

A long-term, comprehensive solution

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Washington State Transportation Commission
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Topics to be covered

- **Project scope and current status**
- **Permitting, including General Bridge Permit**
- **Funding plan**
- **Traffic and revenue study**
- **Bi-state governance and tolling**

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:** 1 in 4 Washington jobs are trade dependent
- **Earthquake risk**
- **Limited transit options:** Subject to I-5 congestion
- **Poor bike and ped access:** 4 ft. wide shared path

Selected 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



Project benefits

- **Significantly reduce crash rates by up to 70%**
- **Reduce congestion by up to 70%**
- **Improve reliability of state's transportation system for freight movement**
- **Provide better access to ports and support regional job growth**
- **1,900 jobs per year during construction**
- **Meet current seismic safety standards**
- **Up to 6 million light rail boardings per year**

Recent progress



Recent progress

- **FHWA/FTA approval with record of decision and formal selection of preferred alternative**
- **Washington State Legislature granted tolling authorization**
- **Oregon Legislative Oversight Committee meetings**
- **Washington Legislative Oversight Subcommittee held its first meeting on June 19**
- **Ongoing: Permitting, application for federal transit funds and construction planning**

Permitting



Project permits and authorizations

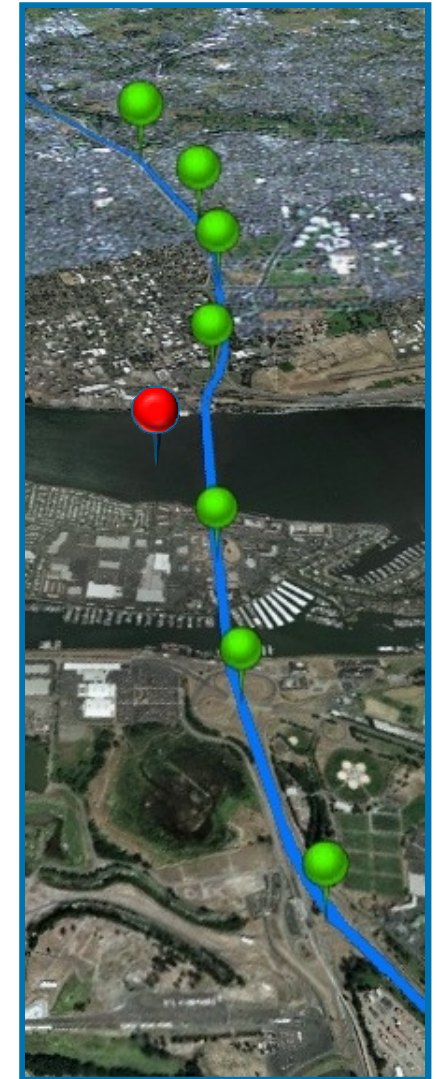
- **Permits**

- These permits and approvals are all linked and must be obtained together
 - Section 404 and 401 of the Clean Water Act, General Bridge Permit, and
 - Section 10 and 408 of the Rivers and Harbors Act
- Other state and local permits include :
 - Hydraulic Project Approval,
 - Public Facilities Master Plan, which includes shoreline management approval, and others

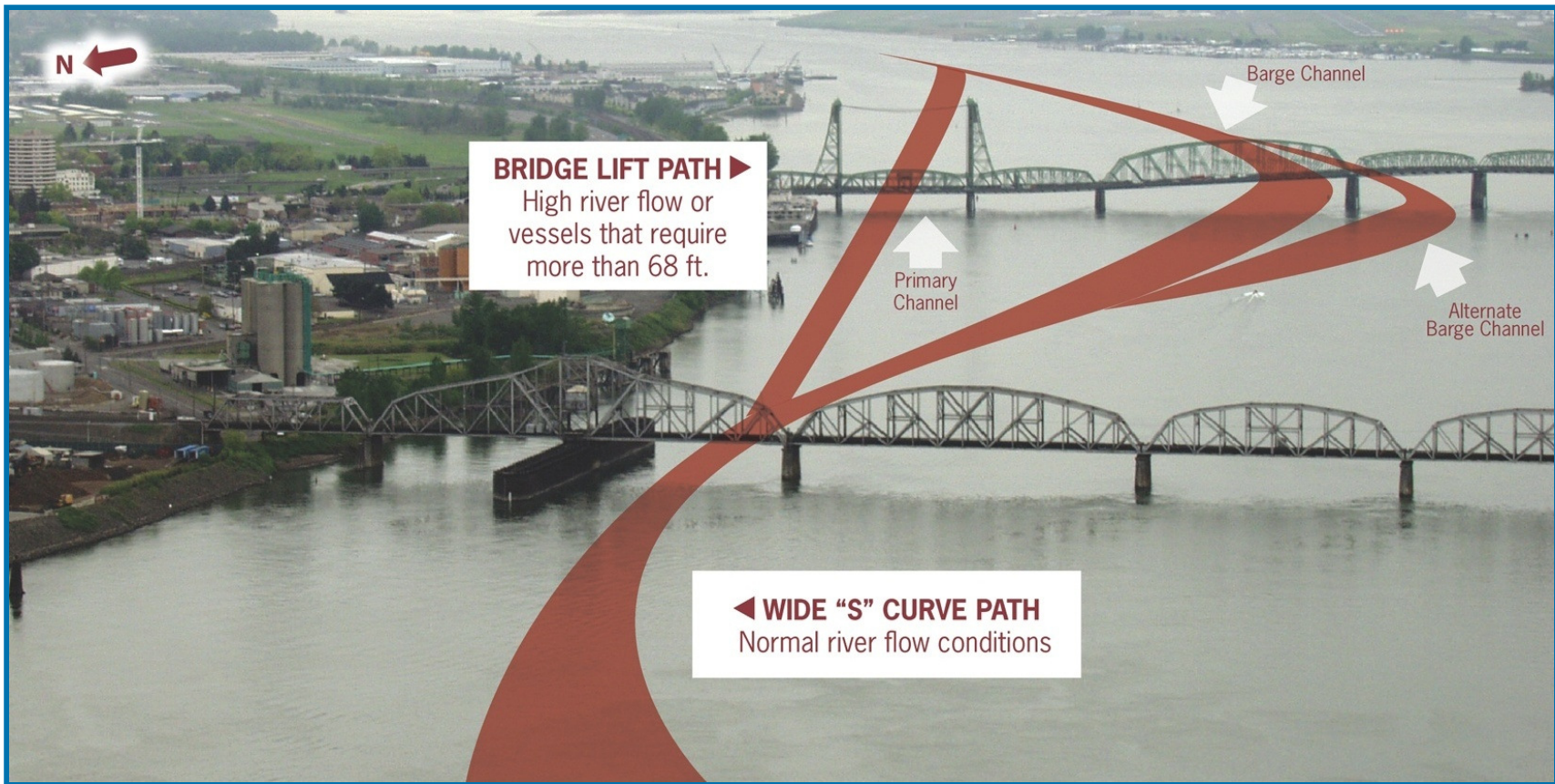
- **Federal approvals**

- Reinitiate ESA consultation for smelt critical habitat
- Implement the mitigation outlined in the Section 106 MOA (cultural resources)

Columbia River



Existing navigation channels



Bridge design considerations

- **Cost**
- **Schedule**
- **Bridge foundations**
- **River navigation**
- **Air navigation**
- **Freight travel time**
- **Transit travel times**
- **Access to downtown Vancouver**
- **Roadway safety – sight distances, grades, etc.**

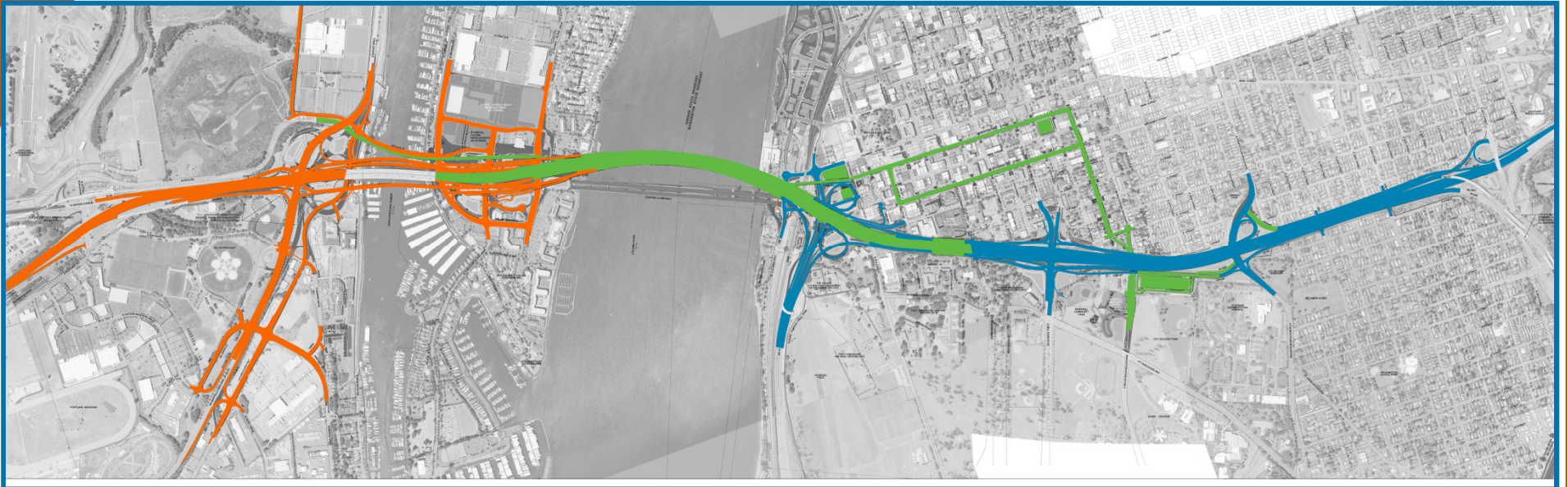
General Bridge Permit process

- **Vessel analysis – June and July**
 - Assess information provided by river users and identify potential impacts
 - Develop range of mitigation strategies for each vessel
- **Business impact analysis – Fall 2012**
 - Work with vessel owners, businesses, and/or property owners to identify most appropriate mitigation strategy
- **Economic impact analysis – Fall 2012**
 - Assess the regional benefits and impacts of replacing the I-5 bridge versus no action to I-5 users, river users, and the region as a whole
- **Coast Guard coordination – Ongoing**
 - Reach agreement on path forward by end of year, using information from vessel analysis, affected parties, and economic impact analysis

Funding plan



Project construction cost estimates



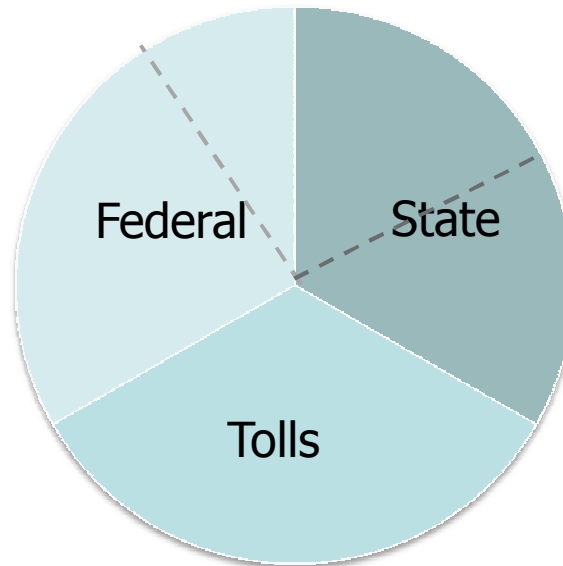
Oregon Roadway and Interchanges	Cost
Oregon Roadway and Interchanges Total	\$595 million

Columbia River Bridge and Approaches	Cost
Columbia River Bridge and Approaches Total	\$1.2 billion

Light Rail Transit Extension	Cost
Light Rail Transit Extension Total	\$850 million

Washington Roadway and Interchanges	Cost
Washington Roadway and Interchanges Total	\$435 million

Funding sources for CRC

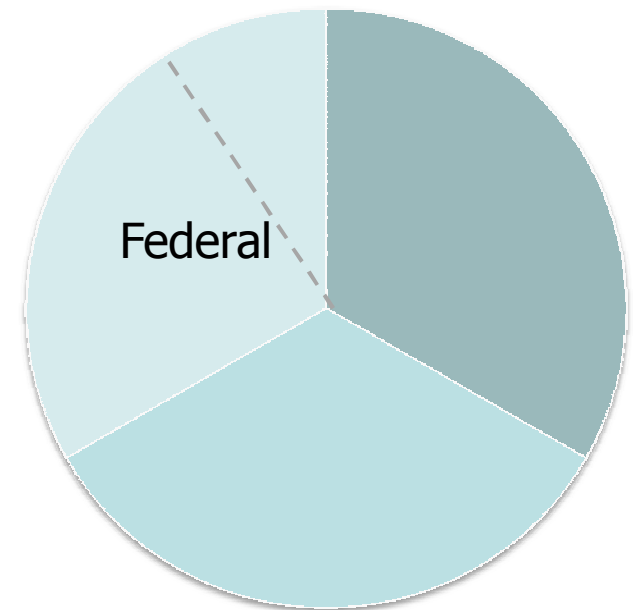


Targeted Columbia River Crossing Funding Sources	Amount (billions)
FTA New Starts (light rail).....	\$0.85
FHWA.....	\$0.4
Tolls.....	\$0.9 - \$1.3
Washington	\$.2 - \$.45
Oregon.....	\$.45
TOTAL FUNDING SOURCES	\$3.05-3.45

Federal funds

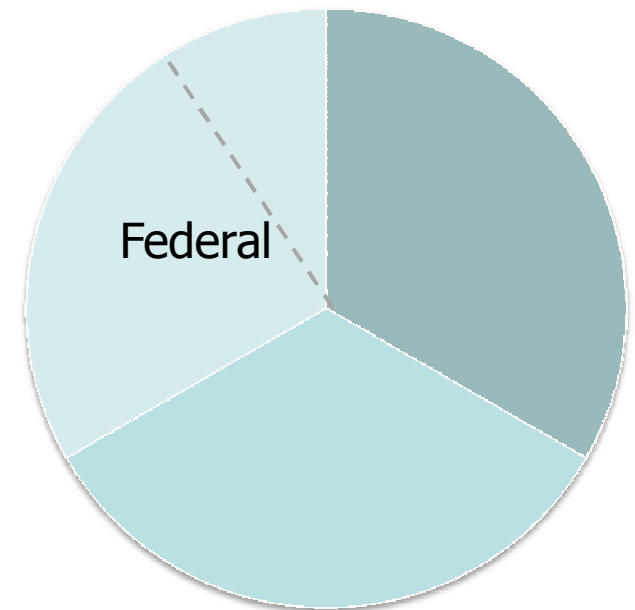
- **FTA New Starts funds (\$850 million)**

- **Process:** New Starts application started, with high ranking
 - Fall 2012 - Apply to enter final design. Requires locally preferred alternative, FTA risk assessment.
 - Winter 2012 – Enter final design.
 - Fall 2013 – Submit Full Funding Grant Agreement application. Requires local financial commitment.
- **Uses:** Light rail route, stations, park and rides, ped/bike access
- **Availability:** 2014 or later – must have all funds (state, tolling) secured



Federal funds

- **FHWA funds (\$400 million)**
 - **Process:** Monitor programs and criteria
 - **Uses:** Bridge, highway, interchanges
 - **Availability:** 2013 or later



Washington and Oregon state funds

- **Process:**

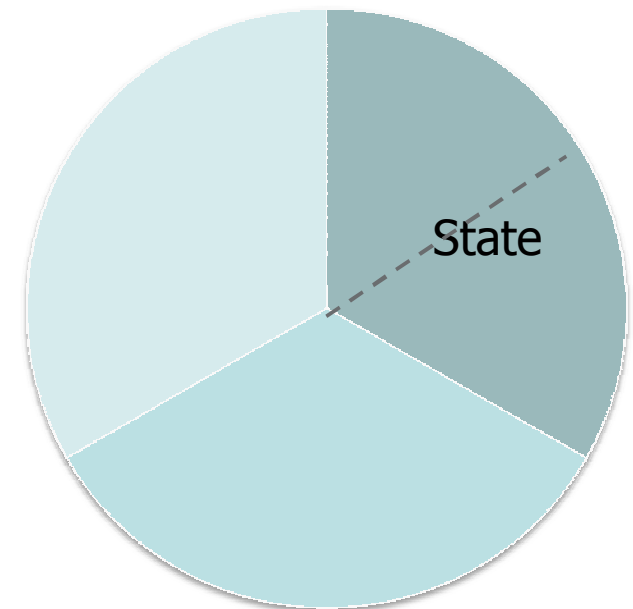
- Requires existing or new revenue and legislative action

- **Uses:**

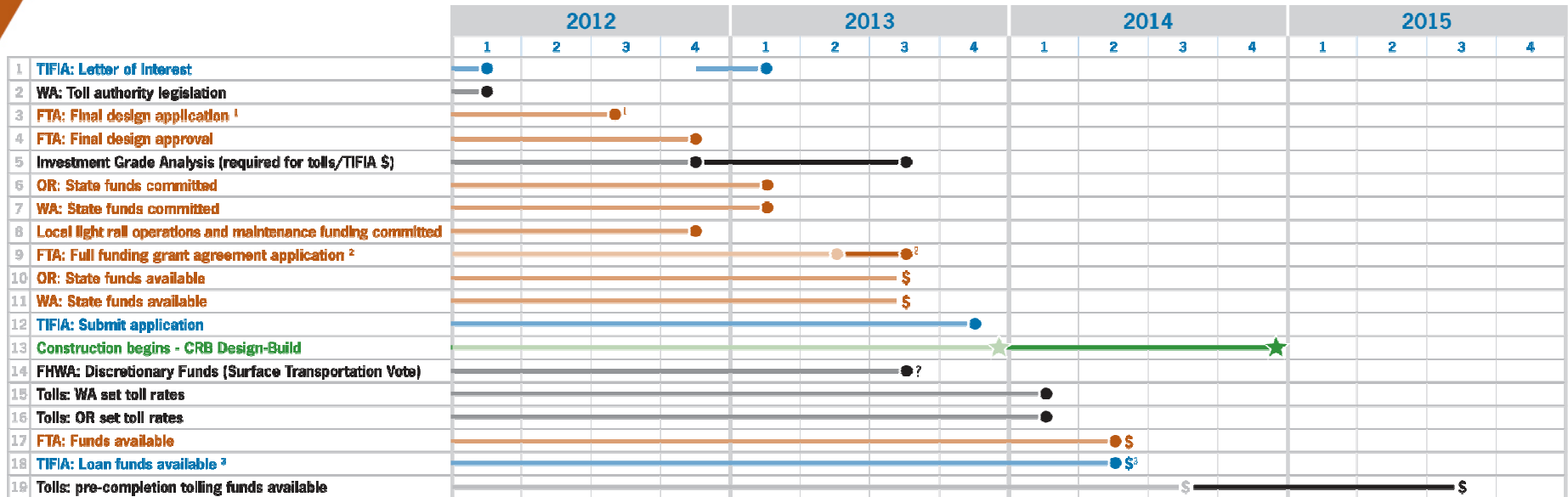
- Washington highway, interchanges, local improvements, and bike/pedestrian
- Oregon highway, interchanges, local improvements, and bike/pedestrian
- Oregon and Washington constitutions specify that highway funds must be used for highway purposes

- **Availability:**

- Committed by 2013 to meet FTA eligibility



Funding schedule (subject to change)



Estimated funding sources

Federal Transit	\$850 M
Federal Highway	\$400 M
Tolls*	\$900 M - \$ 1.3 B
OR/WA state funds (\$450/each)	\$900 M

*TIFIA is a federal loan and credit program. Tolls are the revenue source for the loan. The federal backed loan program reduces coverage rate for tolls.

¹ Must have 50% non-FTA funds committed or budgeted. Tolling authority in 2012 expected to meet this requirement.

² Must have all funds authorized.

³ TIFIA is typically the last funding source. Must have full finance plan and FTA approved.

KEY

● ● ● ★ = Due Date BLUE = TIFIA BLACK = Tolling ORANGE = FTA and State Funding

Traffic and revenue study



Traffic and revenue study update

- Requesting proposals from consultants with national investment grade study experience
- Consultant anticipated to be on-board this fall
- Consultant will advise during planning stages and complete studies for toll revenue financing
- Work will be managed by bi-state group with representatives from:
 - ODOT and WSDOT
 - Oregon State Treasury and Washington State Treasurer's Office
 - Columbia River Crossing project

Traffic and revenue study elements

- **Assess existing data and value of time data**
- **Develop traffic model**
- **Develop scenario and perform sensitivity testing**
 - Toll rate schedule
 - Traffic volumes
 - Toll revenue
- **Selected scenario will be incorporated in investment grade work, potentially including a TIFIA application**

Traffic and revenue study schedule

- **Initial data gathering and model development through mid-2013**
- **Scenario development and sensitivity testing beginning early 2013 per budget proviso**
 - Include legislative report topics: HOV exemptions; variable rate tolls; frequency-based rates; toll revenue impact of light rail and diversion; and revenue estimates for trips from within and outside the region
 - Include transportation commissions questions and concepts
- **Technical assistance for toll rate setting starting late 2013**
 - Analysis as required for commissions to meet responsibilities for toll rate setting
- **Analysis for TIFIA application (*tentatively late 2013*)**
- **Completion of investment grade report to support sales of toll-backed bonds starting late 2013**

Tolling assumptions

- **Toll commencement**
 - Pre-completion tolling – 2015
- **Finance plan assumes TIFIA loan backed by toll revenue as well as other toll-backed, state and federal funding**
- **In development**
 - Timing
 - Rates
 - O&M
 - Business rules
 - Adjudication
 - Enforcement
 - Collections
- **Responsibility for toll rate setting is assumed to belong to both Washington and Oregon under their respective Transportation Commissions**
 - Toll rate setting process to be developed

Bi-state governance and tolling



Bi-state tolling

- **WSDOT, ODOT, state DOJs, state Treasurer's and CRC are identifying key issues to inform future intergovernmental agreements**
 - Reviewing existing bi-state agreements, decision matrix and supporting documents
 - Reviewing state authority for Oregon and Washington
 - Developing proposals and options for governing structure for toll setting and administration
 - Developing proposals for debt allocation including identification of needed legislation
 - Identifying issues that may need resolution through new state or federal legislation

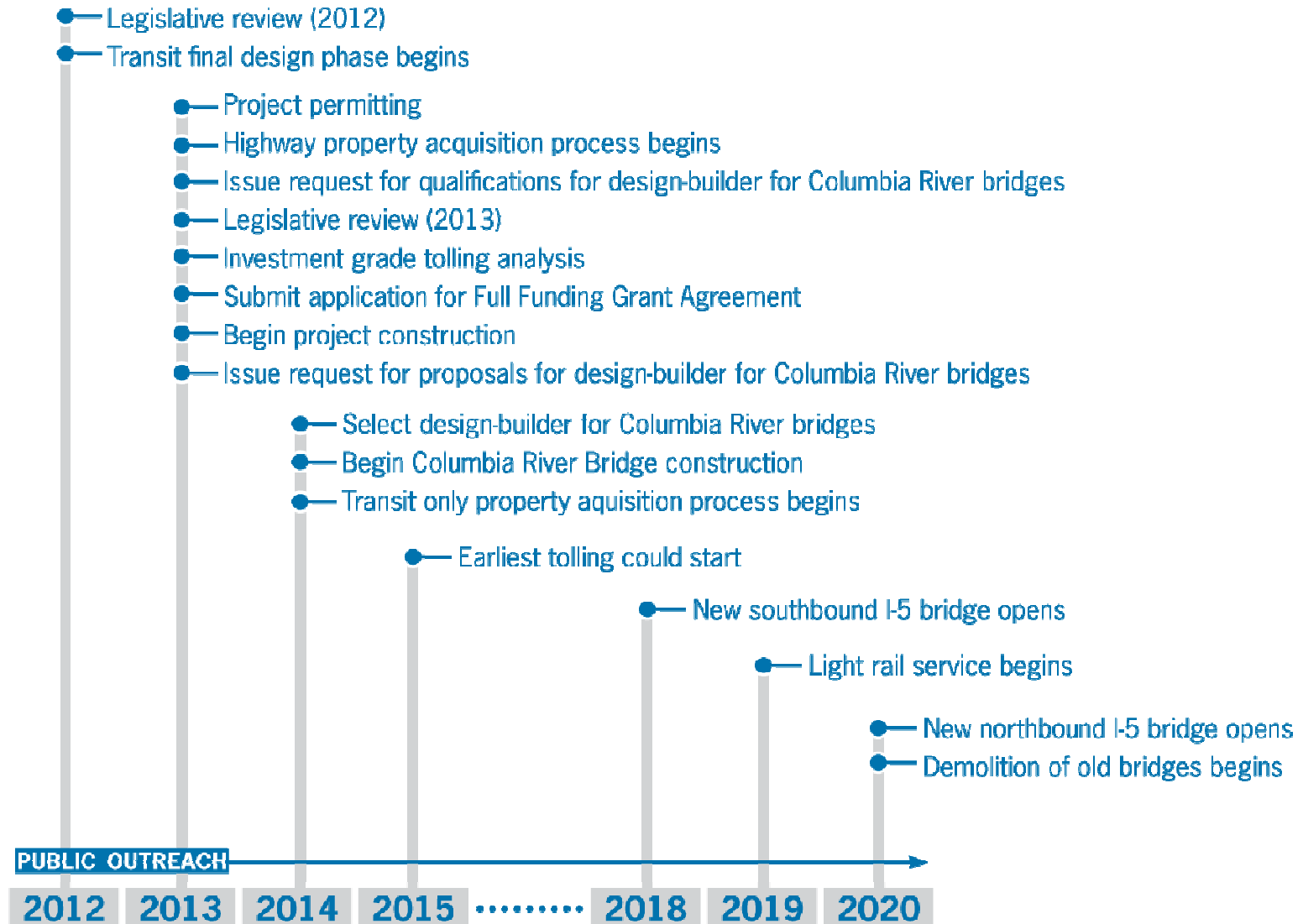
Bi-state tolling schedule

- **Bi-state group meets to discuss pros and cons of options**
 - Late July
- **ODOT and WSDOT executive review of options**
 - Late July
- **Transportation Commission Tolling Subcommittee briefed on options**
 - August
- **Joint meeting of Transportation Commissions**
 - September
- **Joint Commission agreement finalized**
 - December

Project next steps



Project development schedule



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