

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; Screening & Evaluation Framework; process developed for identifying a range of alternatives to analyze in Draft EIS; concepts screened based on Step A of evaluation framework; Step A Screening Report; 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 Recommendation of 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