



Bridge Safety

Don Wagner, Regional Administrator
Washington Department of Transportation
Quote from Columbian, May 13, 2009

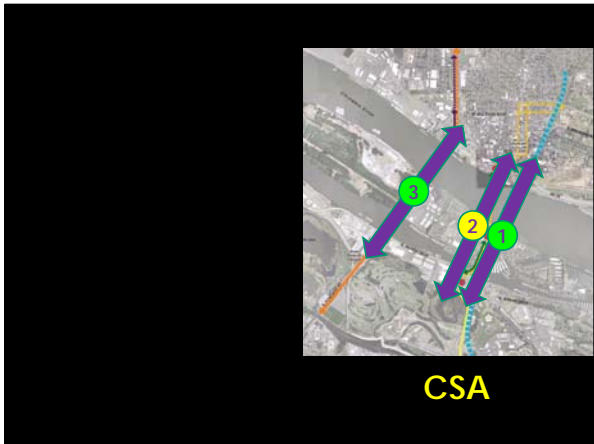
Wagner said the existing I-5 spans, opened in 1917 and 1958, are **structurally solid**.

Wagner said he has no doubts the existing **crossings are safe**, so much so that he drives and cycles across the spans without hesitation.

Bridge Seismic Upgrade

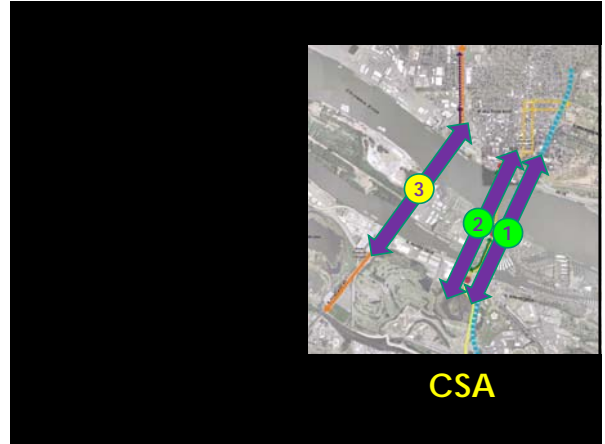
Expert Panel – December 12, 2006

- It is technically feasible to upgrade to current standards
- In Portland region, only new Sauvie Island Bridge meets the current standards
- Retrofit would be \$125 million to \$265 million

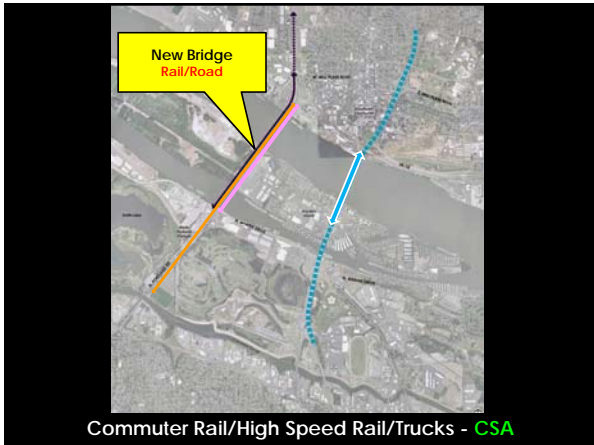




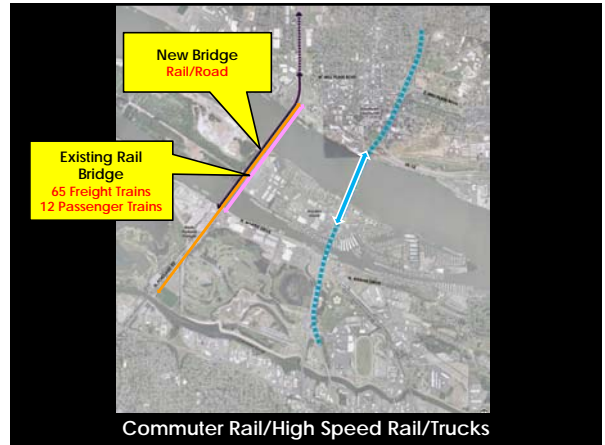
Pedestrian/Bike



CSA



Commuter Rail/High Speed Rail/Trucks - CSA



Commuter Rail/High Speed Rail/Trucks



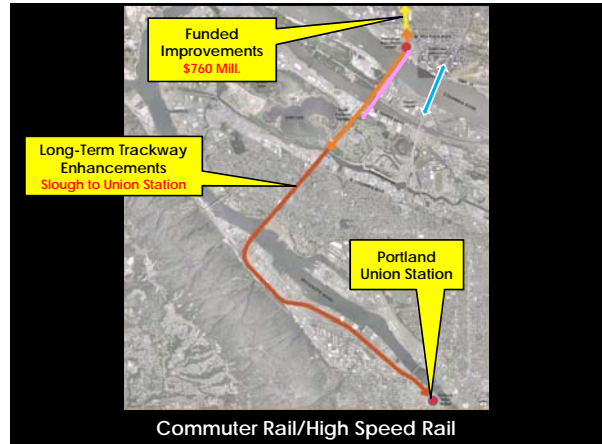
Commuter Rail



High Speed Rail



Trucks



Commuter Rail/High Speed Rail

High-Speed Rail

Eugene to Vancouver B.C.

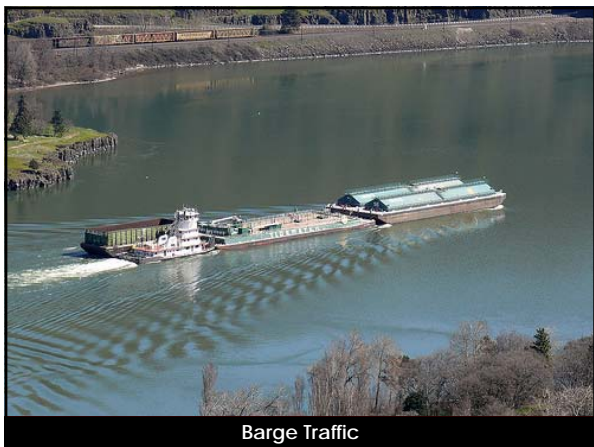
- Washington State has applied for and been granted \$760 million in federal funds for high speed rail.
- Oregon hasn't made application yet.
- High speed rail from Eugene to Vancouver, Wash. will face big bottlenecks at the bridge across the Columbia, and in North Portland Yard. Our plan solves these.
- We help freight by taking all passenger trains off the existing, congested rail bridge across the Columbia.

High-Speed Rail

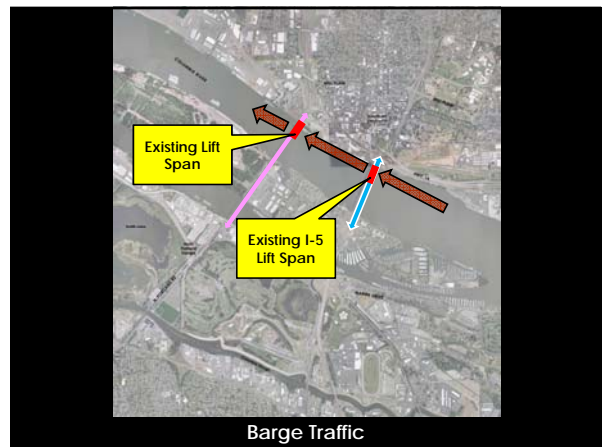
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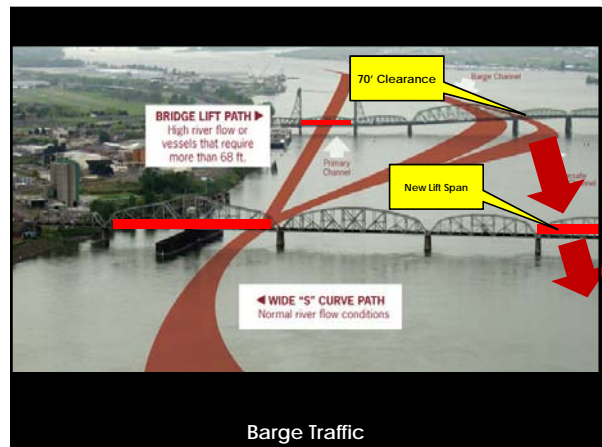
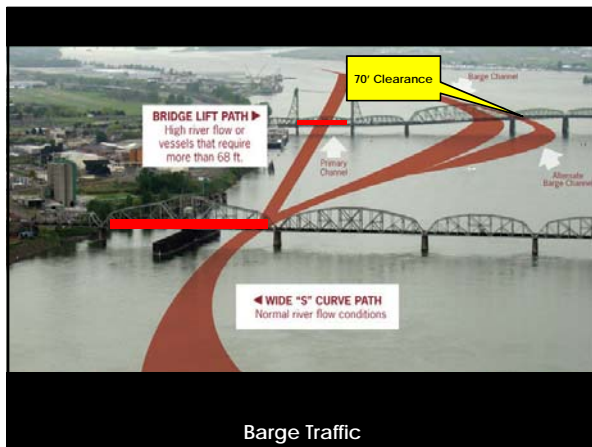
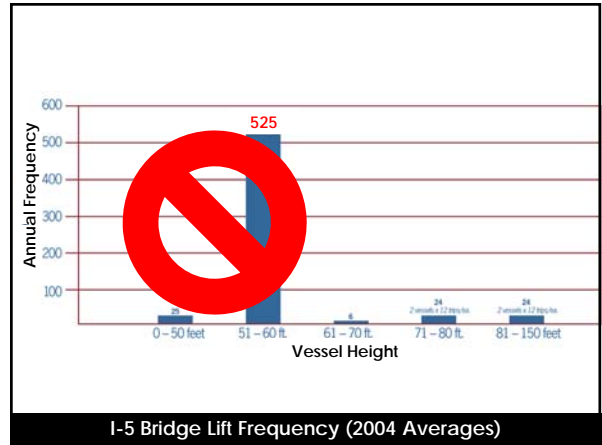
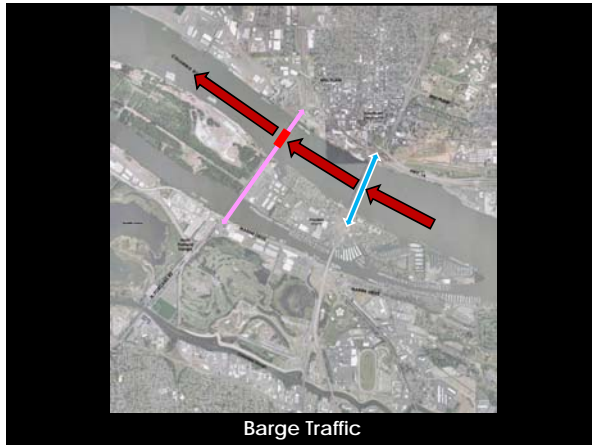
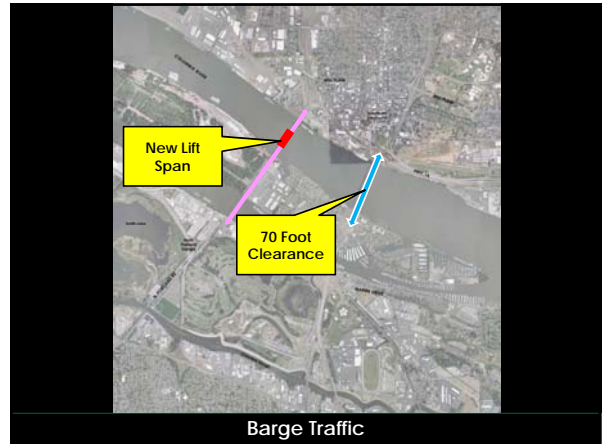
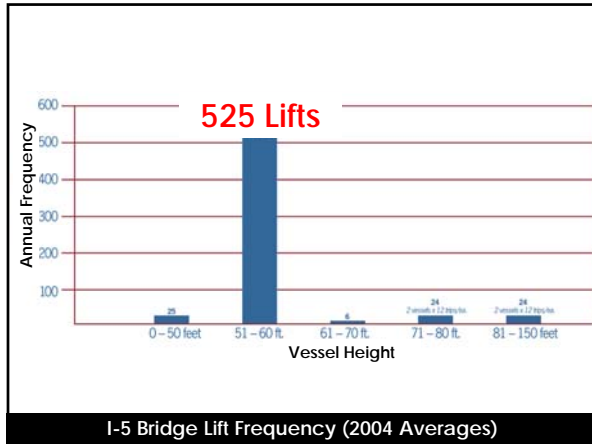
\$53 Billion
Six Year Plan to Build National High-Speed Rail Network Announced - February 8, 2011



Barge Traffic



Barge Traffic

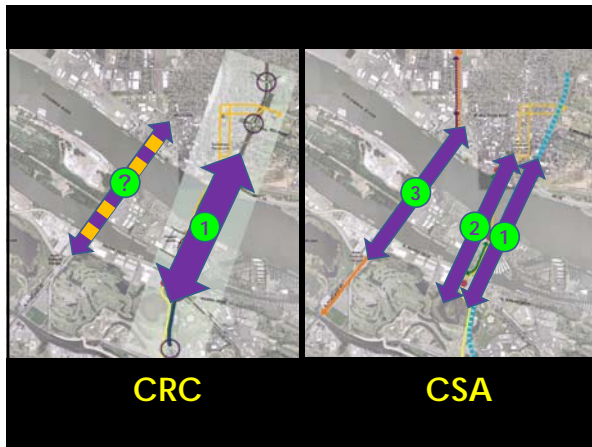


Barging – The Fix

Estimated cost - \$42 million

On record support from:

- Coast Guard
- Burlington Northern Santa Fe Railroad
- Columbia River Towboat Association
- Regional Governments



Roadway Capacity

	CRC	CSA
I-5 Bridge		
▪ Auto/Truck Lanes	10	6
Local Auto/LRT Bridge		
▪ Auto/Truck Lanes	-	2
Commuter Rail/Truck Bridge		
▪ Auto/Truck Lanes	-	2
Total Lanes	10	10

Passenger Capacity*

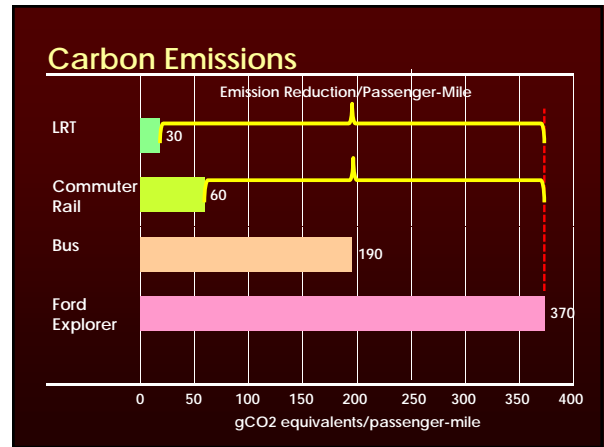
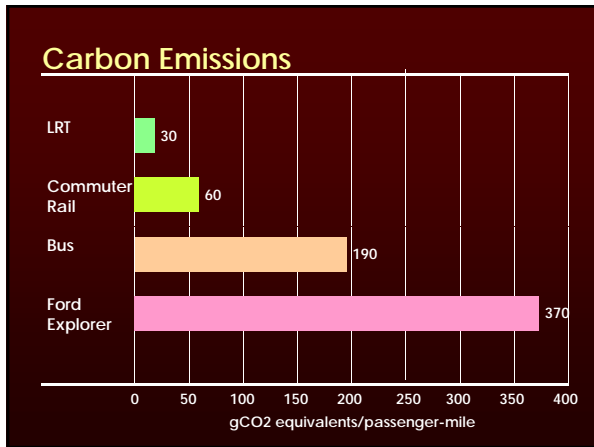
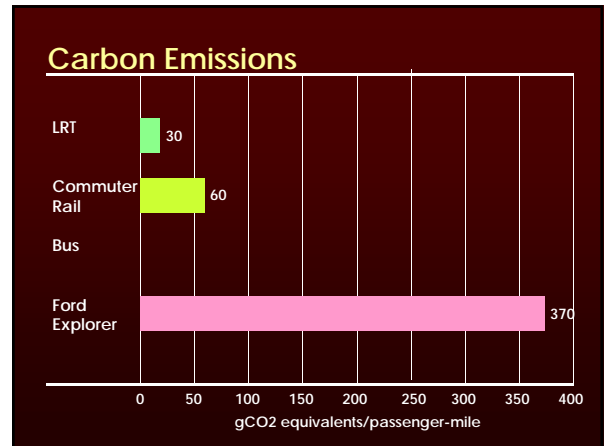
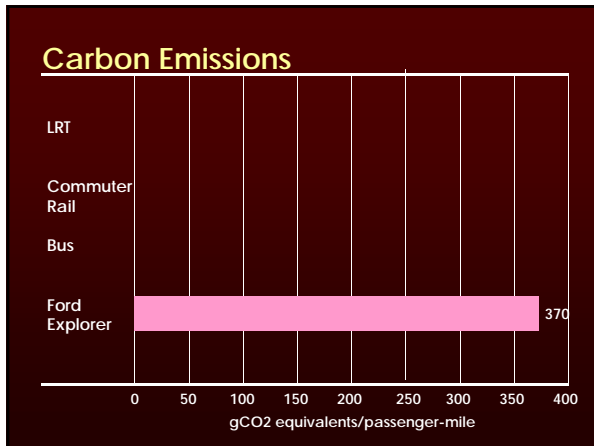
	CRC	CSA
I-5 Bridge		
▪ Auto Lanes @ 2,400/lane	12,000	7,200
Local Auto Bridge		
▪ Auto Lanes @ 2,400/lane	-	2,400
LRT Bridge		
▪ Light Rail	15,000	15,000
Commuter Rail/Truck Bridge		
▪ Truck/Auto Lanes @ 2,400/lane	-	2,400
▪ Commuter Rail	-	-
▪ High Speed Rail (Not Included)	-	-
Total	27,000	27,000

* Passengers per hour per direction

Passenger Capacity*

	CRC	CSA
I-5 Bridge		
▪ Auto Lanes @ 2,400/lane	12,000	7,200
Local Auto Bridge		
▪ Auto Lanes @ 2,400/lane	-	2,400
LRT Bridge		
▪ Light Rail	15,000	15,000
Commuter Rail/Truck Bridge		
▪ Truck/Auto Lanes @ 2,400/lane	-	2,400
▪ Commuter Rail	-	22,000
▪ High Speed Rail (Not Included)	-	-
Total	27,000	49,000

* Passengers per hour per direction



Cost - Phase 1

Project	CRC	CSA
▪ I-5 Bridge	\$ 3.6 Billion	-
▪ Railroad Bridge Lift	-	\$ 0.1 Billion
▪ Local Auto/LRT Bridge		
Phase 1 (To Hayden Is.)	-	\$ 0.2 Billion
Phase 2 (To Vancouver)	-	-
▪ Commuter Rail/Truck Bridge	-	-
Total	\$ 3.6 Billion	\$ 0.3 Billion

Cost - Phase 2

Project	CRC	CSA
▪ I-5 Bridge	\$ 3.6 Billion	-
▪ Railroad Bridge Lift	-	\$ 0.1 Billion
▪ Local Auto/LRT Bridge		
Phase 1 (To Hayden Is.)	-	\$ 0.2 Billion
Phase 2 (To Vancouver)	-	-
▪ Commuter Rail/Truck Bridge	-	\$ 1.3 Billion
Total	\$ 3.6 Billion	\$ 1.6 Billion

Cost - Phase 3

Project	CRC	CSA
▪ I-5 Bridge	\$ 3.6 Billion	\$ 0.2 Billion
▪ Railroad Bridge Lift	-	\$ 0.1 Billion
▪ Local Auto/LRT Bridge		
Phase 1 (To Hayden Is.)	-	\$ 0.2 Billion
Phase 2 (To Vancouver)	-	\$ 0.8 Billion
▪ Commuter Rail/Truck Bridge	-	\$ 1.3 Billion
Total	\$ 3.6 Billion	\$ 2.6 Billion

Cost - Phase 4

Project	CRC	CSA
▪ I-5 Bridge	\$ 3.6 Billion	\$ 0.2 Billion
▪ Railroad Bridge Lift	-	\$ 0.1 Billion
▪ Local Auto/LRT Bridge		
Phase 1 (To Hayden Is.)	-	\$ 0.2 Billion
Phase 2 (To Vancouver)	-	\$ 0.8 Billion
▪ Commuter Rail/Truck Br.	\$ 1.0 Billion	\$ 1.3 Billion
Total	\$ 4.6 Billion	\$ 2.6 Billion

All Costs

Project	CRC	CSA
▪ I-5 Bridge	\$ 3.6 Billion	\$ 0.2 Billion
▪ Railroad Bridge Lift	-	\$ 0.1 Billion
▪ Local Auto/LRT Bridge		
Phase 1 (To Hayden Is.)	-	\$ 0.2 Billion
Phase 2 (To Vancouver)	-	\$ 0.8 Billion
▪ Commuter Rail/Truck Br.	\$ 1.0 Billion	\$ 1.3 Billion
Total	\$ 4.6 Billion	\$ 2.6 Billion
Associated Costs		
▪ Interest on Toll Bonds	\$ 2.6 Billion	-
▪ I-5 Rose Quarter	\$ 1.3 Billion	-
Grand Total	\$ 8.5 Billion	\$ 2.6 Billion

CRC Needs Statement

	CRC	CSA
		Response
▪ Limited public transportation operation, connectivity, and reliability		
▪ Safety and vulnerability to incidents		
▪ Impaired freight movement		
▪ Seismic vulnerability (1 bridge vs. 3)		
▪ Growing travel demand and congestion		
▪ Substandard bike/pedestrian facilities		

CRC Needs Statement

	CRC	CSA
		Response
▪ Limited public transportation operation, connectivity, and reliability	Poor	Good
▪ Safety and vulnerability to incidents	Fair	Good
▪ Impaired freight movement	Fair	Good
▪ Seismic vulnerability (1 bridge vs. 3)	Fair	Good
▪ Growing travel demand and congestion	Fair	Good
▪ Substandard bike/pedestrian facilities	Poor	Good

CRC Needs Statement & Other Issues

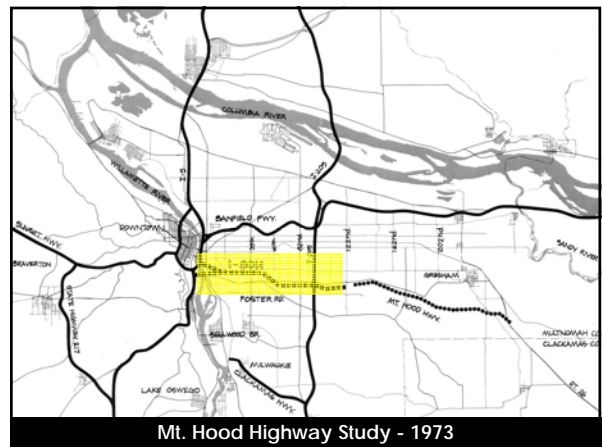
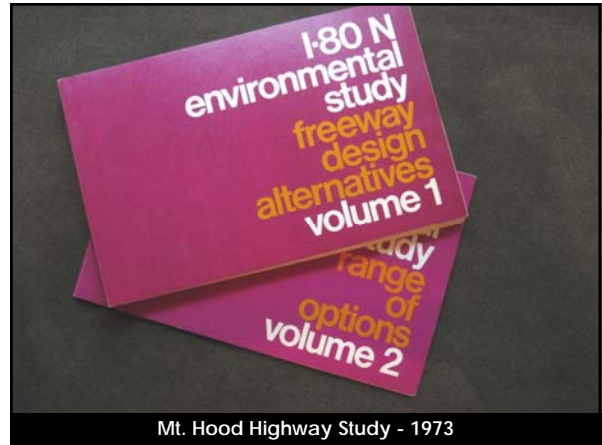
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▪ Substandard bike/pedestrian facilities	Poor	Good
▪ Construction Jobs		
▪ Local Auto Access		
▪ Ability to Phase Construction		
▪ Response to Global Warming		
▪ Construction Cost		

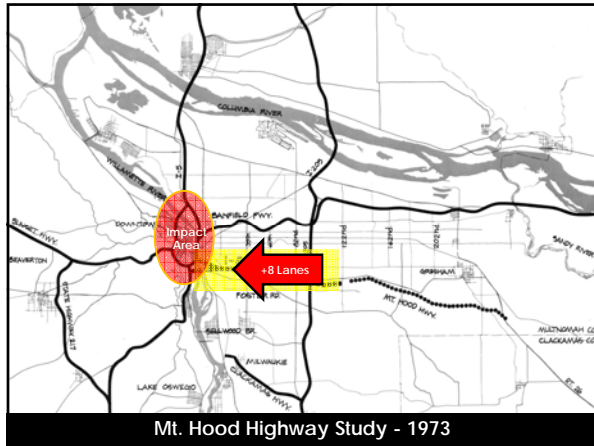
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▪ Seismic vulnerability (1 bridge vs. 3)	Fair	Good
▪ Growing travel demand and congestion	Fair	Good
▪ Substandard bike/pedestrian facilities	Poor	Good
▪ Construction Jobs	Poor	Good
▪ Local Auto Access	Poor	Good
▪ Ability to Phase Construction	No	Yes
▪ Response to Global Warming	Poor	Good
▪ Construction Cost	\$3.6 Bill.	\$2.6 Bill.

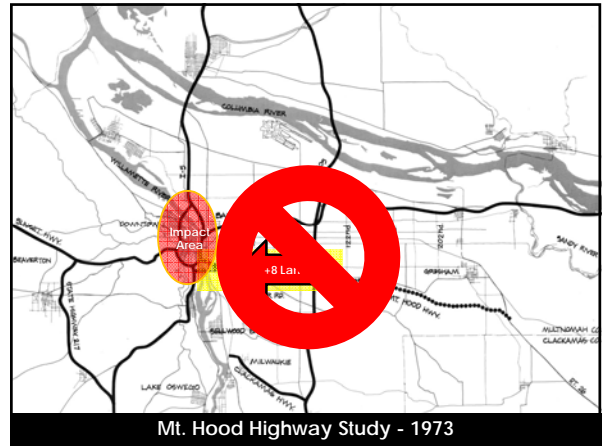
Financial Impacts of CRC

- 1) **Congestion Shift to Portland** - Severe congestion will move from the Columbia River crossing to Portland requiring an expansion of the Eastbank freeway
- 2) **Transportation Project Deferrals** - Inability to fund other needed Oregon transportation improvements because of the high cost of the CRC
- 3) **Gas Tax Increase** - Increased gas tax required to fund CRC
- 4) **Tolls Required** - I-5 tolls required to fund CRC
- 5) **Portland Economy Degraded** - Severe congestion on Portland's freeway loop will reduce economic development potential
- 6) **Vancouver Downtown Degraded** - Vancouver investment environment severely impacted by freeway air quality/noise and roadway scale

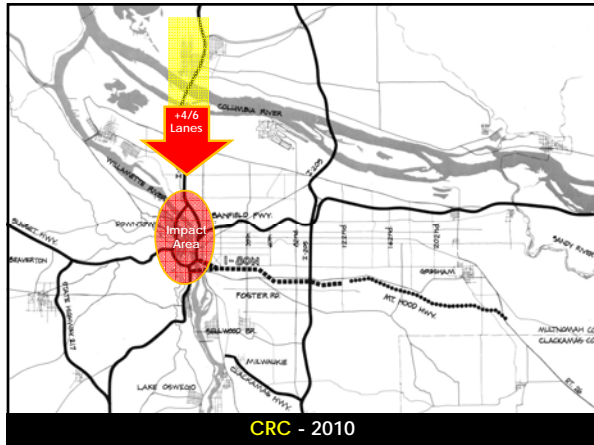




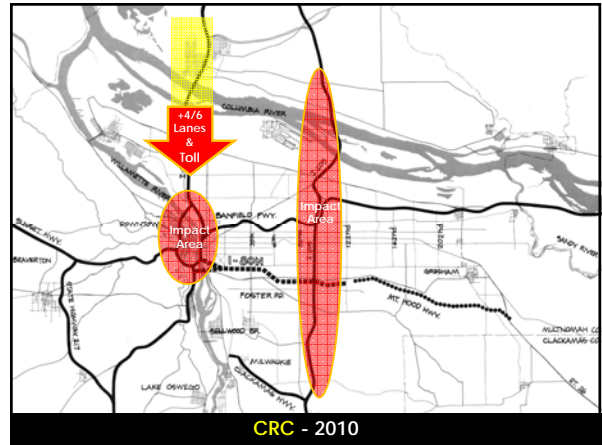
Mt. Hood Highway Study - 1973



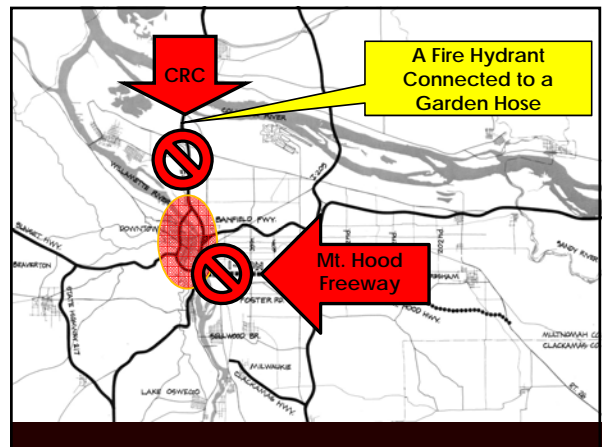
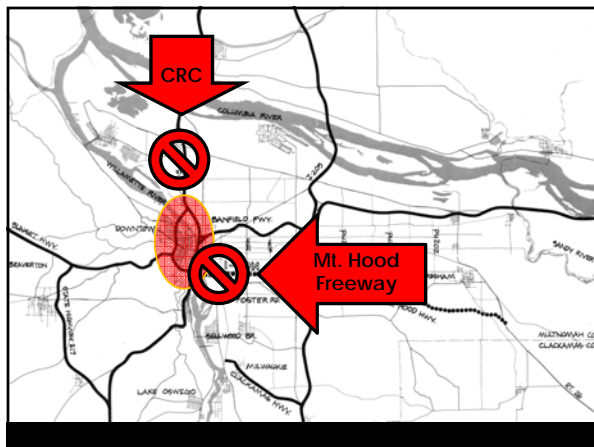
Mt. Hood Highway Study - 1973



CRC - 2010



CRC - 2010



Independent Review Panel – 7/30/10

Recommendation 18: The IRP encourages ODOT fully develop a solution for I-5 from I-405 to I-84.

- Demonstrate how the two separate projects (CRC and Rose Quarter) will fit and complement each other.
- Include a cost estimate and impact analysis.

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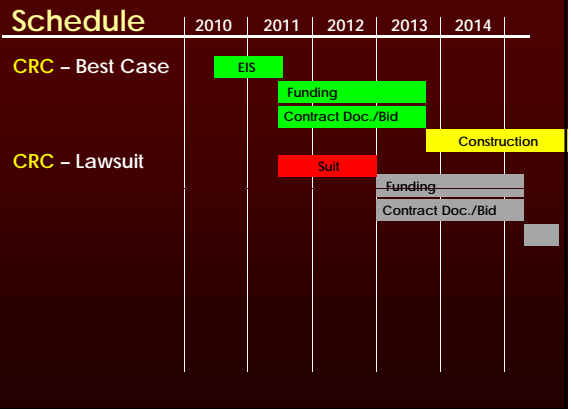
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ODOT's Rose Quarter Rebuild Estimate
\$1.3 Billion

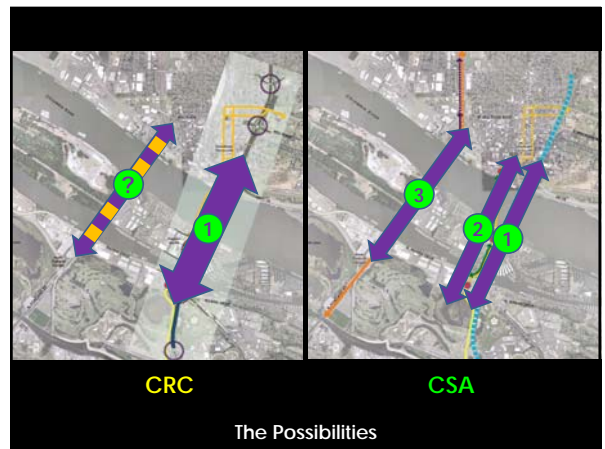
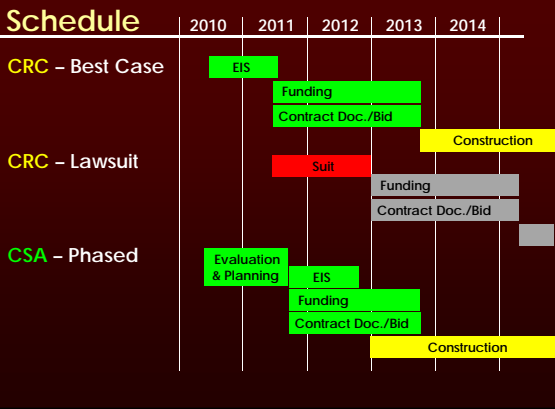
Schedule

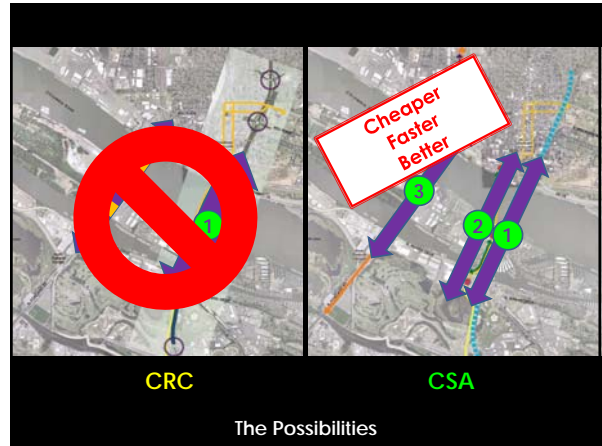
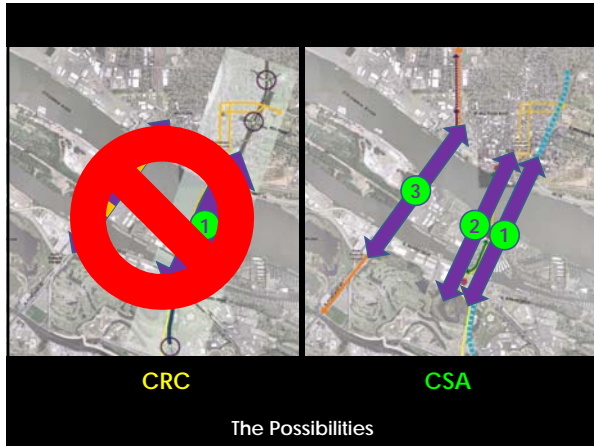


Schedule



Schedule





Next Steps

City , Metro and State must:

- 1) Acknowledge that the current CRC proposal is fatally flawed.
- 2) Develop an affordable and responsible alternative.

