Columbia River CROSSING

A long-term, comprehensive solution

Washington State Transportation Commission

Nancy Boyd
Project Director

October 18, 2011




Oregon Department 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

A project of national significance

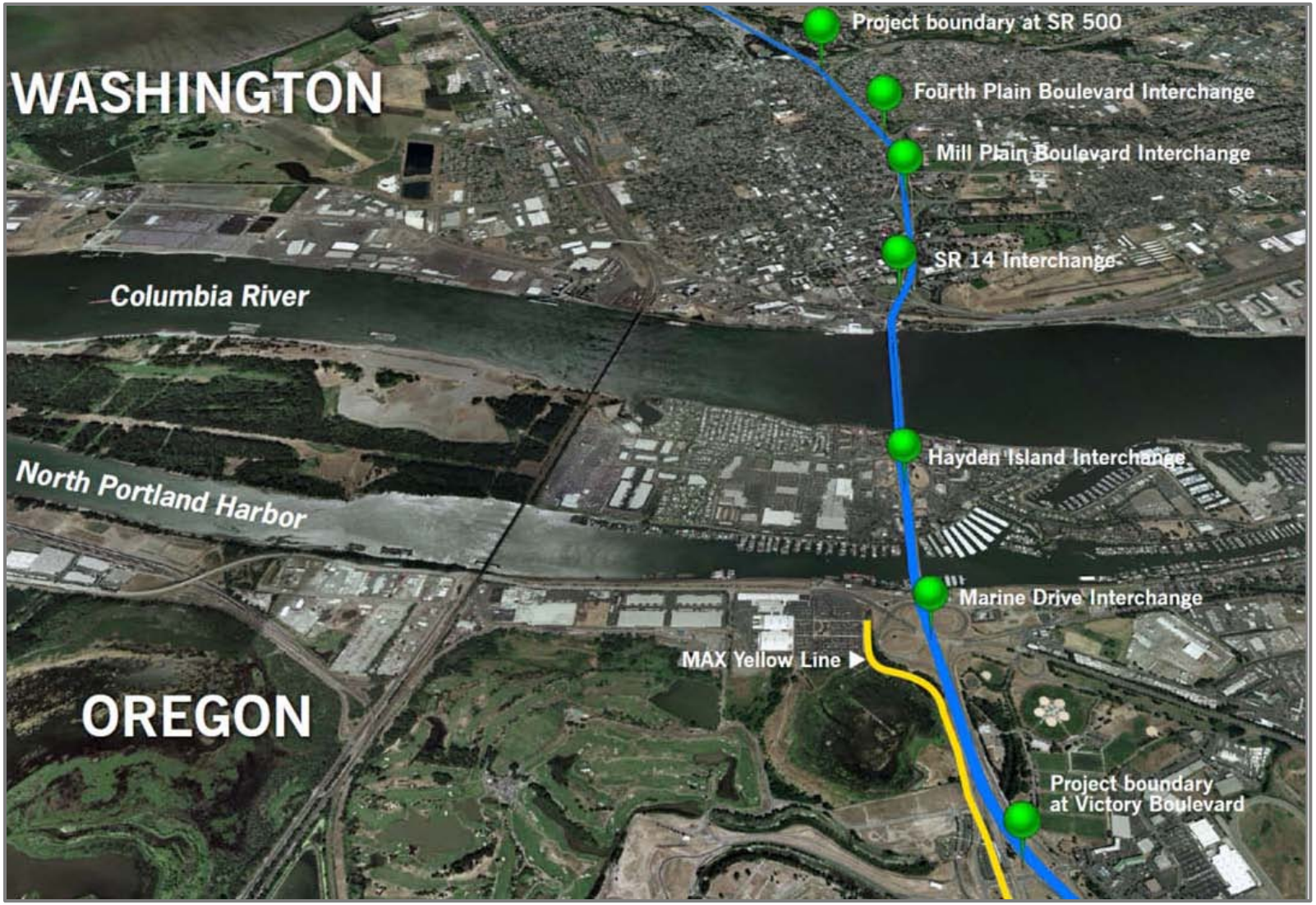
- **Critical link between Canada and Mexico**
- **Bridge lift is the only "stop light" on I-5**
- **One-of-a-kind project**

Columbia River CROSSING

CRC project area

Columbia River CROSSING

CRC project area



Columbia River CROSSING

Columbia River CROSSING

Project history and background

Oregon Department 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

Origin and Development of CRC

Purpose

Examine transportation needs and economic consequences of investments in the I-5 Trade Corridor

Determine the level of investment needed in the corridor for highway, transit, and heavy rail improvements

Develop a long term, comprehensive solution for five miles of Interstate 5 between Portland and Vancouver

Outcomes

- Recommended the region initiate a public process to develop a plan for improvements to the I-5 corridor

- Recommended a set of major multi-modal investments in the I-5 corridor
- Recommended undertaking an EIS for a new river crossing with extension of light rail to Vancouver

- Defined purpose and need of multi-modal project (2005-06)
- Identified solutions, developed framework for screening concepts and developing alternatives (2005-06)
- Evaluated effects of alternatives (2007)
- Draft EIS published (2008)
- Design refinements (2008-2011)
- Publish Final EIS (September 2011)

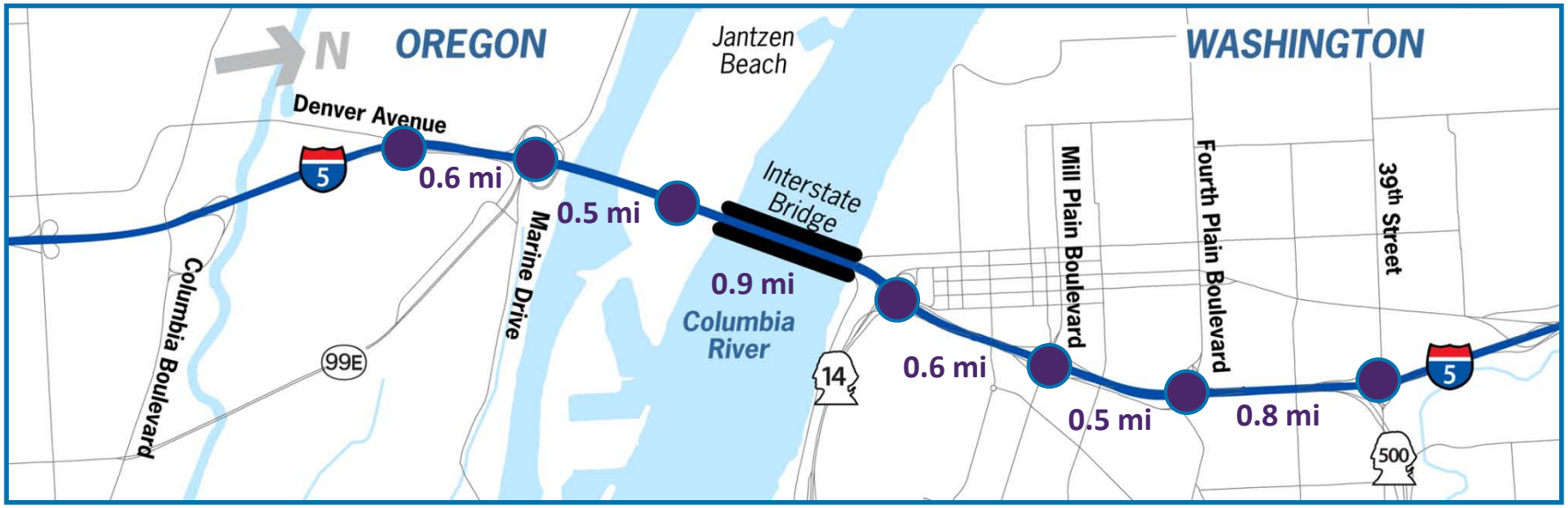
Columbia River CROSSING

Purpose and Need: Address six critical I-5 problems

- Crashes
- Congestion
- Freight immobility
- Limited transit options
- Poor pedestrian/bike access/connectivity
- Earthquake risk

Columbia River CROSSING

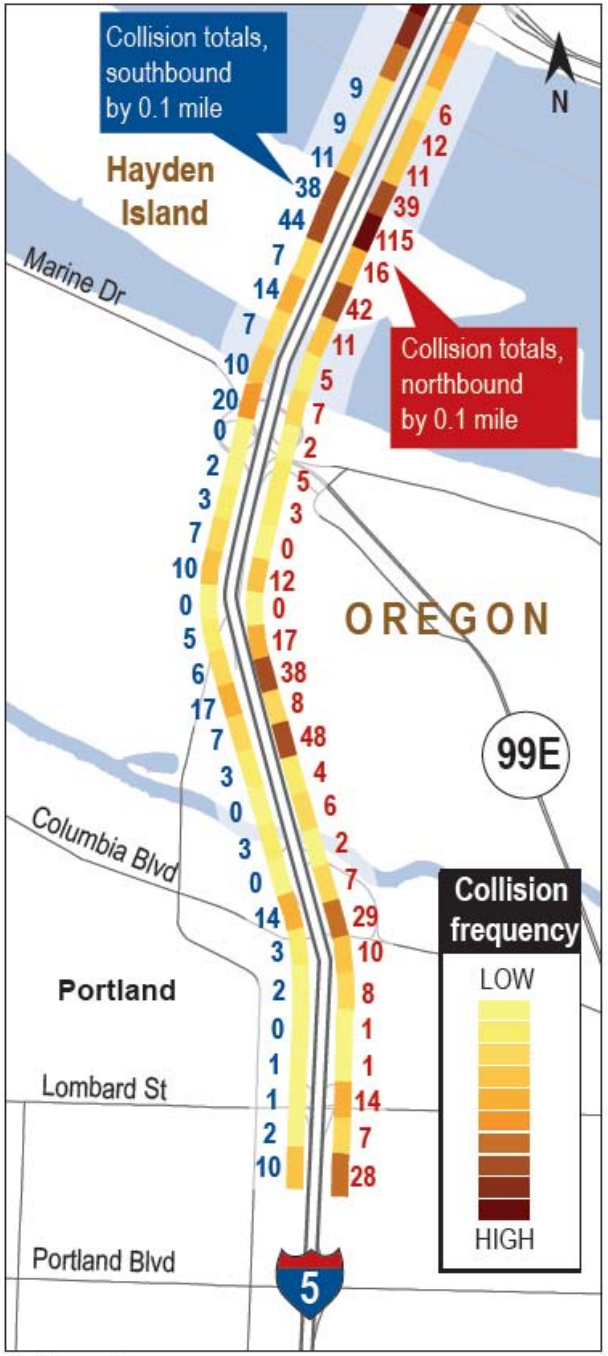
Seven closely spaced interchanges



Standard Spacing: Desirable = 2 Miles
Minimum = 1 Mile

High crash locations - Portland

- Crash rates for 5-mile I-5 Bridge Influence Area twice as high as comparable inner-urban freeways
- Crash frequency highest in locations with non-standard features



Not to scale.

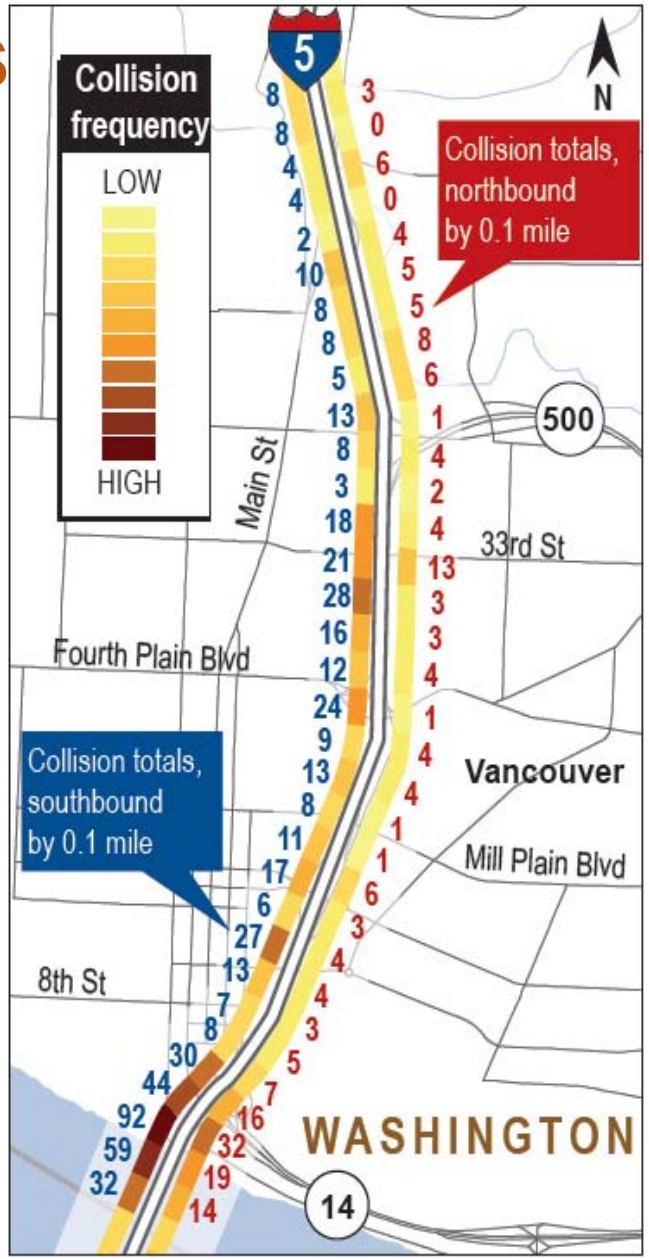
Number of crashes between 2002-2006

Source: CRC Traffic Technical Report, 2011

Columbia River CROSSING

High crash locations - Vancouver

- Crashes 3 to 4 times more likely when bridge lift occurs
- 400 crashes/year; expected to increase to 750 by 2030



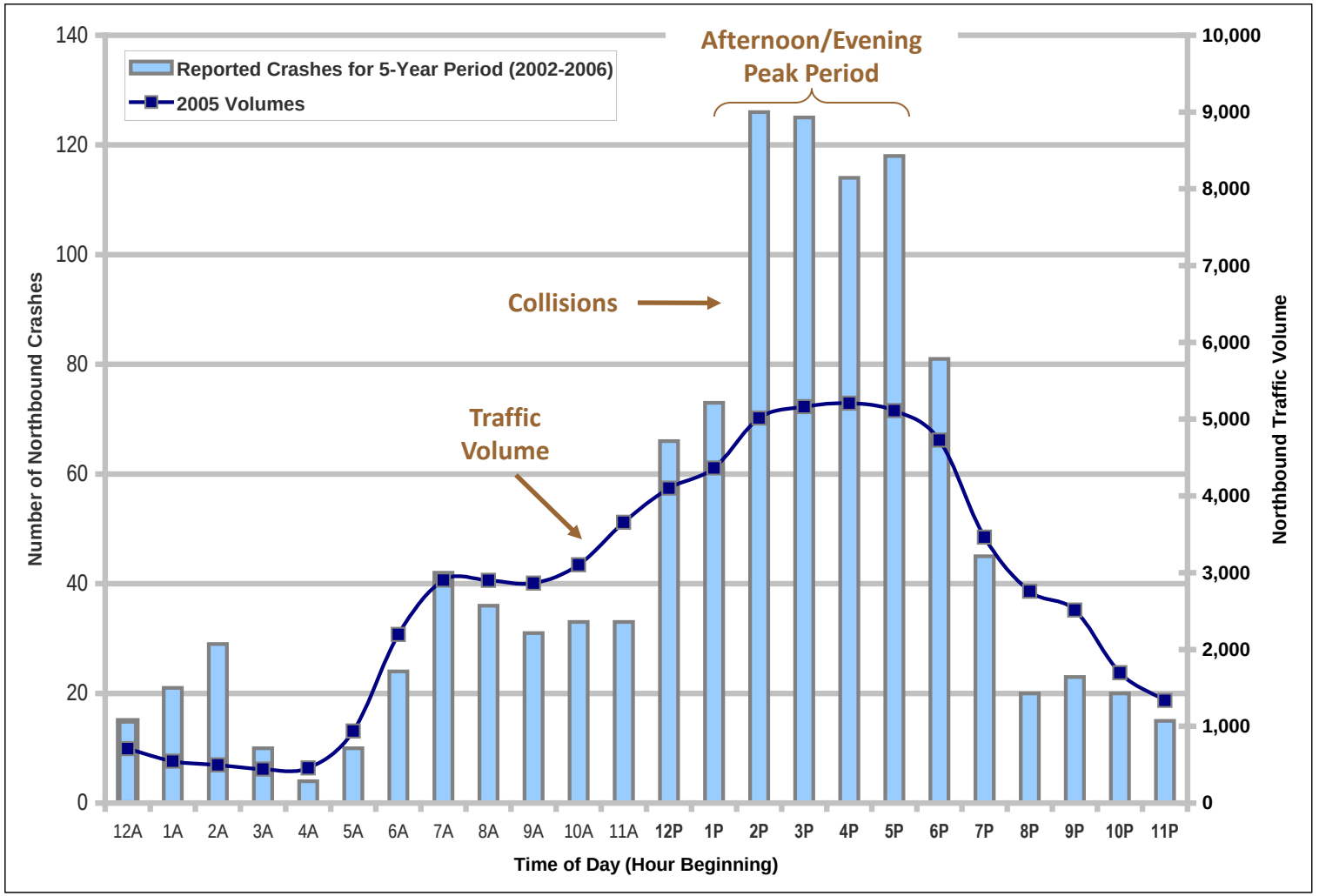
Not to scale.

Number of crashes between 2002-2006

Source: CRC Traffic Technical Report, 2011

Columbia River CROSSING

Collisions increase during congestion



Source: CRC Traffic Technical Report, 2011

2002-2006

Columbia River CROSSING

Daily traffic and congestion levels

Options	Hours of Congestion	Average daily traffic
2005 Existing	6	134,000
2030 No-Build	15	184,000
2030 LPA	3.5 - 5.5	178,500

Source: CRC Traffic Technical Report, 2011

- 8% of traffic was freight in 2005 (11,000 trucks); 11% by 2030

Freight impaired by congestion

- $40 billion in freight crosses bridge; $71 billion by 2030
- 8% of traffic was freight in 2005 (11,000 trucks); 11% by 2030
- 75% of freight trucks crossing bridge uses an interchange in project area
- Trucks traveling in project area are more likely to be involved in a crash

Columbia River CROSSING

Limited travel options

- **Existing bus service is subject to congestion**
- **Local bus service requires a transfer**
- **Bike and pedestrian path across bridge is substandard**
  - Path is only 4 feet wide, next to freeway traffic
  - Discourages use

Columbia River CROSSING

Earthquake risk

- Aging bridges built in 1917 and 1958
- Existing bridges do not meet current seismic safety standards
- Current wooden pilings do not reach solid rock

Columbia River CROSSING

Columbia River CROSSING

Developing a solution

Oregon Department 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

Public process to develop solutions

- **2001 – 2002**
  I-5 Transportation and Trade Partnership
- **2005 – 2008**
  39-member CRC Task Force
- **2008 – today**
  Project Sponsors Council and citizen advisory groups
- **More than 28,000 people engaged at over 950 events**

Columbia River CROSSING

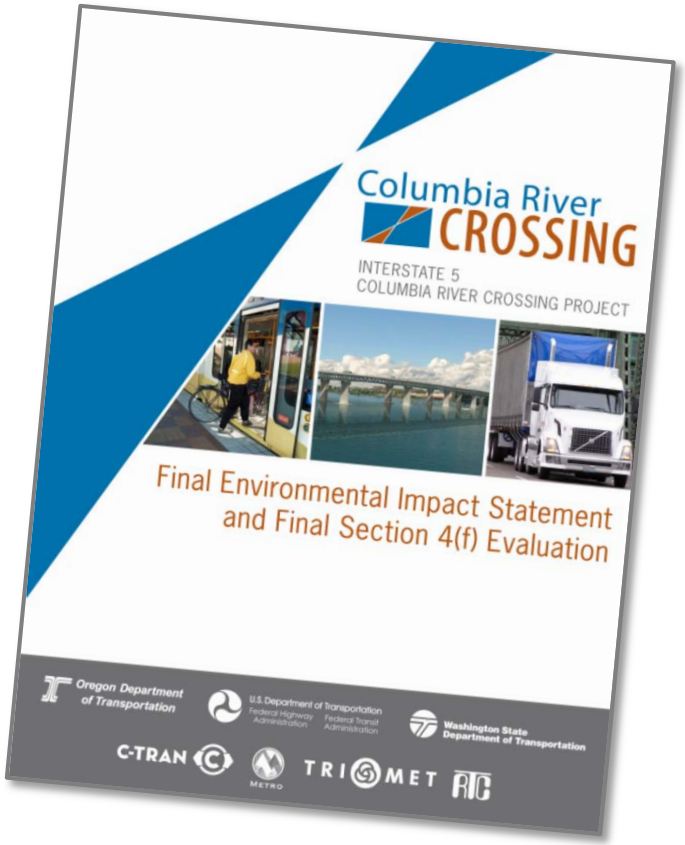
Long-term, comprehensive solution to improve safety and reduce congestion

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

Columbia River CROSSING

Final Environmental Impact Statement

- **Review period, Sept. 23 – Oct. 24**
  - Issued on behalf of:
    - Federal Transit Administration, Federal Highway Administration
  - Signed by local project partners:
    - Metro, Southwest Washington Regional Transportation Commission, C-TRAN, Tri-Met
  - Record of Decision expected in December
- **Allows the project to:**
  - Complete design
  - Begin property acquisition in 2012
  - Break ground in 2013



Findings in the Final EIS: Traffic

- **Improved safety:**
  - 500 fewer collisions per year compared to No Build
- **Reduced congestion:**
  - 60% fewer hours of congestion per day compared to No Build
- **Increased transportation choices:**
  - Light rail extension into Vancouver
  - Improvements to pedestrian and bicycle paths
  - Peak travel time would decrease by 20 minutes from the Rose Quarter in Portland northbound to Vancouver
  - 50 minute shorter roundtrip commute time for transit riders traveling between Clark College and Pioneer Square

Findings in the Final EIS: Environment

- **Improved water quality**
  - Will collect 100% of stormwater runoff, compared to about 20% today
- **Impacts will be mitigated**
  - **Fish**: Effects on fish as a result of construction will be reduced through modified in-water construction methods; habitat restoration will provide long-term benefits
  - **Park and trails**: Impacts to these resources will be mitigated by replacing affected land, rebuilding trails, or providing other enhancements
  - **Historic resources**: Impacts to historic resources will be mitigated through documentation, interpretation and curation

Findings in the Final EIS: Environment

- **Reduced vehicle miles traveled:**
  - The region's total vehicle miles travelled will be reduced by more than a quarter million miles per day compared to the No Build scenario
- **Reduced emissions:**
  - All criteria air pollutants and mobile source air toxins will be lower with the Locally Preferred Alternative when compared to the No Build
- **Reduced noise:**
  - Noise impacts from highway traffic will be lower than today due to mitigation, including sound walls
  - All light rail transit noise impacts will be mitigated
- **Mitigation for temporary construction-related air and noise effects**
  - Temporary impacts will be reduced by implementing multiple dust, emission and noise reduction and control technologies and methods

Findings in the Final EIS: Land use and neighborhoods

- **Economic Development:**
  - Promotes transit-oriented development near new light rail stations
  - Concentrates jobs and housing near the I-5 corridor and does not promote “urban sprawl”
  - Supports or sustains an average of 1,900 jobs per year during construction
- **Connecting communities**
  - A new bridge will connect Hayden Island with North Portland, providing a new alternative access to the island other than Interstate 5
  - Improved local connections between Vancouver National Historic Reserve and downtown Vancouver
  - New, more direct pedestrian and bicycle paths will connect North Portland with Hayden Island and to Vancouver

Findings in the Final EIS: Property acquisition/displacements

- **Property purchases:**
  - Project construction requires land outside the current highway right-of-way
    - This will result in the acquisition and displacement of 59 residential and 69 commercial properties
  - Relocation assistance will be provided in accordance with the Uniform Relocation Act

Columbia River CROSSING

Financing

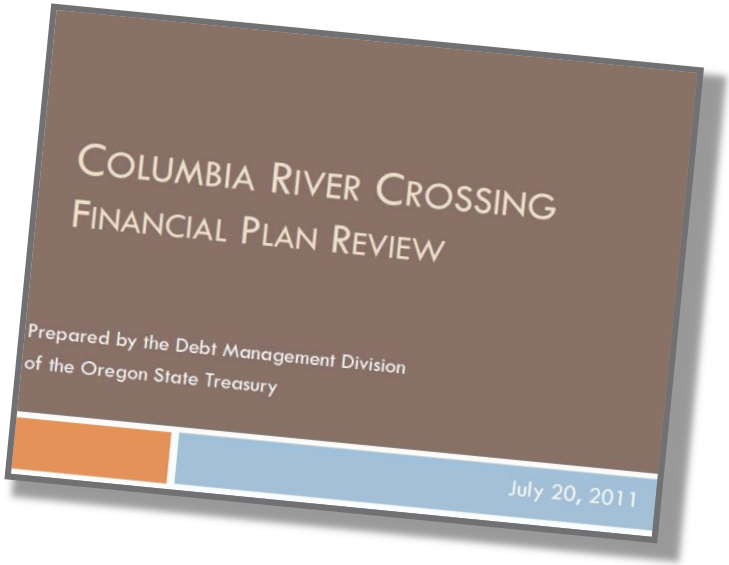
Oregon Department of Transportation

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

State treasurer review

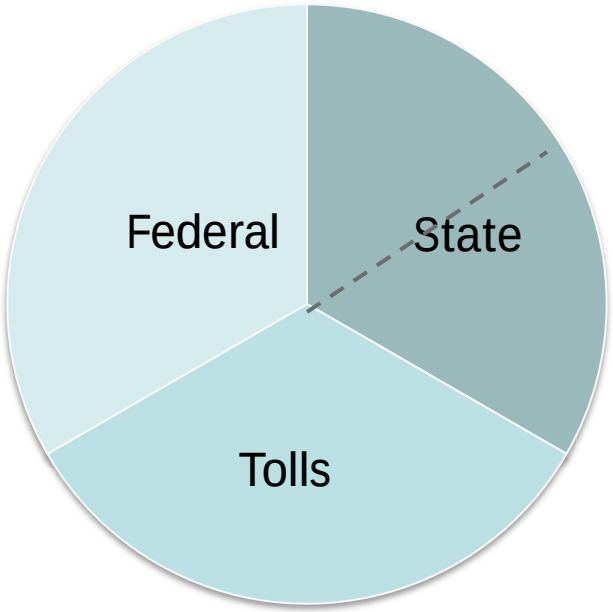
- **Review by Oregon State Treasurer**
- **Recommendations:**
  - Bond yields should be based on low end of toll revenue range
  - Bond yields should not assume annual toll rate increases
  - Finance plan should employ:
    - Pre-completion tolls
    - USDOT TIFIA assistance
- **Treasurer recommendations have been incorporated into FEIS**



Columbia River CROSSING

CRC funding sources

- **Federal**
  - **Transit Administration New Starts funds**
  - **Federal Highway Administration funds**
- **Oregon and Washington**
- **Adjusted toll bond proceeds**
- **TIFIA**



$3.1 – 3.5 billion

Finance plan development

- **FEIS includes refinements since DEIS**
  - Financial chapter discusses tradeoffs with scenarios
- **Additional finance plan refinements in 2012 and 2013**
- **Legislative approvals sought in 2012 / 2013**
- **Actual amount of toll bonds issued based on investment-grade tolling analysis prepared in 2013, prior to bonding**

FEIS financial analysis overview

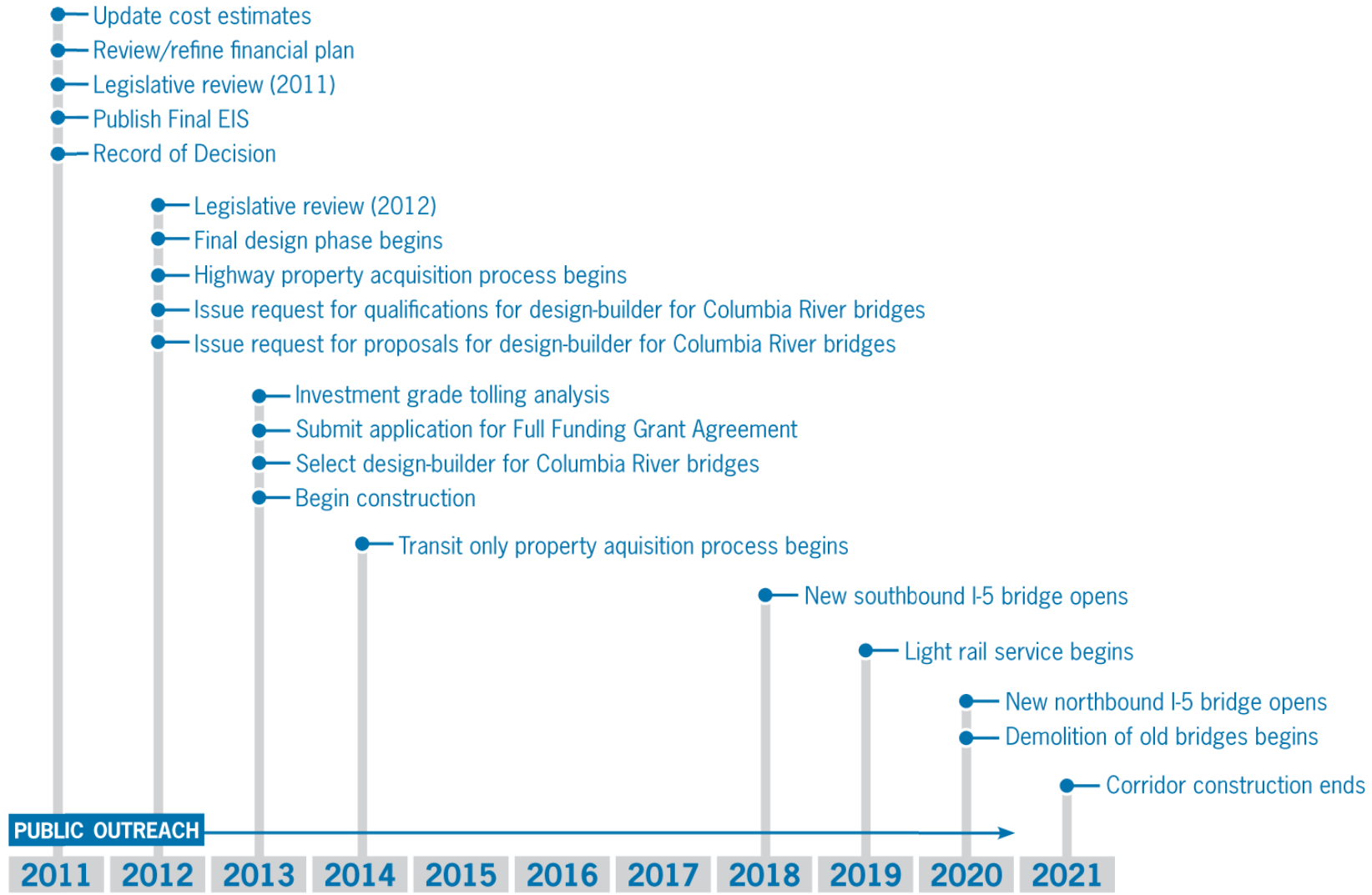
- FEIS includes finance scenarios for LPA Full Build and LPA with Highway Phasing
- Cost estimates based on CEVP, shown as range
- Three toll rate scenarios assessed
- Bonding assumptions consistent with the recommendations of both state treasurers

Toll rates

- **Toll rates set by Washington and Oregon Transportation Commissions**
- **Variable-rate toll schedules by time-of-day and vehicle classification**
- **All electronic tolling**

Project development schedule

Project Schedule



Columbia River CROSSING

Columbia River CROSSING

www.ColumbiaRiverCrossing.org

700 Washington Street, Suite 300
Vancouver WA, 98660

feedback@columbiarivercrossing.org

Washington	**360-737-2726**
Oregon	**503-256-2726**
Toll-Free	**866-396-2726**

Oregon Department 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