



Critical problems on I-5 today

The project will address six issues that currently affect people's safety, quality of life and the economy, including:

EARTHQUAKE RISK

The wooden pilings of the I-5 bridge sit in sandy river soils which could behave like liquid during a major earthquake, causing the bridge to collapse.

COLLISIONS

An average of more than one crash per day occurs in the project area, a crash rate two times higher than the statewide average of Oregon and Washington. Collisions are more likely to occur when the Interstate Bridge lifts for river vessels and traffic stops.

CONGESTION

Four to six hours of congestion occur on and around the I-5 bridge each day, which will grow to 15 hours each workday by 2030 if no action is taken.

FREIGHT IMMOBILITY

Congestion and outdated interchange designs negatively impact the flow of interstate and international commerce across the I-5 bridge to nearby ports, businesses and distribution facilities.

LIMITED TRANSIT OPTIONS

Buses are the only transit option crossing the I-5 bridge and they get stuck in traffic just like cars.

NARROW BIKE AND PEDESTRIAN PATH

The four foot wide path across the Columbia River is hard to access, close to traffic and discourages people from using it.



Benefits to the economy and community

From microprocessors to grass seed, national and international trade drives the economy of the Pacific Northwest. About 5,000 Oregon and 8,500 Washington businesses export products or services around the globe. One-in-five jobs in Oregon and two-in-five jobs in Washington are tied to trade.

Ensuring freight has safe, reliable access to markets will position the region to be competitive in the global marketplace. In 2005, \$40 billion in freight crossed the Interstate Bridge, a number that is anticipated to grow to \$70 billion by 2030.

The CRC project will address safety and congestion problems on a five-mile segment of I-5 that serves as our region's primary export hub. Project elements include:

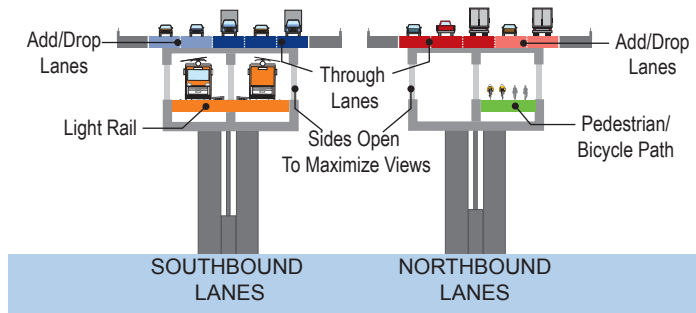
- Improving five collision-prone interchanges that provide the primary access to the ports of Portland and Vancouver, downtown Vancouver and key regional industrial areas
- Replacing the aging I-5 bridge with a structure that meets modern seismic and safety standards
- Expanding options for transit, walking and biking to improve congestion management and community livability

The economic benefits of the project are approximately \$5-8 billion compared to taking no action due to traveler savings, improved market access and connectivity.

Project Improvements

Replacement I-5 bridge improves safety

A new river crossing will replace the existing I-5 bridge structures to carry traffic, light rail, pedestrians and bicyclists. The design calls for two structures with a total of 10 lanes (three through lanes plus two lanes to connect interchanges in each travel direction) and full safety shoulders. The new crossing will eliminate bridge lifts and meet current earthquake standards. Once the new structures are built, the existing bridges will be removed.



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Interchange improvements to reduce congestion

CRC will replace five interchanges to improve the efficiency of vehicles moving on and off the highway. Added auxiliary lanes between interchanges will provide longer distances for vehicles to merge, which reduces slowdowns. Ramp improvements will improve vehicle access to I-5, reducing backups on local streets.

Improvements to the Marine Drive and Mill Plain interchanges will provide more efficient connections to the ports of Portland and Vancouver. The Hayden Island interchange design maintains access to I-5 and adds a local connection over North Portland Harbor. The SR 14/City Center and Fourth Plain Boulevard interchanges will be updated to increase safety and improve connections to I-5.



In downtown Vancouver, trains will travel north on Broadway Street and south on Washington Street in a dedicated lane. Trains will travel east and west on 17th Street.

Light rail extension connects commuters

CRC will extend light rail 2.9 miles from the Expo Center to downtown Vancouver. Light rail will provide a dedicated, non-highway alternative for travelers and connect Vancouver to 52 miles of an existing light rail network, Amtrak passenger rail and C-TRAN and TriMet bus routes. One station will be added on Hayden Island and four stations will be located in downtown Vancouver, with a terminus at Clark College. In addition, three park and rides will be built along the light rail line in Vancouver. By 2030 the new light rail line is expected to have six million boardings per year, freeing capacity on the highway and giving area residents more public transportation options.

Pedestrian and bicycle routes provide more travel options

CRC will include a safe and wide path across the Columbia River separated from the highway that is 16 to 20 feet wide, allows for natural light and provides views of the Columbia River and Mt. Hood. Sidewalks, bike lanes and multi-use paths will be added or improved in North Portland, Vancouver and on Hayden Island to provide better access to neighborhoods surrounding I-5 as well as other regional trails.



Concept rendering of deck truss bridge for replacement I-5 bridge. Architectural designs have not been completed.

Moving Forward



The CRC project area is a five-mile segment of I-5 from Columbia Boulevard in Portland to SR 500 in Vancouver.

Funding

Construction is expected to cost \$3.1 to \$3.5 billion (in year of expenditure dollars). Funding is targeted from the federal government, state governments and user fees, with each source providing about one-third of total funding needed.

Federal Funds

Oregon and Washington state are actively working with federal partners to ensure CRC meets eligibility criteria for federal funding sources. Targeted funds include a grant from the Federal Transit Administration's New Starts program for capital construction of the light rail extension and Federal Highway Administration's discretionary funds for highway improvements. The U.S. Department of Transportation has acknowledged the national significance of this project and supports the CRC project plans.

State Partnership

State legislatures in Oregon and Washington have created oversight committees to provide opportunities for legislators to provide oversight on key issues and discuss options for the states' contributions. In March 2013, Oregon Governor Kitzhaber signed a bill authorizing \$450 million for construction of the CRC project. The bill requires Washington to take similar action to approve construction funding by Sept. 30, 2013. Conversations in the Washington legislature regarding CRC funding are ongoing.

User Fees

Tolls will be collected electronically, without the use of toll booths, to keep traffic moving. The project assumes the toll amount would vary by time of day with lower tolls during off-peak hours. Toll rates and policies will be set in the future by both states' transportation commissions. The commissions approved a bi-state tolling agreement in 2012.

Contracting

Engineers continue their efforts to refine designs in preparation for construction contracts. Final designs will be completed in many cases by construction contractors hired through a competitive bid process. Multiple construction contracts are expected to complete the five-mile project. Initial construction will begin with the replacement I-5 bridge and its landings followed by light rail and interchange improvements. The construction schedule is dependent on securing funding.

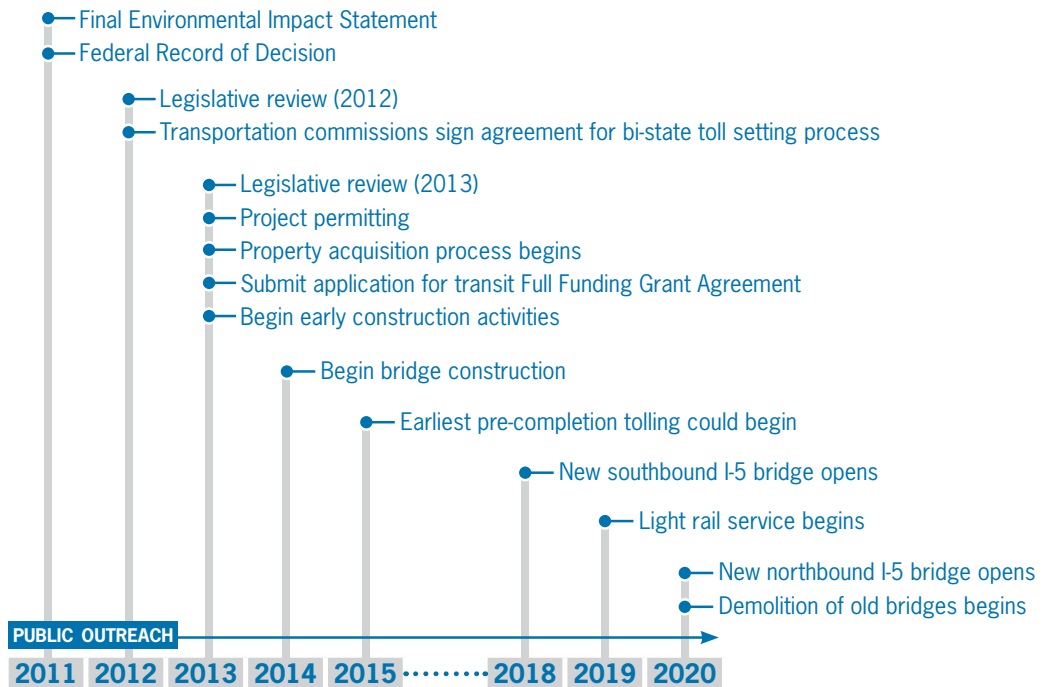
Permitting

CRC must obtain several permits to begin construction. The permit application process began after the federal Record of Decision was signed in December 2011. Key permits and approvals include a general bridge permit from the U.S. Coast Guard and permits for water quality, navigation, and levee protection from the U.S. Army Corps of Engineers and other agencies. Some regulatory agencies will seek public comment before issuing a permit.

Schedule and Next Steps

In December 2011, CRC federal oversight agencies selected an alternative for the project and signed a Record of Decision which validated the technical and public process to date.

The Record of Decision enables CRC to seek funding, obtain permits and conduct pre-construction planning. CRC staff will continue to engage the community and local agencies while planning for construction and advancing designs.



Community Involvement

Since October 2005, CRC staff has engaged in 32,000 face-to-face conversations at more than 1,100 public events and meetings. Input received at public meetings and events helped inform project development and selection of the locally preferred alternative.

CRC's advisory groups also played a key role by ensuring the values and interests of the community are reflected in the decision-making process. Advisory groups provided input on many aspects of the project design and development, including the environmental impact statement alternatives, interchange safety and operations, light rail alignment, pedestrian and bicycle improvements, aesthetic design and outreach tools.

Construction Planning

As the project secures funding and moves toward construction, CRC will continue to work with project partners and engage the community with a variety of tools and events. CRC

understands that maintaining I-5 through travel, preserving business access, minimizing long-term impacts in construction areas, and maintaining access to and from I-5 are important. CRC will seek public input as a construction management plan is developed to ensure business, resident and traffic flow needs are addressed.

HOW CAN I GET INVOLVED?

- Visit www.ColumbiaRiverCrossing.org to sign up for updates and view the project calendar
- Invite CRC staff to your group to discuss the project
- Contact the project office to talk with a staff member

E-mail: feedback@columbiarivercrossing.org

Mail: 700 Washington St., Ste. 300, Vancouver, WA 98660

Phone: 360-737-2726 or 503-256-2726

Fax: 360-737-0294



AMERICANS WITH DISABILITIES ACT (ADA) INFORMATION Materials can be made available in an alternate format by calling the Columbia River Crossing (CRC) project office at (866) 396-2726. Persons who are deaf or hard of hearing may contact the CRC project through the Telecommunications Relay Service at 7-1-1.

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