

Columbia River CROSSING



Project update

December 19, 2012

Happy holidays to you and yours

If you are travelling this season, we want you to arrive safely.

The Washington Department of Transportation has developed a list of winter driving tips, which include using your headlights to be more visible and leaving extra room between your vehicle and those in front of you. Check out these tips and more at WSDOT's [winter driving webpage](#).

Technical analysis produces 115-116 foot clearance for I-5 replacement bridge

Refinement holds landside impacts to 95-110 foot levels

After substantial technical analysis of the impacts of an Interstate 5 bridge height between 100 and 125 feet, in five-foot increments, the Columbia River Crossing project has found that a bridge with a 115-foot vertical clearance reduces the number of vessels potentially impacted while minimizing additional community, environmental, freight and cost impacts. The technical analysis was prepared as part of the development of the permit application to the U.S. Coast Guard, which must approve the bridge height.

The bridge height must balance the interests of river users, freight mobility, needs for flight paths over the bridge to Portland International Airport and Pearson Airfield, connections to downtown Vancouver, and cost and schedule of the project.

[More information](#)

Oregon Governor announces funding for CRC in his proposed 2013-2015 budget

Governor Kitzhaber's proposed 2013-2015 budget includes \$450 million in funding for the Columbia River Crossing project.



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Oregon and Washington legislative oversight committees conclude

The Oregon and Washington legislatures' CRC legislative oversight committees completed their work this month, after more than five meetings each. These committees were tasked with learning more about the CRC project and discussing funding options.

The 10-member Oregon Joint Legislative Oversight Committee was composed of members from



Speaking at the Oregon Business Plan's Leadership Summit Dec. 3, the Governor highlighted the need to move forward with securing funding to replace the Interstate 5 Bridge: "After a decade of planning and a year of legislative review, it is time to get this project off the ground. Last week, I met with the bi-partisan leadership of both houses. We all agreed that the I-5 bridge replacement project is a critical state project that needs to move forward. I received their commitment to prioritize their work in 2013 to resolve any remaining issues and find funding to service these bonds. . . . It is time that we build this bridge."

For more information, visit the ODOT site here: [Governor's budget: "It is time that we build that bridge"](#)

Interstate 5 bridge replacement will create jobs, make region more competitive, report shows

A recently released economic benefits analysis demonstrates replacing the Interstate 5 bridge over the Columbia River will have significant benefits to the economy of the Portland metro region and the Pacific Northwest. The analysis details statewide and regional benefits such as a reduction of about 6.8 million hours per year in auto and truck delays, the creation of 4,200 jobs and the addition of \$231 million in wages by 2030 compared to the "no build" scenario. For more information, visit the ODOT site here: [Interstate 5 bridge replacement will create jobs, make region more competitive, report shows](#)

State transportation commissions consider agreement on bi-state toll rate setting structure and process

The CRC project is seeking construction funding from three major sources: federal funds, the states of Washington and Oregon and user fees (bridge tolls). Toll rates and policies will be set by the Oregon and Washington state transportation commissions following a public process. The state transportation commissions are currently considering a bi-state agreement to guide this process in preparation for future toll rate setting.

The Oregon and Washington Transportation Commissions held

eastern Oregon, Willamette Valley, Columbia River Gorge and Portland metro areas. At the Dec. 11 meeting, the committee received an update on conversations with the United States Coast Guard regarding the general bridge permit, the transportation commissions' effort to develop and bi-state tolling agreement and the status of a traffic and revenue study. More information about this committee and meeting materials can be found [here](#).

The nine-member Washington Columbia River Crossing Oversight Subcommittee was composed of seven members of Washington's Joint Transportation Committee and two appointees designated as the Governor's Appointee and Citizen Appointee. At the Dec. 10 meeting, key staff of the CRC project, Washington and Oregon transportation commissions, as well as both state Treasurers' Office provided information about bridge permitting, governance, financing and overall project status. More information about this committee and meeting materials can be found [here](#).

a joint meeting in September to discuss a conceptual agreement for a toll-setting structure and process. In October and November, a bi-state commission subcommittee worked with state finance and legal staff to draft agreement language. The Washington Transportation Commission approved the agreement Dec. 11; the [Oregon Transportation Commission will vote on the agreement Dec. 19.](#)

Prior to the setting of toll rates, CRC will complete an investment grade analysis; work with the states and transportation commissions to refine toll scenarios; and engage the public as toll rates are finalized.

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