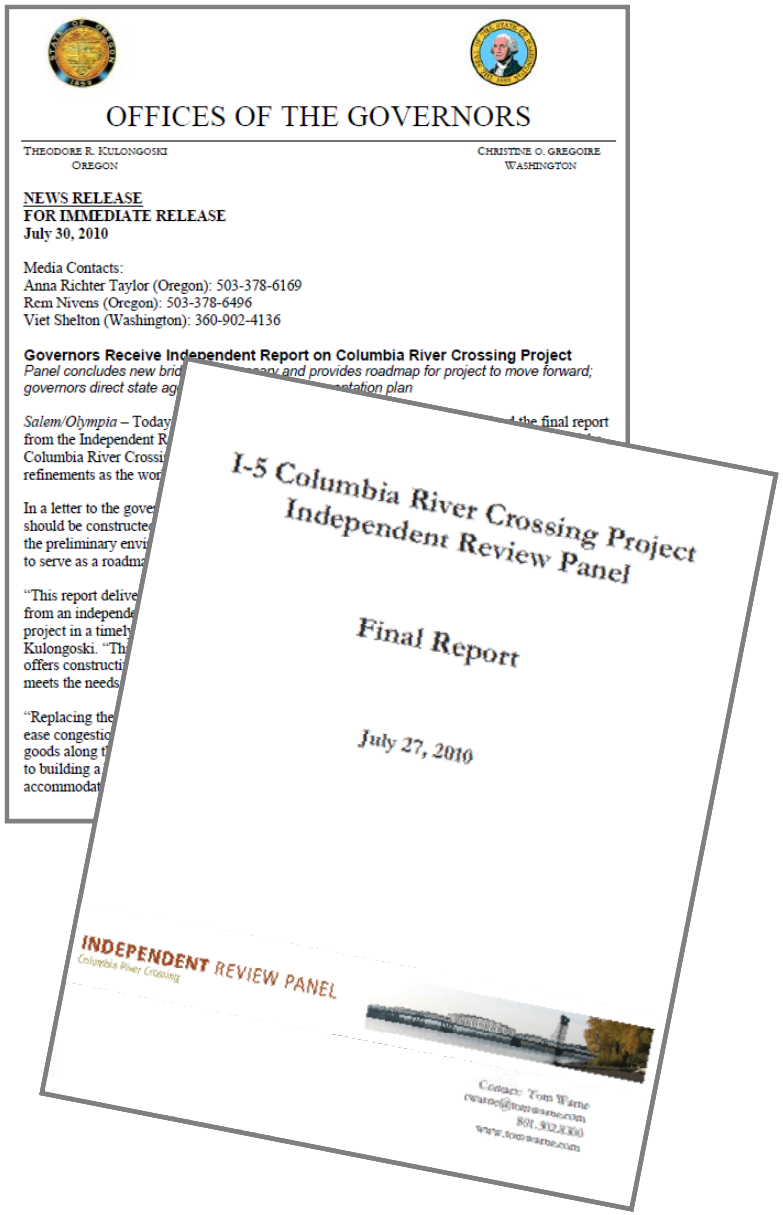
Independent Review Panel

- **Convened by governors**
- **Asked to review:**
  - Project implementation plan
  - Financial plan
  - Key objectives and performance measures
- **Final report sent to governors in July**
- **States accept recommendations**



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NEWS RELEASE
FOR IMMEDIATE RELEASE
July 30, 2010

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Governors Receive Independent Report on Columbia River Crossing Project

Panel concludes new bridge necessary and provides roadmap for project to move forward; governors direct state agencies to begin implementation plan

I-5 Columbia River Crossing Project
Independent Review Panel

Final Report

July 27, 2010

INDEPENDENT REVIEW PANEL
Columbia River Crossing

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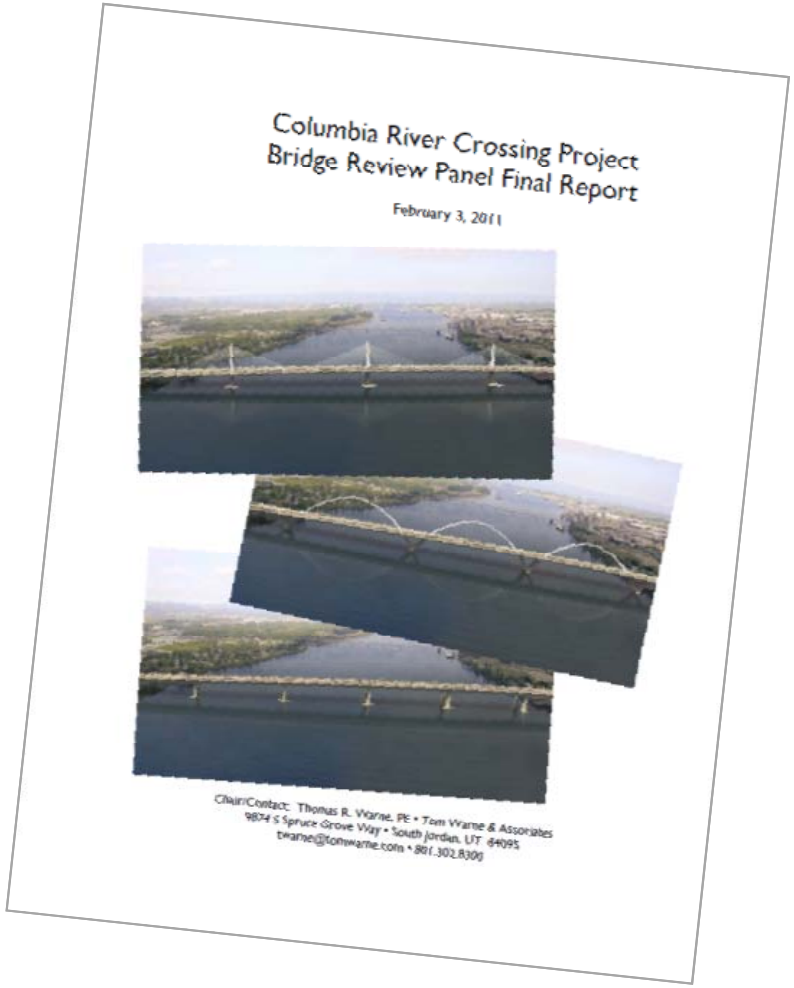
Bridge Review Panel

- **2010 Independent Review Panel findings**
- **2010 Bridge Panel: 16-members of national and international bridge expertise**
  - Multiple meetings over three months



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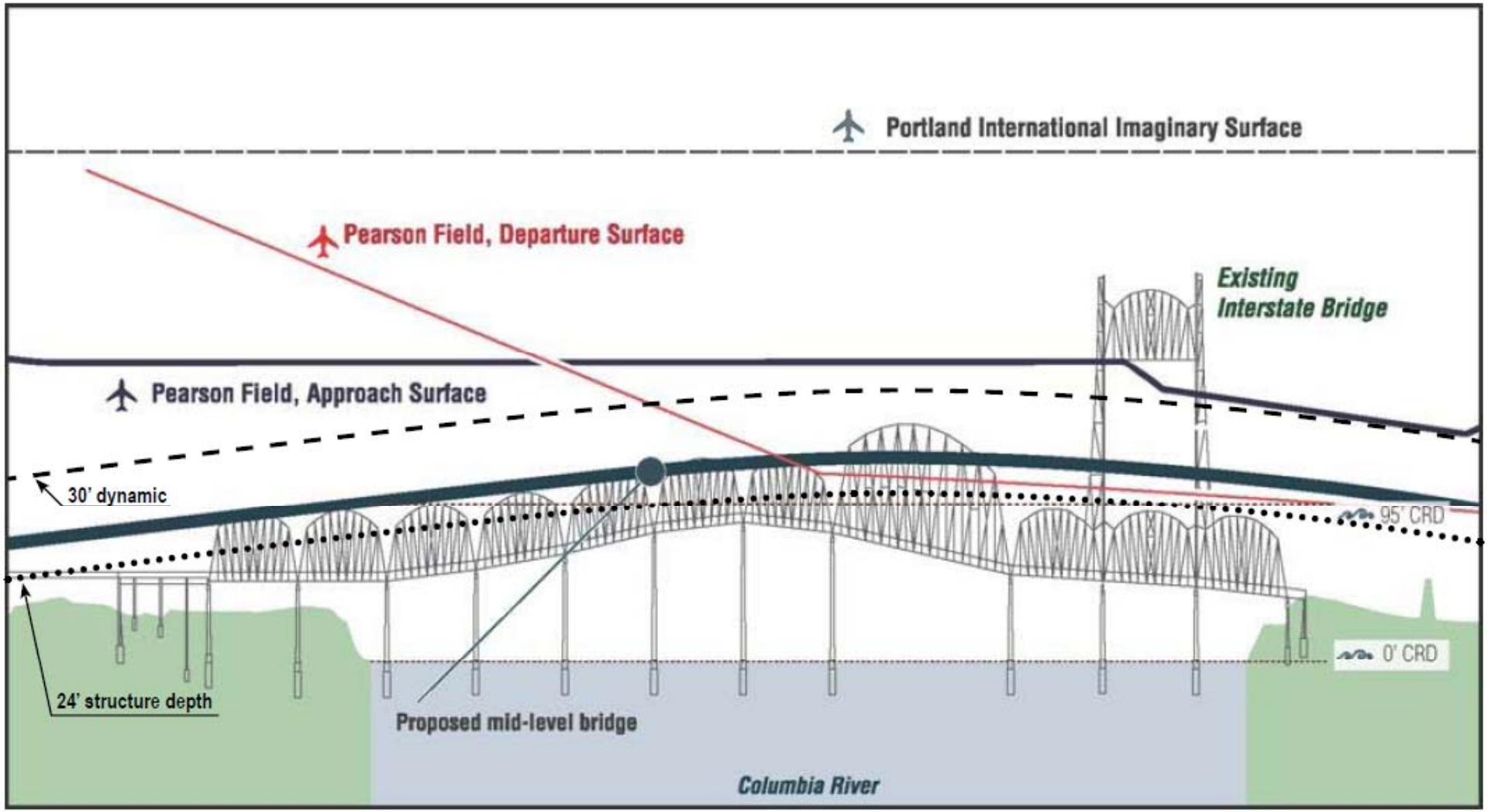
Vertical constraints



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Physical constraints - Oregon

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Physical constraints - Washington

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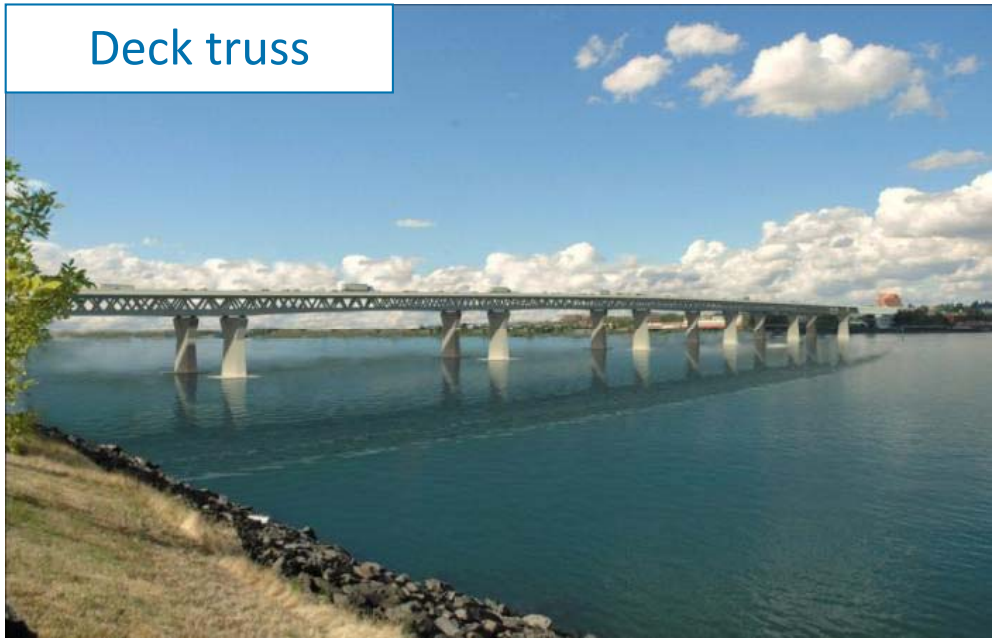
Three bridge types

Cable-stayed

Tied arch

Deck truss



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Bridge review panel process

- **Panel met several times**
  - Public meeting and testimony prior to panel's report
  - Information session held after release of panel's report
  - Chair met w/ CRC advisory groups, including Project Sponsors Council
- **Draft report from ODOT and WSDOT sent to Governors**
  - Two listening sessions held
- **Governors receive draft report**
  - Review report and public comments received
- **Governors' direction expected soon**

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Moving Forward

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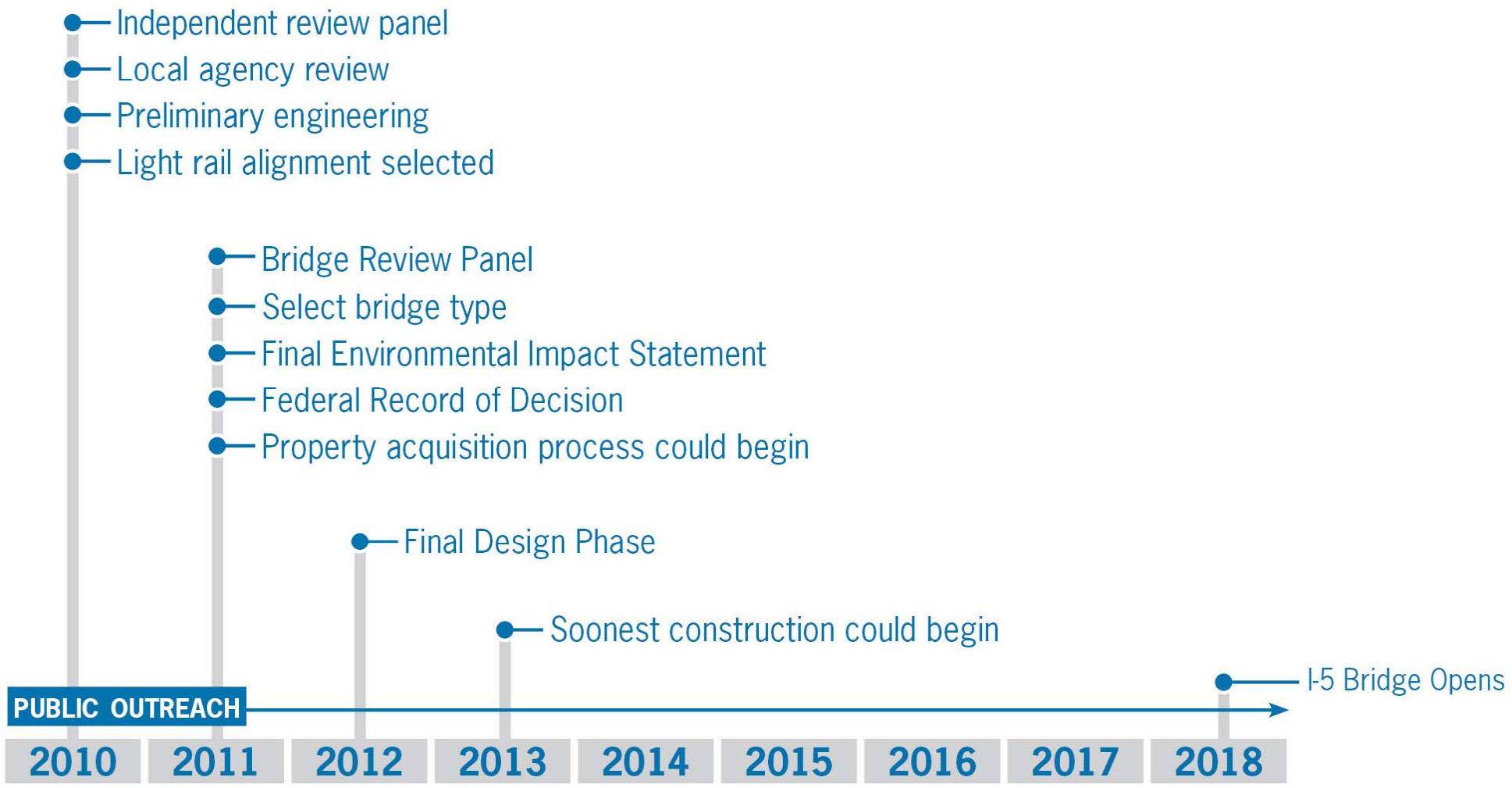
Project schedule



*Schedule may be adjusted, pending selection of the bridge type in early 2011.

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What to expect

- Continued work with partners and advisory committees on urban design, project development and finance plan.

- Continued work to inform public and solicit input on project design, construction planning and mitigation in advance of FEIS.

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