

A long-term, comprehensive solution

Vancouver City Council

Nancy Boyd
February 4, 2013

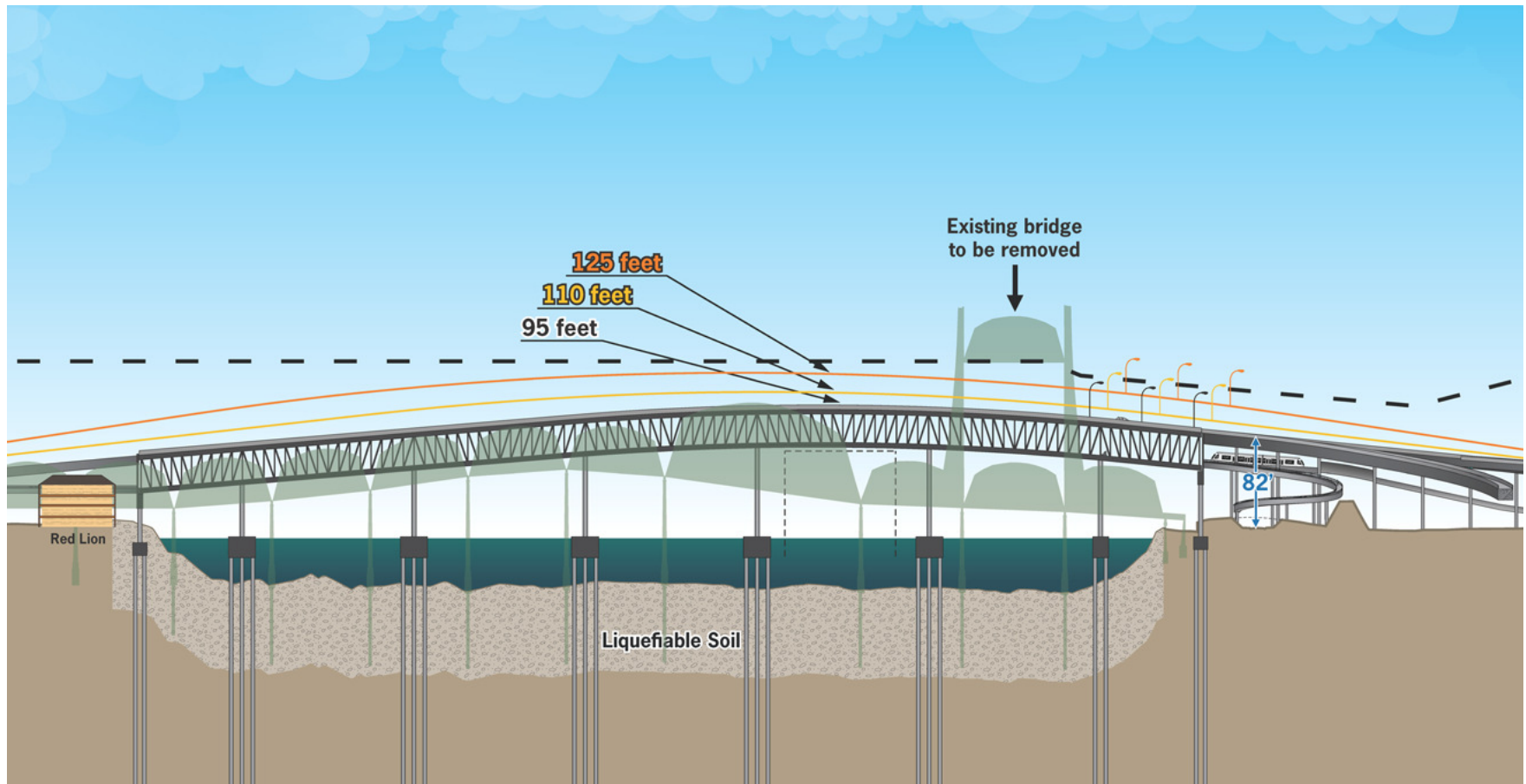


Critical I-5 problems



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

Seismic stability



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**

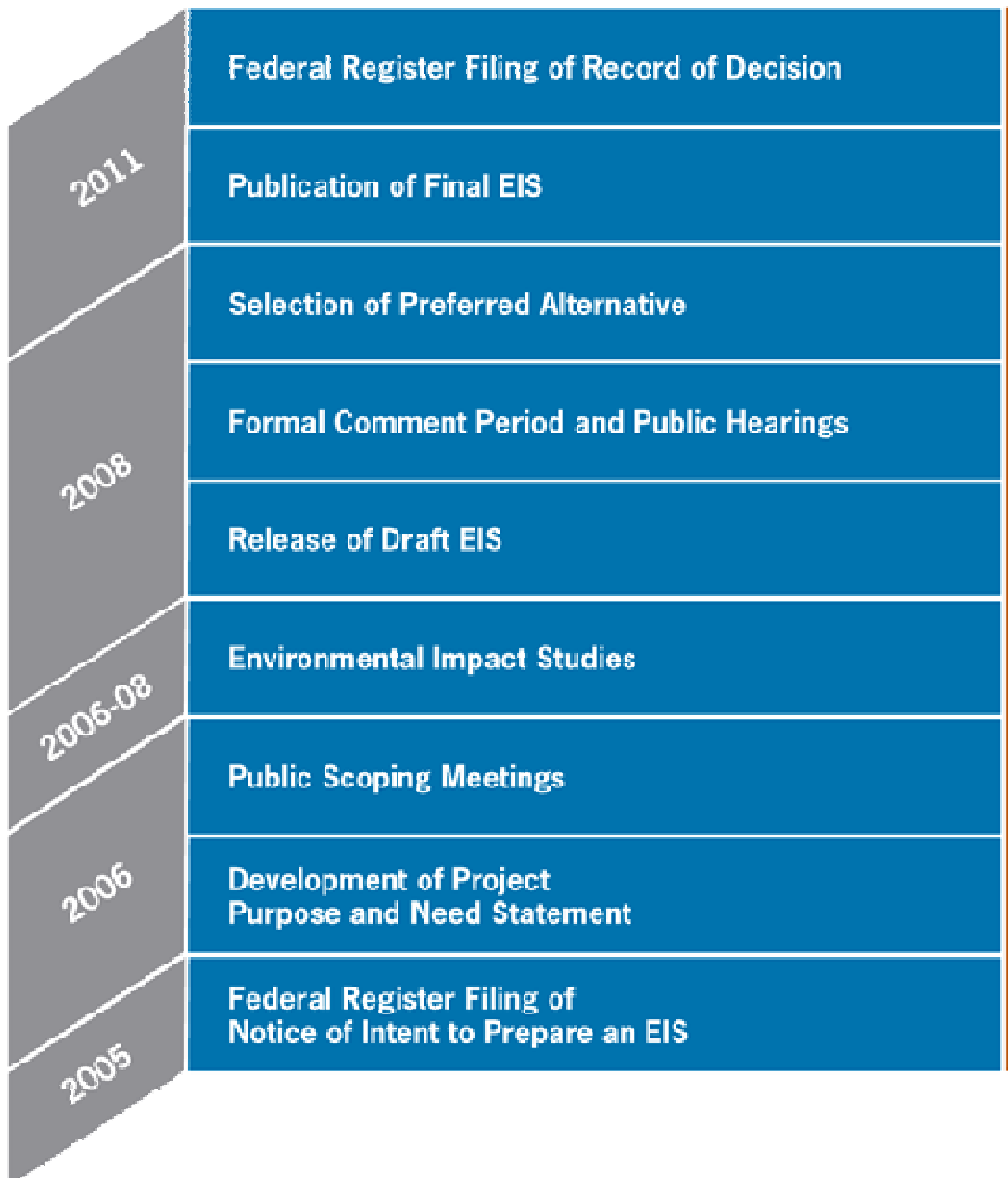


Public identifies needs and solutions



- **2001 – 2002**
26-member I-5 Transportation and Trade Partnership
- **2005 – 2008**
39-member CRC Task Force
- **2008 – 2011**
Project Sponsors Council and citizen advisory groups
- **More than 30,000 people engaged at over 1,000 events**

Project history



Public Input

The Record of Decision

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

Daniel M. Mathis

Daniel M. Mathis
FHWA Washington
Division Administrator

12/07/2011

Date of Approval

Phillip A. Ditzler

Phillip Ditzler
FHWA Oregon Division
Administrator

12/07/2011

Date of Approval

R.F. Krochalis

R.F. Krochalis
FTA Regional Administrator,
Region 10

12/07/11

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**

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

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



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**

Recent progress

Permitting

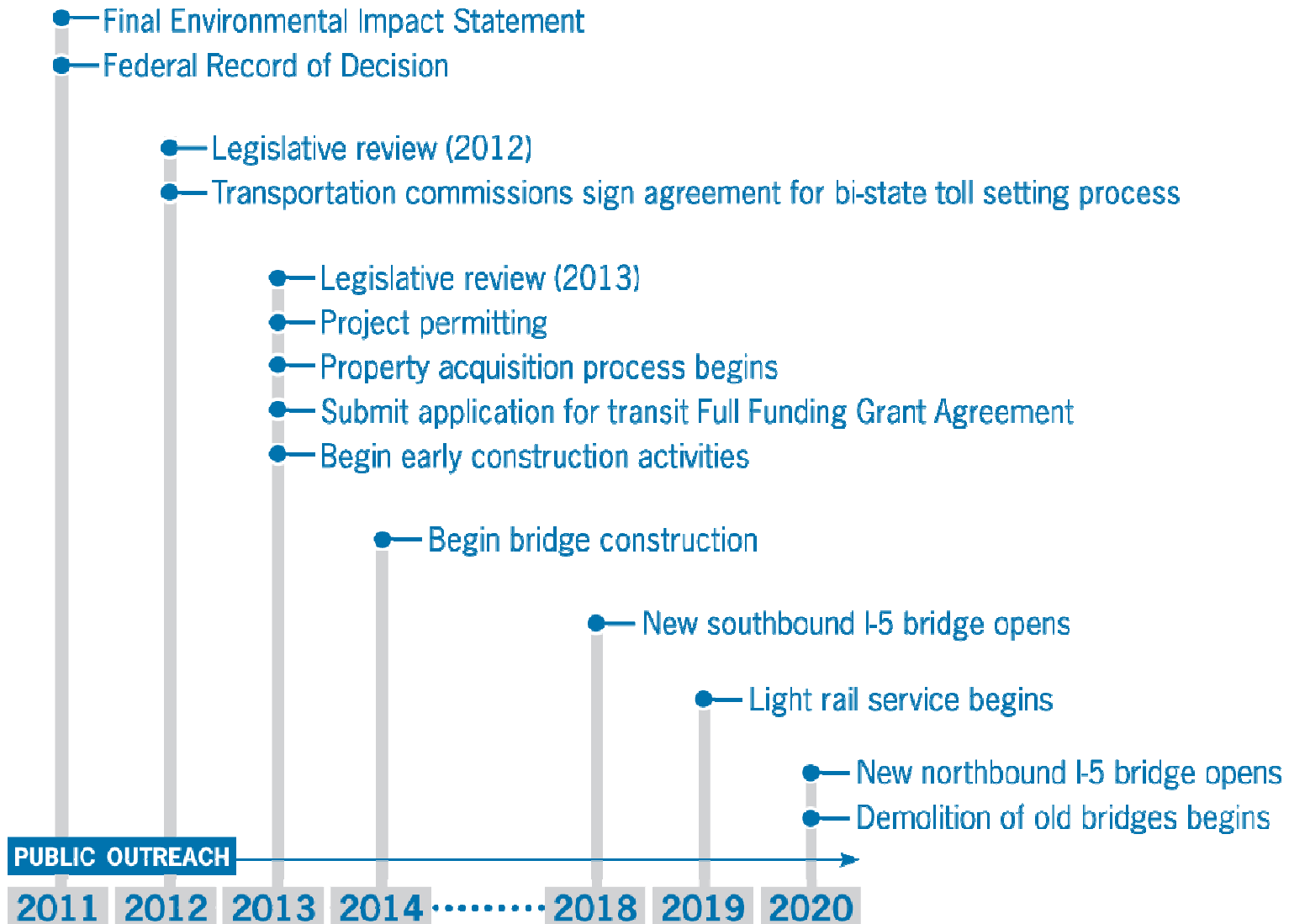
- Presidents We Can't Wait Initiative
- Bridge permit application submitted to the U.S. Coast Guard on Jan. 30
- Other permit applications are being prepared/submitted

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



Project schedule

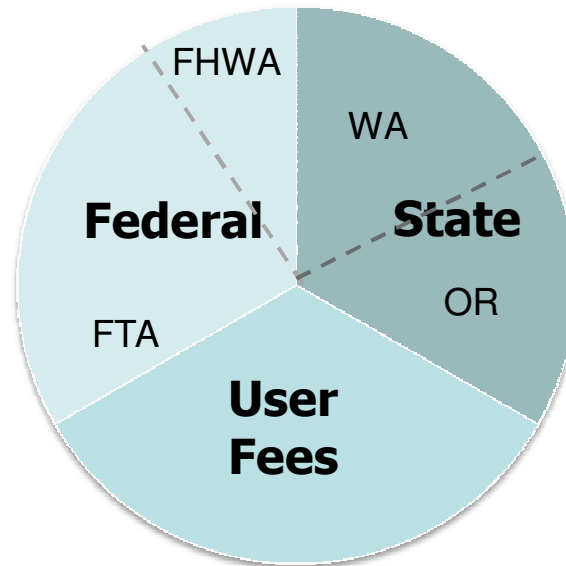


Project construction cost estimates



Oregon Roadway and Interchanges	Cost	Columbia River Bridge and Approaches	Cost	Light Rail Transit Extension	Cost	Washington Roadway and Interchanges	Cost
Oregon Roadway and Interchanges Total	\$595 million	Columbia River Bridge and Approaches Total	\$1.2 billion	Light Rail Transit Extension Total	\$850 million	Washington Roadway and Interchanges Total	\$435 million

Final EIS Funding Plan



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)

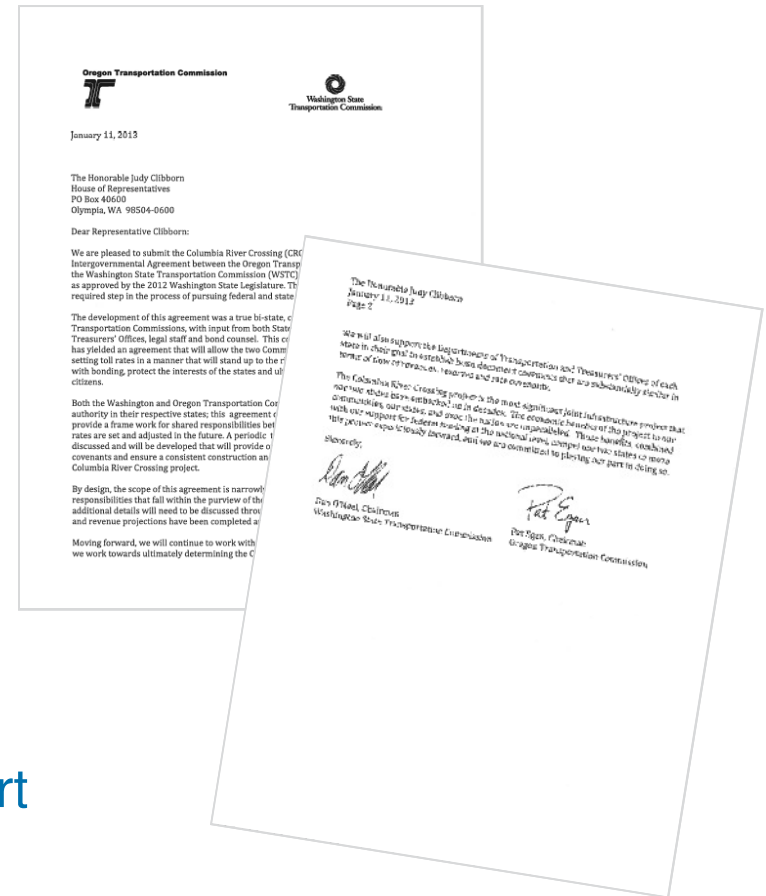
Bi-State tolling

Bi-state agreement:

- Action taken by WSTC on Dec. 11, by OTC on Dec. 19, 2012
- Agreement sent to Washington legislature Jan. 18, 2013
- Agreement goes into effect 30 days after 2013 Session

2013 next steps:

- February: Progress update and preliminary estimate of toll revenue range
- June: Interim traffic and revenue report
- December: Preliminary investment grade analysis report



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 building the locally preferred alternative is \$5-8 billion.
- Economic benefits will result in the creation of 4,200 regional and state 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.
- Reductions in congestion will provide businesses
 - access to larger markets for their goods and services
 - a larger labor market from which to draw skilled workers

Pre-construction activities in Vancouver

- **Recent and ongoing fieldwork:**
 - Survey and utility exploration
 - Geotechnical exploration
 - Hazardous materials investigations
 - Basement surveys
- **Ongoing coordination with businesses, VDA and C-TRAN**
 - Door-to-door outreach on fieldwork activities
 - New fact sheets and Q&A's
 - Fieldwork hotline



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of Transportation

 Washington State
Department of Transportation

Federal Transit Administration • Federal Highway Administration
City of Vancouver • City of Portland • SW Washington Regional Transportation Council • Metro • C-TRAN • TriMet