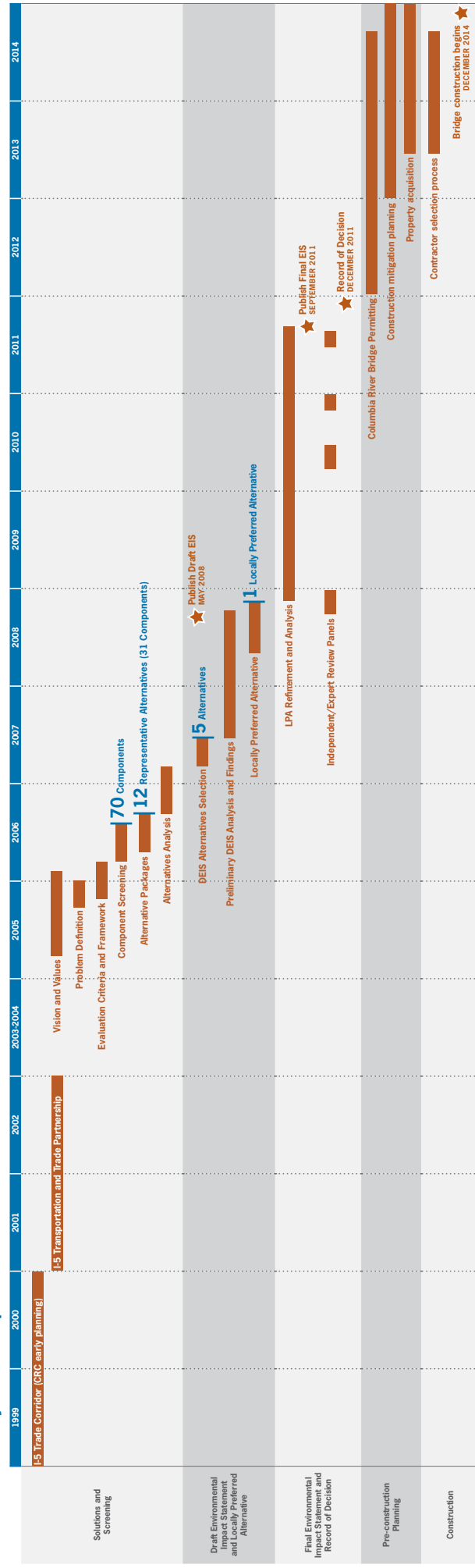


Columbia River
CROSSING Project Development Timeline



Columbia River
CROSSING Public Engagement Process

	1999	2000	2001	2002	2003-2004	2005	2006	2007	2008	2009	2010	2011	2012
I-5 Trade Corridor													
I-5 Transportation and Trade Partnership													
Task Force						23 meetings							
Project Sponsors Council										20 meetings			
Freight Working Group										23 meetings			
Community and Environmental Justice Group								33 meetings					
Bicycle and Pedestrian Advisory Committee										33 meetings			
Urban Design Advisory Committee										19 meetings			
Marine Drive Stakeholder Group										6 meetings			
Tolling Study Committee										4 meetings			
Vancouver Working Group										13 meetings			
Portland Working Group											21 meetings		
Vancouver Transit Advisory Committee												9 meetings	

	Jun 2005 - Mar 2007	Apr 2007 - Jul 2008	Aug 2008 - Dec 2011	Jan - Jul 2012
Early Planning				
CRC sponsored outreach events	12	25	48	Pre-construction
Other public meetings	196	292	419	80
Number of contacts	5,733	10,149	13,737	2,451
Number of public comments received	1,522	2,858	2,908	233
Online Survey Participants	620	4,248 (tolling survey)	---	---
			FEIS and ROD	



CROSSING Project components considered

CROSSINGS

- Replacement Bridge – Upstream
 - Low-level/Movable
 - Mid-level
 - High-level
- Replacement Bridge – Downstream*
 - Low-level/Movable
 - Mid-level*
 - High-level
- Supplemental Bridge – Upstream
 - Low-level/Movable
 - Mid-level
 - High-level
- Supplemental Bridge – Downstream
 - Low-level/Movable
 - Mid-level
 - High-level
- Tunnel to Supplement I-5
- New Corridor Crossing (adjacent to BNSF, west of existing I-5 bridges)
- New Corridor Crossing plus widen existing I-5 Bridges
- New Western Highway (I-605)
- New Eastern Columbia River Crossing
- I-205 Improvements
- Arterial Crossing to Supplement I-5
- Replacement Tunnel
- 33rd Avenue Crossing
- Non-Freeway multi-modal Columbia River Crossing
- Arterial Crossing with I-5 Improvements

TRANSPORTATION DEMAND/SYSTEM MANAGEMENT

- Northern I-5 Managed Lane Through Re-striping
- Northern I-5 Transit-Only Lane Through Re-striping
- I-5 Managed Lane within the Bridge Influence Area
- I-5 Transit-Only Lane within the Bridge Influence Area
- Reversible Express Managed Lane
- Direct Access Ramps to Managed Lanes
- Preferential Managed Lane Merges(s)
- Ramp Queue Bypass Lanes
- Increased Bus Service
- Enhanced Park and Ride Capacity*
- Enhanced Intelligent Transportation System Technology
- Improve Employer and Government Demand Management Policies*
- Reduce Passenger Travel Time on Interstate MAX
- Transit Priority Signal System
- Congestion Pricing on I-5*
- Highway On-Ramp Metering*
- Arterial Managed Lanes
- Ramp Terminal Improvements*

ROADWAYS NORTH AND SOUTH

- Further definition and refinement of river crossing and transit components
- Ongoing analysis of I-5 Partnership concepts

FREIGHT

- I-5 Mainline Freight-Only Lanes
- Interchange Ramp Freight Bypass Lanes
- Peak Period Truck Freight Restrictions
- Allow Increased Freight Truck Size and Weight
- Freight Direct Access Ramps at Select Interchanges

TRANSIT

- Express Bus in General Purpose Lanes
- Express Bus in Managed Lanes
- Bus Rapid Transit (BRT) – Light
- Bus Rapid Transit (BRT) – Full
- Light Rail Transit (LRT)*
- Streetcar
- High Speed Rail
- Ferry Service
- Monorail System
- Magnetic Levitation Railway
- Commuter Rail in BNSF Trackage
- Heavy Rail
- Personal Rapid Transit
- People Mover/Automated Guideway Transit (AGT)

PED/BIKE

- Enhance Existing Pathway
- New I-5 Bridge and Pathway*
- New I-5 Pathway-Only Bridge
- Enhanced Vancouver Connectivity*
- Enhanced Hayden Island Connectivity*
- New North Portland Pathway (Hayden Island to Marine Dr)*

*Component of Locally Preferred Alternative