

A long-term, comprehensive solution

Courtyard Village
Ted Stonecliffe
February 2, 2013



CRC project area



A project of national significance

- **Critical link between Canada and Mexico dependent on an old, vulnerable bridge**
- **Connects interstate system with access to deep water shipping, up-river barging, two ports, two water-level rail lines, and air transport**
- **One of the worst freight bottlenecks in the nation**
- **\$40 billion in freight crosses bridge; \$71 billion by 2030**
- **2 in 5 Washington jobs and 1 in 5 Oregon jobs are trade-related**

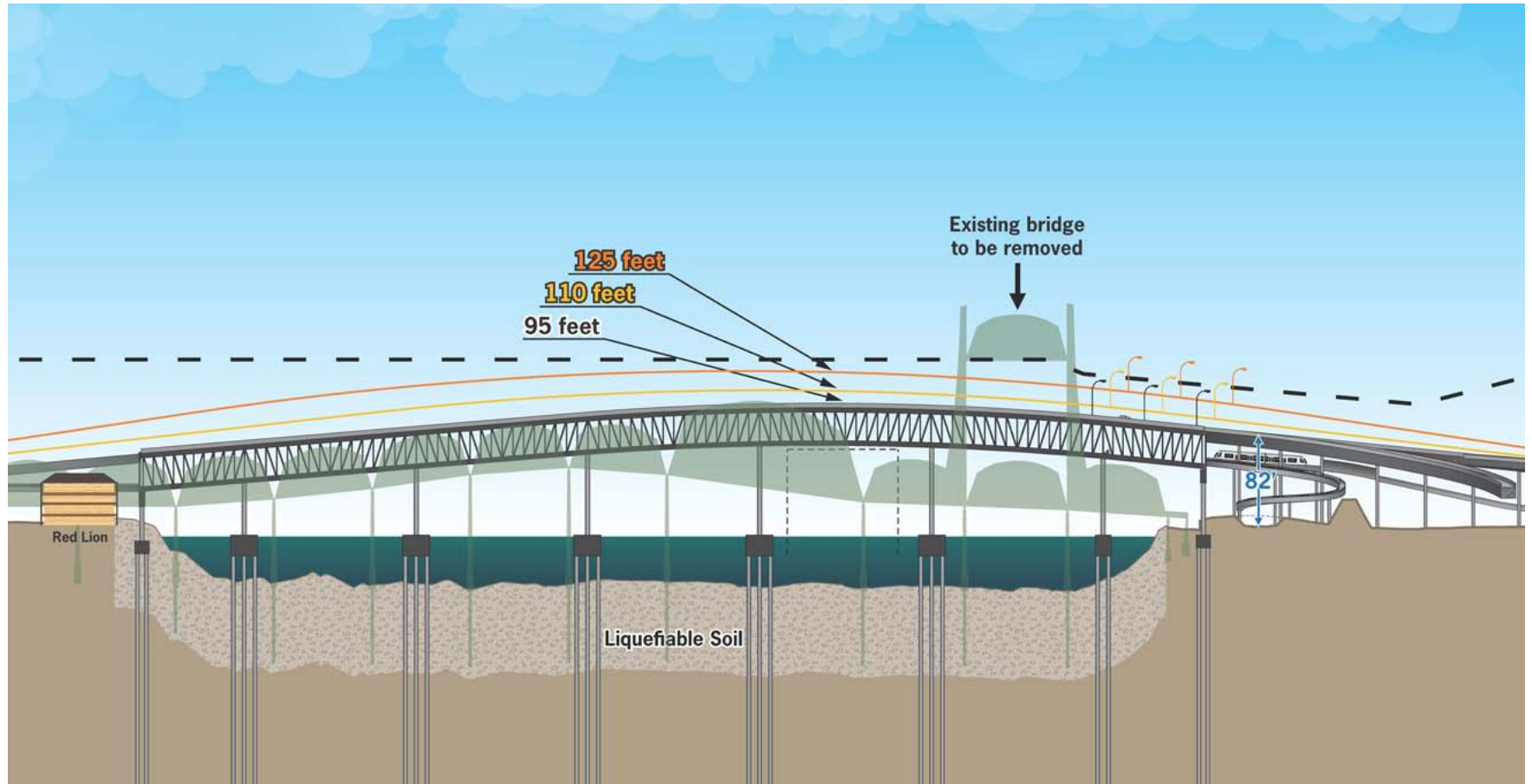


Critical I-5 problems



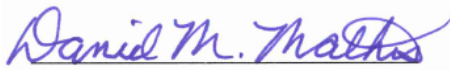
- **Crashes:** 400 per year increasing to 750 by 2030
- **Congestion:** 4 to 6 hrs. per day increasing to 15 hrs. by 2030
- **Freight immobility:** delays increase travel time and operating costs for businesses
- **Earthquake risk:** timber pilings in vulnerable soil
- **Limited transit options:** bus subject to I-5 congestion
- **Poor bike and ped access:** 4 ft. wide shared path

Seismic stability

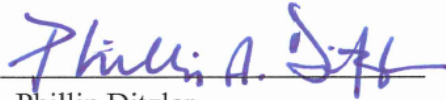


The Record of Decision

This I-5 Columbia River Crossing Project Record of Decision is hereby approved.



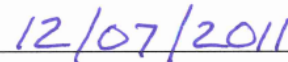
Daniel M. Mathis
FHWA Washington
Division Administrator



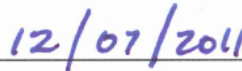
Phillip Ditzler
FHWA Oregon Division
Administrator



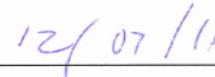
R.F. Krochalis
FTA Regional Administrator,
Region 10



Date of Approval



Date of Approval



Date of Approval

- **Re-confirms the purpose and need**
- **Reviews and validates technical work to date**
- **Reviews and validates the process used to select a preferred alternative**
- **Approves the mitigation measures to be used where there are unavoidable environmental impacts**
- **End of the planning stage; indicates the end of the NEPA process**

Approved solution



Long-term, comprehensive solution to improve safety and reduce congestion

- Replacement I-5 bridge
- Improvements to closely-spaced highway interchanges
- Light rail extension to Vancouver
- Pedestrian and bicycle facility improvements



Light rail through Vancouver



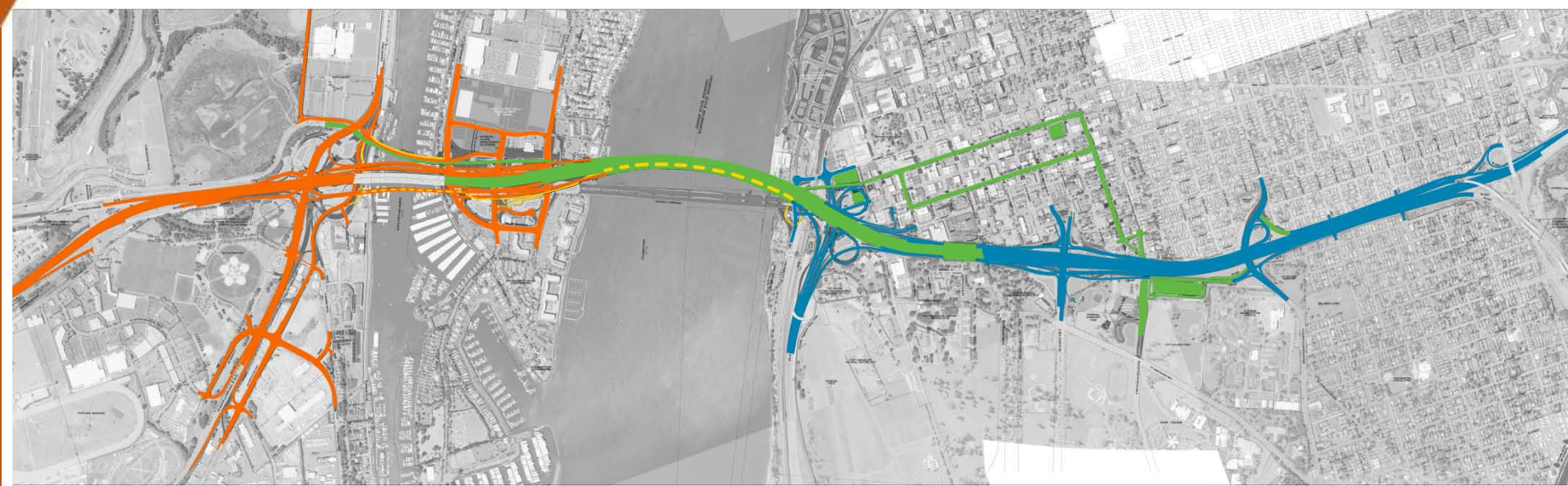
Project benefits

- **Significantly reduce crash rates and congestion**
 - 500 fewer collisions per year in 2030 compared to the no build alternative
 - I-5 NB drivers will save 20 min. between I-84 in Portland and 179th Street in Vancouver
 - Duration of congestion is reduced from 15 hrs. a day to 5.5 hrs. a day
- **Meet current seismic safety standards**
- **Provide better access to ports and support regional job growth and supports long-term state and national economic growth**
- **Improve reliability of state's transportation system for freight movement**
- **Sustain 1,900 jobs per year during construction**
- **Provide transit option that is not subject to I-5 congestion**
- **Improve bicycle and pedestrian connectivity**

Construction costs and funding



Project construction cost estimates



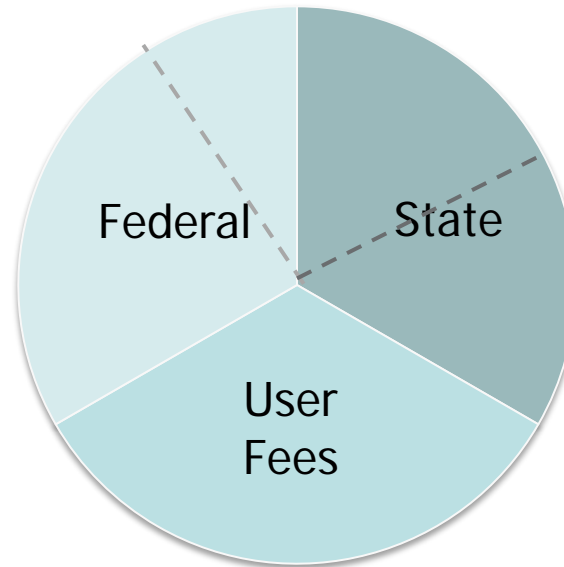
Oregon Roadway and Interchanges	Cost	Funding Source
Oregon Roadway and Interchanges Total	\$595 million	State and/or federal funds

Columbia River Bridge and Approaches	Cost	Funding Source
Columbia River Bridge and Approaches Total	\$1.2 billion	Tolls and State or Federal funds

Light Rail Transit Extension	Cost	Funding Source
Light Rail Transit Extension Total	\$850 million	FTA New Starts

Washington Roadway and Interchanges	Cost	Funding Source
Washington Roadway and Interchanges Total	\$435 million	State and/or Federal Funds

Funding sources



Federal	User Fees	State
FTA (\$850 M) FHWA (\$400 M)	Toll revenue (\$900 M - \$1.3 B) TIFIA (loan to leverage tolls)	Washington (\$450 M) Oregon (\$450 M)

Tolling

- All electronic tolling
- Variable-rate toll schedules assumed
 - Time-of-day
 - Vehicle classification
- Toll rates will be set by Washington and Oregon Transportation Commissions



Good To Go! Sticker Pass



Tolling system on the SR 520 Bridge

Recent progress

Permitting

- Presidents We Can't Wait Initiative
- Bridge permit application submitted to the U.S. Coast Guard on Jan. 30
- Other permit applications are being prepared/submitted

Funding

- Washington and Oregon legislative oversight committees met in 2012
- Washington and Oregon States both approved a bi-state tolling agreement in 2012
- New Starts grant application ongoing



Coast Guard bridge permit technical update

Completed:

- **Vertical height technical work**
 - potential vessels impacted
 - structural, mainline grades, landside, in-water, air analysis
- **Future up-river uses analysis**
- **Economic analysis – completed in December 2012**
- **NEPA re-evaluation – no new significant impacts**
- **Bridge permit application – submitted to USCG Jan. 30**

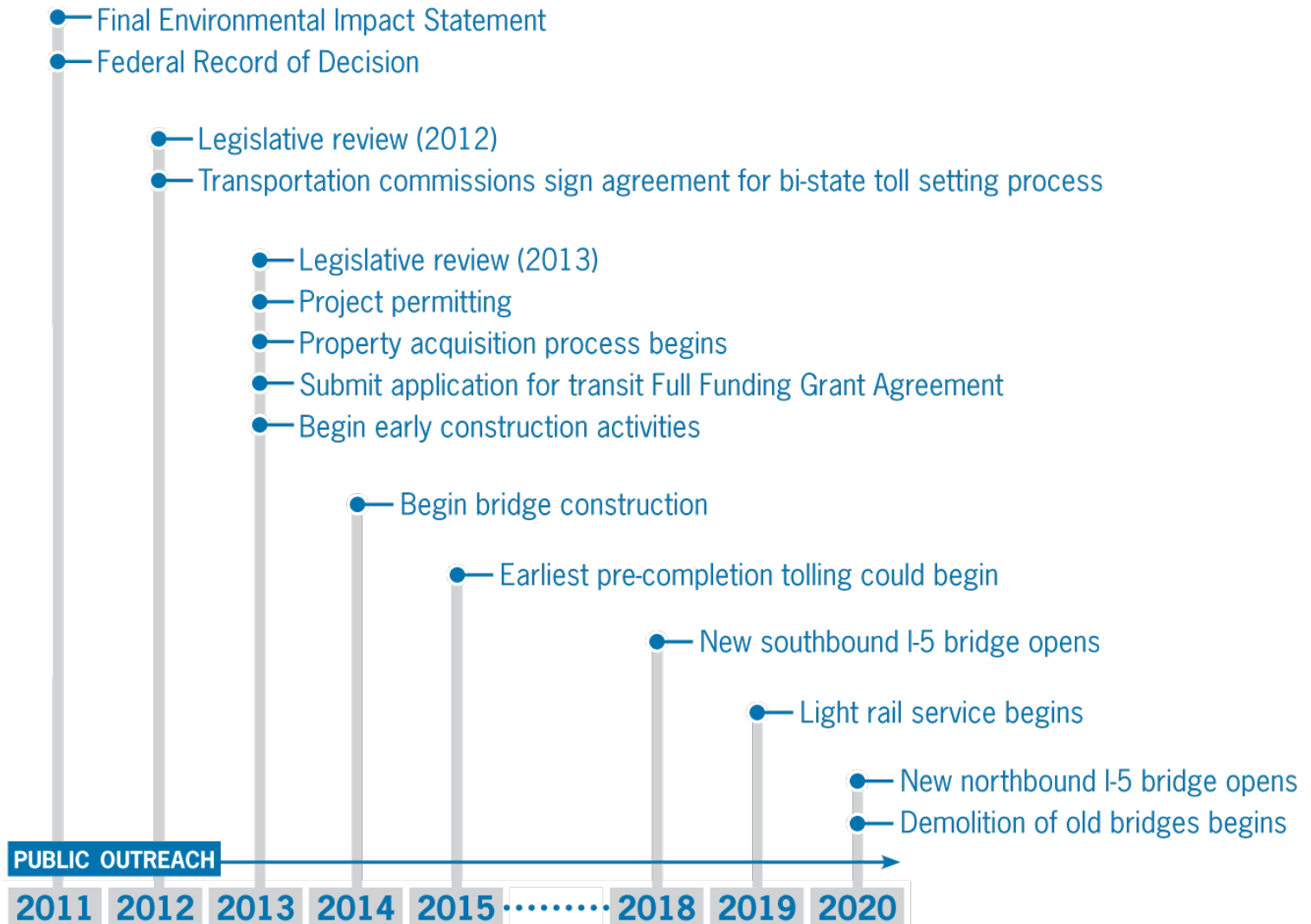
Next steps:

- **Finalize mitigation**

Economic benefits analysis, Dec. 2012

- The value of benefits of the locally preferred alternative is \$5-8 billion.
- Economic impacts will result in the creation of 4,200 jobs and \$231 million in additional wages in 2030 compared to the “no build” scenario.
- Highway and transit improvements will save travelers about 6.8 million hours per year in reduced auto and truck delays.
- By 2030, the estimated traveler savings will exceed \$435 million per year.

Project schedule



DRAFT: 01/30/13

Columbia River **CROSSING**

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