

## NOTEBOOK 1

### TAB B: COLUMBIA RIVER CROSSING PROJECT OVERVIEW

#### CRC PROJECT AREA

The Columbia River Crossing project area spans the five mile area of Interstate 5 (I-5) between State Route 500 in Vancouver, Washington, to approximately Victory Blvd. in Portland, Oregon.

As the only continuous north-south Interstate on the West Coast connecting the Canadian and Mexican borders, I-5 is vital to the local, regional, and national economies. At the Columbia River, I-5 provides a critical economic connection to two major ports, deep-water shipping, up-river barging, two transcontinental rail lines, and much of the region's industrial land. Truck-hauled freight movement onto, off of, and over the I-5 Columbia River crossing is critical for these industrial centers, for regional employment and to the regional and national economies.

The I-5 crossing provides the primary transportation link between Vancouver and Portland, and the only direct connection between the downtown areas of these cities. Residents of Vancouver and Portland drive, ride buses, bike, and walk across the I-5 bridges for work, recreation, shopping, and entertainment. The I-205 crossing, about six miles east, is the only other crossing over the Columbia River within the Portland-Vancouver metropolitan region, but it serves more as a suburban bypass.

The CRC project area includes seven closely-spaced interchanges, including connections with four state highways (SR 14, SR 500, and SR 501 in Washington and OR 99E in Oregon) and with several major arterial roadways, that serve a variety of land uses, and provides access to downtown Vancouver, two international ports, industrial centers, residential neighborhoods, retail centers, and recreational areas.

#### WHY IS IT SO IMPORTANT TO REPLACE THE BRIDGE, IMPROVE INTERCHANGES AND EXTEND LIGHT RAIL?

The outdated bridge and highway design are unable to meet the demands of today and tomorrow. The existing I-5 crossing of the Columbia River consists of two side-by-side bridges that have lift spans. The eastern bridge (serving northbound traffic) was built in 1917 and the western bridge (serving southbound traffic) was built in 1958. The two-bridge crossing, which served 30,000 vehicles per day in the 1960s, now carries more than 135,000 automobiles, buses, and trucks each weekday. While many of these trips are regionally-oriented (average trip

length is 16 miles), it is estimated that 70 to 80 percent of trips using the I-5 crossing actually enter and/or exit I-5 within the 5-mile long project area.

Traffic congestion at the I-5 bridge currently lasts six hours and is expected to increase to more than seven hours southbound and eight hours northbound by the year 2030, if nothing is done. On-time freight deliveries are compromised by congestion, hampering productivity and efficiency. Buses traveling I-5 between Vancouver and Portland also get stuck in traffic and can become less reliable. Vancouver is currently disconnected from the light rail system in Portland.

Safety is getting worse and collisions occur about once a day. This crash rate is two times higher than similar highways in Oregon and Washington. Crashes will continue to grow with more congestion. Many collisions can be attributed to short on-and off-ramps, inadequate spaces for merging and weaving, and poor sight distances on and near the I-5 bridge.

In addition to the safety, congestion and mobility issues described above, the bridge is not equipped to handle seismic activity. A significant earthquake could cause bending, buckling or collapse of the I-5 bridge itself or lead to soil liquefaction under the bridge.

Without action by 2030, traffic congestion will grow to 15 hours a day and crash rates will double. This affects people's safety and the regional economy – an economy which requires a reliable and safe transportation system to support one million more people by 2030.

## PROJECT PARTNERS

Columbia River Crossing is a joint project of the Oregon Department of Transportation and the Washington State Department of Transportation. Project staff coordinates with state and local agencies in both Oregon and Washington, and also collaborates with federal agencies and tribal governments.

Local partners include:

- the cities of Vancouver and Portland
- the two regional planning organizations, Metro and SW Washington Regional Transportation Council
- TriMet and C-TRAN, the two transit agencies

The Federal Highways Administration (FHWA) and the Federal Transit Administration (FTA) regulate the National Environmental Policy Act (NEPA) process for federal transportation projects. NEPA governs proposed actions requiring federal funding, permits, or approvals. FHWA and FTA will sign the Environmental Impact Statement (EIS) and the Record of Decision (ROD). Approval from both agencies is required to move forward into design and construction.

The Columbia River Crossing project is fully engaged in government-to-government consultation with American Indian Tribes affected by this project. Consultation formally began in December 2005. The project team consults with both the natural and cultural resource offices of each affected tribe and will periodically meet with tribal councils and committees as appropriate. The tribal consultation process includes seeking review and input from affected tribes to help resolve concerns at each of the major project milestones. In addition, document review, face-to-face meetings and multi-tribal and /or multi-agency meetings will take place. Consulting Tribes include:

- Chinook (not federally recognized)
- Confederated Tribes of Grand Ronde
- Confederated Tribes of Siletz
- Confederated Tribes of Umatilla
- Confederated Tribes of Warm Springs
- Cowlitz Tribe
- Nez Perce Tribe
- Spokane Tribe of Indians
- Yakama Nation

#### PREVIOUS REGIONAL ASSESSMENTS INFORMED THE CRC PROJECT

The congestion and safety problems on the I-5 corridor between Portland and Vancouver have been apparent for more than a decade. In January 1999, regional elected officials and decision makers initiated the *Portland/Vancouver I-5 Trade Corridor Freight Feasibility and Needs Assessment*, to better understand the magnitude of the congestion problem and explore concepts for improvement. Elective officials, agency decision makers and freight and industry representatives from both states worked together on this assessment.

Once the problems on I-5 were better identified, a strategic planning effort was convened by the governors of both states. This second regional effort, the *Portland/Vancouver I-5 Transportation and Trade Partnership Final Strategic Plan*, led to specific recommendations to address current and future needs for freight, autos and transit users in the region.

These regional studies have identified a variety of transportation mobility and safety problems, many of which are being addressed by the I-5 CRC project.

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## PORTLAND/VANCOUVER I-5 TRADE CORRIDOR FREIGHT FEASIBILITY AND NEEDS ASSESSMENT (JANUARY 2000)

In 2000, a bi-state policy committee concluded a study of the transportation and economic consequences of investments in the I-5 Trade Corridor from the I-84 interchange in Oregon to the I-205 interchange in Washington. The Study's findings were:

- The most economically significant segment of I-5 in the Portland/Vancouver region is in north Portland and Vancouver where the freeway intersects the Columbia River, which serves deep-water shipping, barging, and two trans-continental rail lines.
- I-5 is the most congested segment of the regional freeway system in the Portland/Vancouver region and future congestion threatens the livability and economic promise of the region.
- To maintain economic competitiveness of the region and maintain a high quality of life, the region needs a Strategic Plan for managing demand in the corridor and making a balanced set of improvements in the corridor, including highway, transit, rail freight and passenger rail improvements, and demand management.
- Improvements in the corridor will be costly and cannot be done using existing sources, but rather a combination of federal funds, tolling, and state funds from Washington and Oregon.

The recommendation for next steps included development of a strategic plan to identify a long-range vision for improvements and management scenarios that will improve the integrity of the corridor.

The complete report is provided in Tab C of this notebook.

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## PORTLAND/VANCOUVER I-5 TRANSPORTATION AND TRADE PARTNERSHIP FINAL STRATEGIC PLAN (JUNE 2002)

In 2001, the Washington and Oregon governors appointed an I-5 Trade and Transportation Task Force of community members, business representatives, and elected officials to address concerns about congestion on I-5 between Portland and Vancouver. The Task Force developed a plan to improve transportation in the I-5 corridor between the I-405 interchange in Portland and the I-205 interchange north of Vancouver, and adopted the Final Strategic Plan on June 18, 2002. The findings and recommendations led to more focused study and the development of the I-5 CRC proposal.

The I-5 Trade Partnership recommended fixing three highway bottlenecks in its 2002 Strategic Plan:

- I-5 at Salmon Creek in Clark County (completed in 2006)
- I-5 at Delta Park in Portland (construction to be complete in 2010)
- I-5 at the Columbia River (became the Columbia River Crossing project)

The complete report is provided in Tab C of this notebook.

## CRC TASK FORCE

During 2004, the departments of transportation planned to start the CRC project. The previous transportation planning studies of I-5 between Portland and Vancouver provided the underlying scope of CRC project.

Beginning in early 2005, and concentrated in the fall of 2005, the CRC project worked with stakeholder groups and held public meetings to solicit feedback on how to define the overall goals and objectives of this project. Public and stakeholder input played an important role in the development of this project from the beginning.

At the start of the project, the governors formed the CRC Task Force as a broad group of stakeholders representative of the range of interests affected by the project. This group met regularly with the CRC project team to provide advice and recommendations on all project milestones thus far. Meetings with this group throughout 2005 and into early 2006 provided important input during the formation of the Purpose and Need statement. In addition, a series of public open houses during the fall of 2005 provided more input from the public regarding how the project should define its goals and objectives.

The 39-member CRC Task Force was composed of leaders representing a broad cross section of Washington and Oregon communities. Public agencies, businesses, civic organizations, neighborhoods, and freight, commuter, and environmental groups were represented on the Task Force. The group met 23 times to advise the CRC project team and provide guidance and recommendations at key decision points, and then sunset in summer 2008 after making their recommendation on the Locally Preferred Alternative.

The CRC project team also worked with many other local, state, and federal agencies to ensure that the purpose of this project would not conflict with other local and regional goals and would not predispose itself to an alternative that would be difficult for agencies to permit or approve. The federal co-lead agencies for this project, the FTA and the FHWA, were also instrumental in the development of the project's Purpose and Need.

## KEY STEPS IN THE DEVELOPMENT OF THE CRC PROJECT

Key steps in the development of the CRC project are described below and in the timeline following this section of the notebook.

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### FALL 2005: DEFINING THE PROBLEMS AND POTENTIAL SOLUTIONS

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#### PROJECT PURPOSE

One of the first and most important steps of any major project is to define why the project has been initiated, and what problem(s) it seeks to address. The Purpose and Need statement provides this definition for projects complying with the National Environmental Policy Act (NEPA), and serves as the basis for defining how project alternatives will be developed and evaluated. A reasonable alternative must address the needs specified in the Purpose and Need statement for the alternative to be considered in an environmental impact statement (EIS); thus, the Purpose and Need is an influential statement that guides future development of the project.

Using data developed by the I-5 Transportation and Trade Partnership, CRC worked with the public, tribal governments and partner agencies to define the problems in the project area and agree on the purpose and need statement.

The Purpose and Need statement developed by the CRC Task Force is provided below.

*The purpose of the proposed action is to improve I-5 corridor mobility by addressing present and future travel demand and mobility needs in the Columbia River Crossing Bridge Influence Area (BIA). The BIA extends from approximately Columbia Boulevard in the south to SR 500 in the north. Relative to the No-Build Alternative, the proposed action is intended to achieve the following objectives: a) improve travel safety and traffic operations on the I-5 crossing's bridges and associated interchanges; b) improve connectivity, reliability, travel times and operations of public transportation modal alternatives in the BIA; c) improve highway freight mobility and address interstate travel and commerce needs in the BIA; and d) improve the I-5 river crossing's structural integrity (seismic stability).*

Once the problems were identified, 70 ideas were discussed as potential solutions. The 70 ideas were suggested by the Task Force and members of the public. The ideas included 23 river crossing and 14 transit ideas. Evaluation criteria also were developed at this time.

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## SPRING 2006: NARROWING THE IDEAS

Continuing discussions with the Task Force and community, the CRC project team studied the river crossing and transit ideas, which included a tunnel under the Columbia River, a third highway crossing, and commuter rail. As a result of this discussion and analysis, the ideas were further narrowed to a set of four river crossing options and five public transit options.

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## SPRING – FALL 2006: TESTING THE PRELIMINARY ALTERNATIVES

CRC packaged the most promising bridge and transit options into 12 preliminary alternatives. Each alternative included several transportation components: bridge, highway, transit, freight, bicycle and pedestrian improvements, and strategies to reduce travel demand. These preliminary alternatives were tested against the evaluation criteria. The results highlighted the strengths and weaknesses of the components.

After evaluating the 12 preliminary alternatives, CRC staff recommended four for inclusion in the project's Draft Environmental Impact Statement. An additional alternative was added after receiving input from the Task Force.

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## SPRING 2007: IDENTIFYING FIVE DRAFT ENVIRONMENTAL IMPACT STATEMENT (EIS) ALTERNATIVES

In collaboration with partner agencies, the CRC project team presented the five Draft EIS alternatives to the public for review. CRC held extensive public discussions to gather comments on the proposal in early 2007.

With guidance from the CRC Task Force and the public, the following five alternatives were recommended for further analysis in the Draft EIS:

1. No build (for comparison purposes)
2. Replacement bridge with bus rapid transit
3. Replacement bridge with light rail
4. Supplemental bridge with bus rapid transit
5. Supplemental bridge with light rail

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## SPRING 2007 – SUMMER 2008: ANALYZING THE FIVE ALTERNATIVES

The CRC project analyzed each alternative to determine how well it would relieve congestion and improve safety and mobility on I-5. On May 2, 2008, the project released its Draft EIS for public and agency review. This document describes the potential effects of five alternatives on community, natural and historic resources.

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## SUMMER 2008: SELECTING THE LOCALLY PREFERRED ALTERNATIVE

In July 2008, local project partners selected a replacement bridge with light rail to Clark College as the Locally Preferred Alternative (LPA) from five alternatives analyzed in the Draft EIS. The LPA was chosen based on information in the Draft EIS, a recommendation from the 39-member Task Force and public comment. Having an LPA demonstrates regional consensus about continuing project development and refining the design of one alternative.

Each board and council passed a resolution on the CRC Locally Preferred Alternative, a replacement bridge with light rail to Vancouver. Agencies attached a variety of issues and considerations to their resolutions, some of which were in conflict. CRC project staff has, and will continue to, work with agencies to incorporate areas of agreement and clarify areas of disagreement as the design of the project progressed. This process and the issues are described in more detail in Tabs G – K of this notebook.

### PROJECT COST ESTIMATE

Based on fall 2009 design refinements and additional engineering, construction is expected to cost \$2.6 - \$3.6 billion. Estimates are based on year of expenditure dollars, or the projected year the money would be spent. The estimate assumes that construction could begin in 2012 and last five to seven years. The cost range does not include operating and maintenance costs.

The cost estimates are for construction of a replacement bridge with light rail to Clark College and interchange and pedestrian/bicycle improvements on five miles of I-5. This cost estimate includes the savings resulting from several design refinements, described in Tab I.

The cost and time to complete a project is subject to many variables, including inflation, demand for materials or labor and the availability of funding. The cost estimate range is determined through a risk-based analysis that estimates the probability that actual construction costs will fall somewhere within the range.

### FUNDING SOURCES

Multiple sources will help fund construction of the Columbia River Crossing project:

- Federal government
- State of Oregon
- State of Washington
- Tolling the I-5 bridge

The U.S. Department of Transportation has pledged to support the project with a grant from its Corridors of the Future program. Additional financial information will be published with the Final Environmental Impact Statement, expected in 2010.

## STAKEHOLDER AND PUBLIC ENGAGEMENT

### PUBLIC ENGAGEMENT

Since October 2005, CRC staff has had more than 22,000 face-to-face conversations at more than 750 events on evenings, weekends and work days. Outreach and public involvement activities are highlighted below:

- 131 public meetings with community advisory groups
- 81 community meetings and events on Hayden Island
- 57 informational booths at community fairs, festivals and farmers markets
- 35 open houses, workshops and drop-in events
- Hundreds of copies of the Draft EIS were distributed, two public hearings were held, and 1,600 comments were received during the public comment period.

Public open houses and design workshops are held for the general public and special interest groups in coordination with key project milestones. For the convenience of the public, these events are held in both Vancouver and Portland. Input from these events, in combination with advisory group recommendations and technical analysis help develop the CRC project.

### ADVISORY AND WORKING GROUPS

In addition to the Task Force, several advisory and working groups were formed to address specific project issues as they arise. These advisory and working groups include specialists from agency and consultant staff as well as from other organizations. These working groups address public involvement, environmental justice, freight, bicycle, pedestrian, urban design, interchange alignment and light rail design issues.

### PROJECT SPONSORS COUNCIL

The Governors of Oregon and Washington formed the Project Sponsors Council (PSC) after the Task Force sunset, to advise the departments of transportation on project development. PSC recommendations are made after considering technical information, receiving input from

advisory groups and reviewing public comments. The council has met 13 times since 2008. This group is charged with advising the project on these issues:

- Completion of the Environmental Impact Statement
- Project design
- Project timeline
- Sustainable construction methods
- Compliance with greenhouse gas emission reduction goals
- Financial plan

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#### COMMUNITY AND ENVIRONMENTAL JUSTICE GROUP

To achieve the goal of meaningful public engagement throughout the project development process, the CRC project team formed the Community and Environmental Justice Group (CEJG). The members of the CEJG come from neighborhoods in the project area and include environmental justice communities (low-income, African American, Latino), and at-large members. About ten members have volunteered on this group since it was formed. They represent the diverse interests and perspectives of the Vancouver, Portland, and Hayden Island neighborhoods potentially affected by the project. CEJG has recommended project outreach strategies and materials to help effectively reach environmental justice communities. In addition to recommendations on outreach and notification of the Draft Environmental Impact Statement, the group also provided comments on the document. CEJG also provided comments on the alternatives proposed to move forward for analysis in the Draft EIS. The CEJG has met 33 times since 2006.

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#### FREIGHT WORKING GROUP

The Freight Working Group (FWG) advises and informs the CRC project team about freight issues. Specifically, the 13 member group provides insight, observation, and recommendations about the needs for truck access and mobility within the corridor; characterizes the horizontal and vertical clearances, acceleration/deceleration, and stopping performance needs of trucks that must be accommodated; provides meaningful comments on the effect of geometric, regulatory, and capacity changes on truck movements in the corridor; and provides testimony and objective information about the effects of congestion on freight-related businesses and the businesses they serve.

The group has met 21 times since 2006 and has made recommendations on freight ideas to consider in the Draft EIS, interchange designs, the number of replacement bridge lanes and project refinements.

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## PEDESTRIAN AND BICYCLE ADVISORY COMMITTEE

The Pedestrian and Bicycle Advisory Committee (PBAC) was established to guide the development of improvements for people who walk or ride bicycles in or through the project area. The 15 member committee brings together community members and agency representatives to develop recommendations to enhance facilities and connections for pedestrian and bicycle circulation.

PBAC has met 33 times since 2007. The group has made recommendations on the location of the bicycle and pedestrian pathway on the replacement bridge, alignment of the land pathway connecting to the bridge, elements for a maintenance and security plan and criteria for bicycle and pedestrian facility design. PBAC has also reviewed and given feedback on future bicycle and pedestrian modeling for the project area.

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## URBAN DESIGN ADVISORY GROUP

The Urban Design Advisory Group (UDAG) advises the CRC project on the appearance and design of bridge, transit, and highway improvements. This bi-state group is led by former Vancouver Mayor Royce Pollard and Portland Mayor Sam Adams. The 16 members from Washington and Oregon contribute diverse professional and community perspectives on a variety of topics including architecture, aesthetic design, cultural and historic resources, community connections, and sustainability.

UDAG has met 14 times as a full committee and has held multiple smaller, subcommittee meetings. The group has developed draft design guidelines and architectural design concepts for the replacement bridge. UDAG's recommendations also include a two bridge structure and design concept for the replacement bridge main span over the Columbia River.

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## MARINE DRIVE STAKEHOLDER GROUP

The Marine Drive Stakeholder Group (MDSG) advised the Columbia River Crossing project on designs to improve the safety and traffic operations of the Marine Drive interchange. In fall of 2009, the diverse group of 18 stakeholders recommended a new alignment that calls for the interchange to be rebuilt with additional ramps to improve safety. The alignment will enhance freight and vehicle safety and mobility, improve local street connections, avoid and minimize impacts to nearby wetlands and allow for future open space development. Pedestrian and bicycle access around the interchange will be more direct and easier to follow. The MDSG met six times between 2008 and 2009.

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#### VANCOUVER WORKING GROUP

The Vancouver Working Group (VWG) was made up of 21 community members (residents, business owners, transit-dependent populations and commuters) who have an interest in light rail planning in Vancouver. The group met 14 times in 2009 to develop recommendations and provide feedback to the Columbia River Crossing project, the City of Vancouver and C-TRAN. Their recommendations included a preferred North/South and East/West light rail alignment, station locations and design, and park and ride locations.

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#### PORTLAND WORKING GROUP

The Portland Working Group (PWG) helps ensure the community perspective is incorporated into design and planning for the extension of the MAX Yellow light rail line from the Expo Center to Vancouver. The 14 member group advises the project on issues related to design, mobility and access, transit planning, business and community outreach and impacts on businesses and neighborhoods for the Oregon segment. The group has met 11 times since 2009 and has made recommendations on light rail station design and developed the Hayden Island Light Rail Station Conceptual Design Report.

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