

# Columbia River Crossing Project: I-5 Bridge Replacement



**Paula J. Hammond, P.E.**  
Washington State  
Secretary of Transportation

**Nancy Boyd, P.E.**  
Washington Project Director

**Craig J. Stone, P.E.**  
Assistant Secretary  
Toll Division

# Columbia River Crossing project area

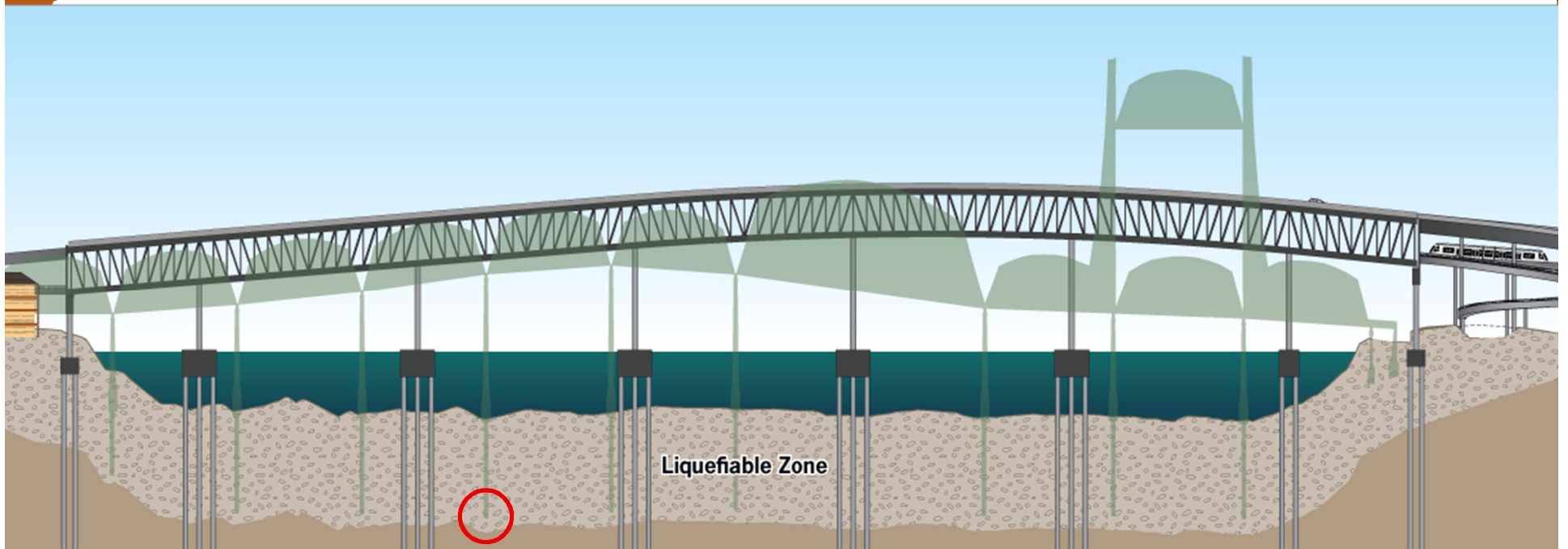


# Critical I-5 problems



- **Earthquake risk:** timber pilings in vulnerable soil
- **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
- **Limited transit options:** bus subject to I-5 congestion
- **Poor bike and ped access:** 4 ft. wide shared path

# Seismic stability



*\*Illustrations, not to scale. Exaggerated vertical proportion of*

# 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**
- **Last “stop light” on I-5 contributes to making project area 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**

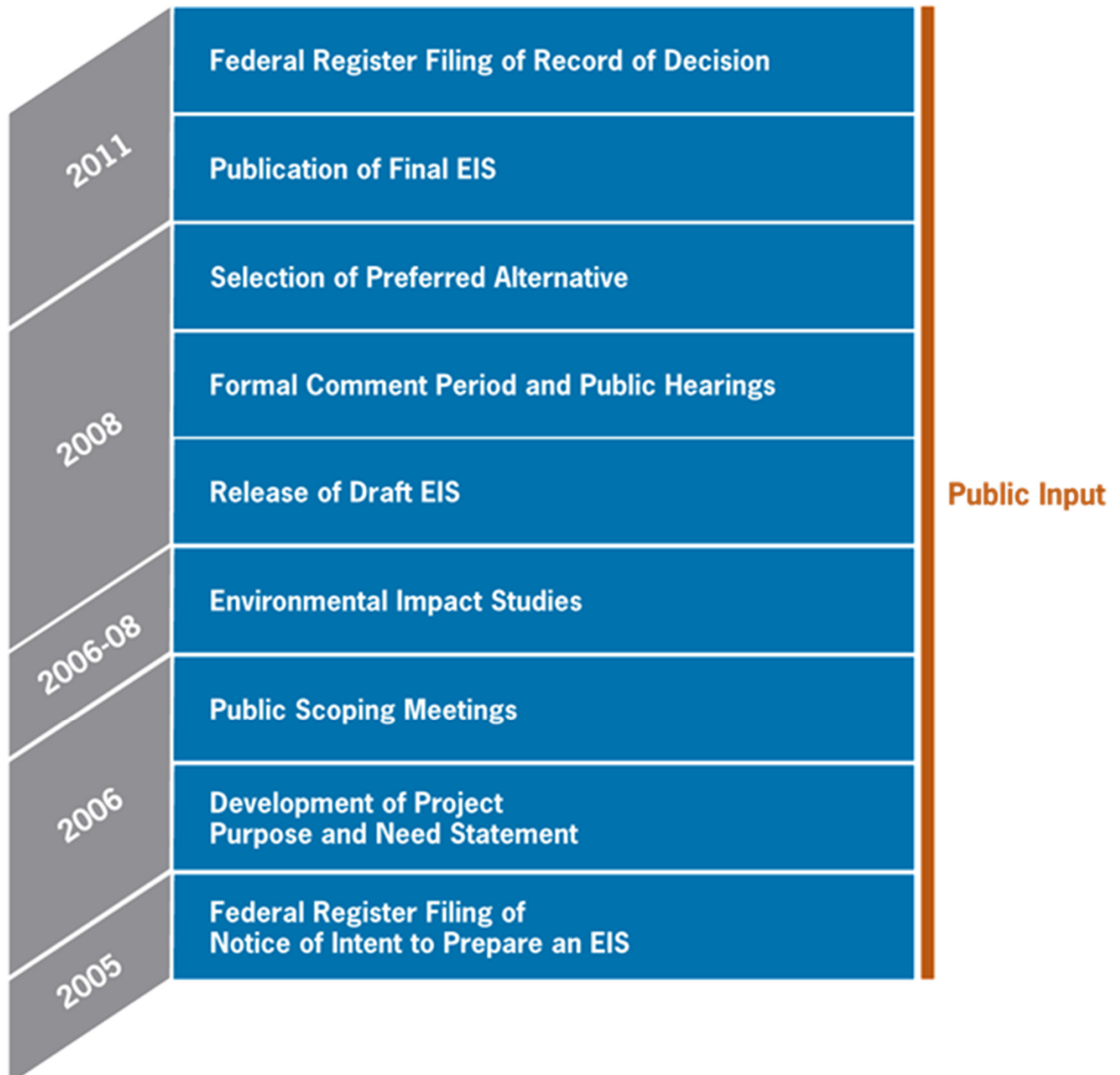


# Public identifies needs and solutions



- **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**

# NEPA environmental process



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

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





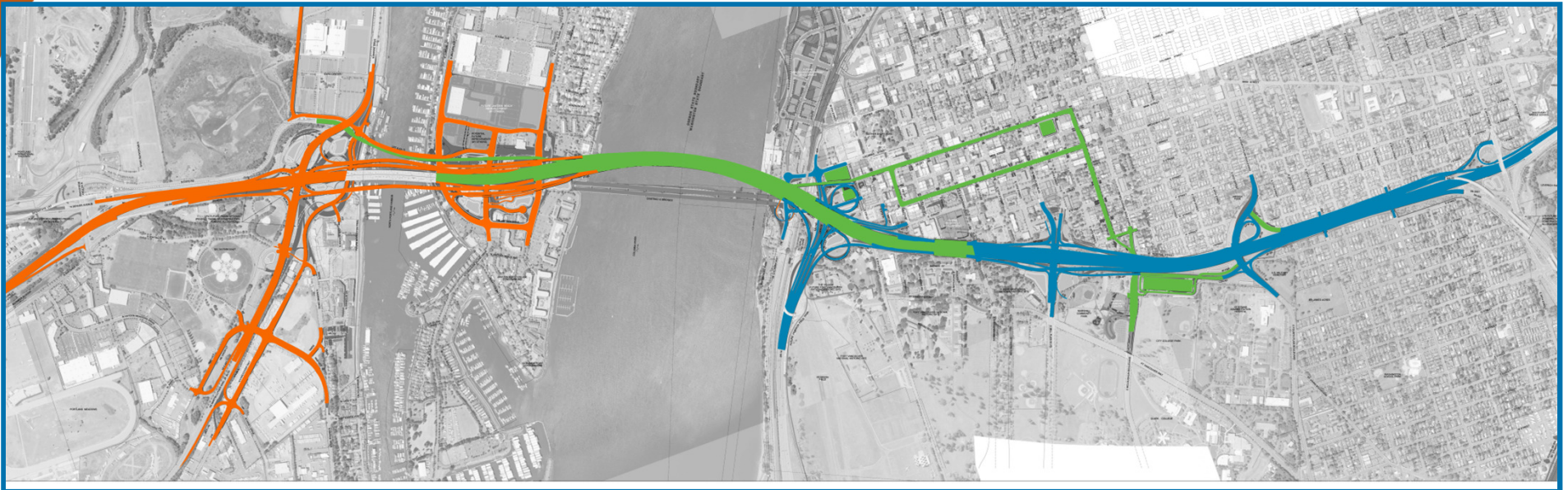
# Project benefits

- **Meet current seismic safety standards**
- **Significantly reduce crash rates and congestion**
  - 500 fewer collisions per year in 2030 compared to doing nothing
  - I-5 NB drivers will save 20 min. between I-84 in Portland and 179th Street in Vancouver in 2030
  - Duration of congestion is reduced from 15 hrs. a day to 5.5 hrs. a day
- **Improve reliability of state's transportation system for freight movement**
- **Provide better access to ports and support regional job growth and supports long-term state and national economic growth**
- **Sustain 1,900 jobs per year during construction**
- **Provide transit option that is not subject to I-5 congestion**
- **Improve bicycle and pedestrian connectivity**

# 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 jobs and \$231 million in additional wages in 2030 compared to doing nothing.
- 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

# Locally preferred alternative



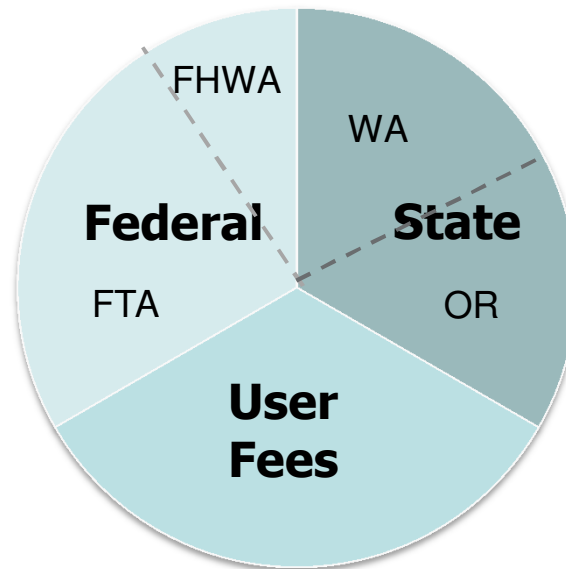
**Estimated Total Cost**

\$3.08 billion

**WA Legislative Budget Limit**

\$3.413 billion

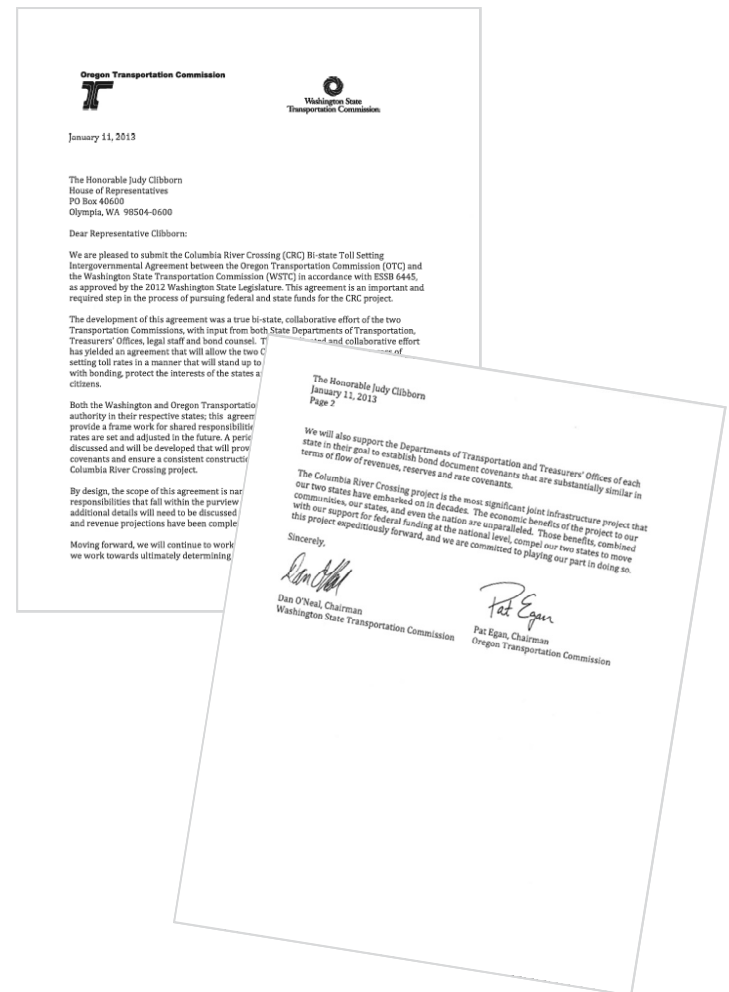
# Final EIS Funding Plan



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

# Bi-state tolling agreement history

- ESSB 6445 authorized the Washington Transportation Commission to enter into agreements with the Oregon State Transportation Commission on joint toll rate setting and adjustment of tolls
- Action taken on bi-state agreement by Washington State Transportation Commission on Dec. 11 and by OSTC on Dec. 19, 2012
- Agreement sent to Washington legislature Jan. 18, 2013
- Agreement goes into effect 30 days after 2013 Session



# Bi-state tolling agreement

## Overview

- Joint toll setting structure, where each commission maintains their existing rate setting authority
- A subcommittee of the two Commissions will determine toll setting details and advise each Commission
- Rate setting will require a majority vote of each Commission to be enacted
- Separate debt will be issued in each state for their share of the toll backed portion of the project
- Both DOT's will enter into operational agreements

## 2013 next steps

- Public outreach and education process will begin
- 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 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 Dec. 2012**
- **NEPA re-evaluation – no new significant impacts**
- **Bridge permit application – submitted on Jan. 30**

## Next steps:

- **Finalize mitigation**
- **Coast Guard decision anticipated by Sept. 30, 2013**

# FTA requirements for federal transit grant funding

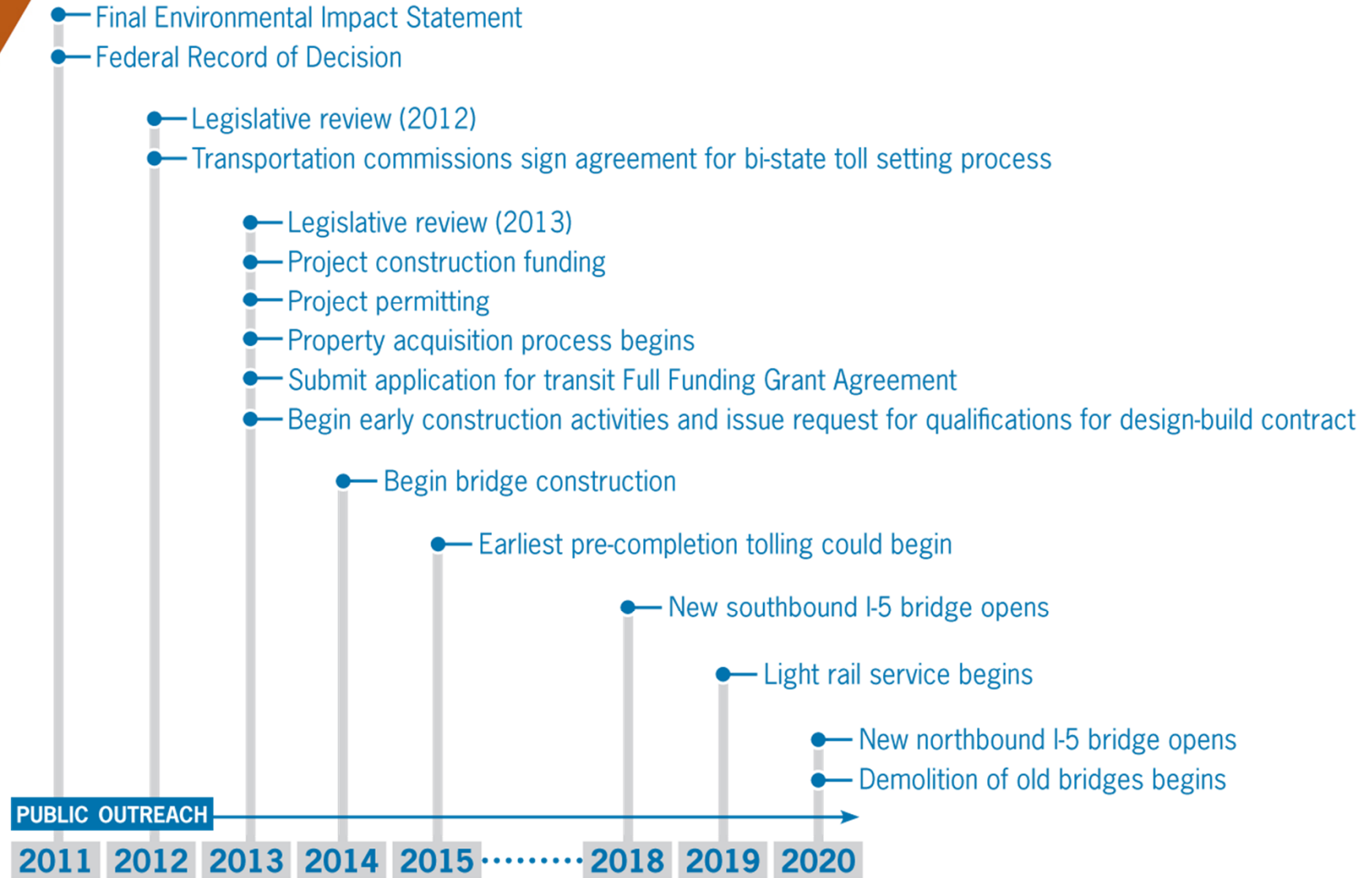
- **Commitment of 100% of the non-New Starts funding for I-5 bridge replacement project**
  - Applying for grant in fall 2013
  - WA and OR contributions committed
  - Bi-state toll agreement
  - TIFIA loan, if pursued, would need to be approved by USDOT
- **Commitment of all operating funding sources for transit**
- **Receipt of Coast Guard general bridge permit**



# FTA New Starts grant

- **Light rail capital costs are \$820 million, which will be funded by FTA New Starts grant.**
- **In order to secure a New Starts grant, a non-federal funding match is needed.**
- **We are able to count a portion of the bridge cost as the local match (\$105 million).**
- **Grant will pay for:**
  - 2.9 miles of light rail system and five stations (four in Vancouver)
  - 3 park and ride facilities in Vancouver
  - 19 light rail vehicles plus expansion of maintenance facility to accommodate those vehicles
  - Modification of Willamette River bridge to accommodate vehicles from Vancouver
  - Software and hardware modifications to operations center

# Project schedule\*



# Columbia River Crossing Project Questions?

For more information, contact:

**Nancy Boyd**  
Washington Project Director  
Columbia River Crossing  
360-816-8865  
boydn@wsdot.wa.gov

