

## Increasing capacity on our nation's transportation system will:

- Unlock Gridlock,
- Generate Jobs,
- Deliver Freight,
- Access Energy,
- Connect Communities

### Did you know?

- The amount of freight moved in this country—from milk, toothpaste and toilet paper to sparkplugs, wheat and wind turbines—is expected to double in the next 40 years?
- The Interstate Highway System represents only 4 percent of total miles but carries 70 percent of commercial truck traffic?
- Each of the top ten worst freight-truck bottlenecks cause over one million hours of delay a year?

"The Columbia River Crossing project addresses a critical chokepoint for freight and commerce along a five-mile segment of Interstate 5 between Portland and Vancouver. The bridge replacement project adds capacity, but it also provides more travel choices by extending light rail from Portland to Vancouver along with bicycle and pedestrian facilities. It is a truly multi-modal solution, integrating a new bridge, expanding transit and improving the transportation system."

—Paula Hammond, Washington State Department of Transportation Secretary



## Freight Capacity Needs

### Columbia River Crossing

Interstate 5 is the West Coast's primary travel corridor between Canada and Mexico. It is a critical link for international and interstate commerce. The five-mile-long Columbia River Crossing project area between Washington 500 in Vancouver and Columbia Boulevard in Portland, Oregon, has long been identified in the region as a major traffic pinch point. It provides access to downtown Vancouver; the ports of Portland and Vancouver; rail connections; and industrial, warehouse, and distribution facilities.

More than \$40 billion in freight crosses the I-5 bridge each year between Washington state and Oregon. Large truck traffic is expected to rise 77% in the next 20 years. Currently the project area experiences four-to-six hours of daily congestion due to travel demand that exceeds capacity, high collision rates, closely spaced interchanges, poor sight distances, and a lift span bridge that rises for marine traffic about once a day. Congestion could extend to 15 hours a day by 2030, shrinking freight's off-peak travel windows.

The Columbia River Crossing project is a bi-state effort between the Washington State DOT and the Oregon DOT, along with local and regional partners, to relieve congestion and improve safety. In 2008, six local governments and transit agencies adopted a truly multimodal solution that replaces the current I-5 bridge, extends light rail 2.9 miles from North Portland to Vancouver, builds a wider and safer path for walking and biking, and improves closely spaced interchanges.

The Marine Drive interchange in North Portland will be reconstructed, significantly improving access between I-5 and the Port of Portland. Overall, the project is expected to relieve peak-hour congestion 70% through improvements to the interchanges, replacement of the bridge, and improving access to all modes of transportation.

Project benefits include reduced congestion on I-5 for a more-reliable trip for freight, autos, and mass transit; improved access to ports and highways; elimination of bridge lifts; improved safety; and earthquake protection.

Current project cost estimates are \$2.6 billion to \$3.6 billion. The project anticipates funding will be shared in roughly equal amounts among federal, state, and tolling sources.