

# A long-term, comprehensive solution

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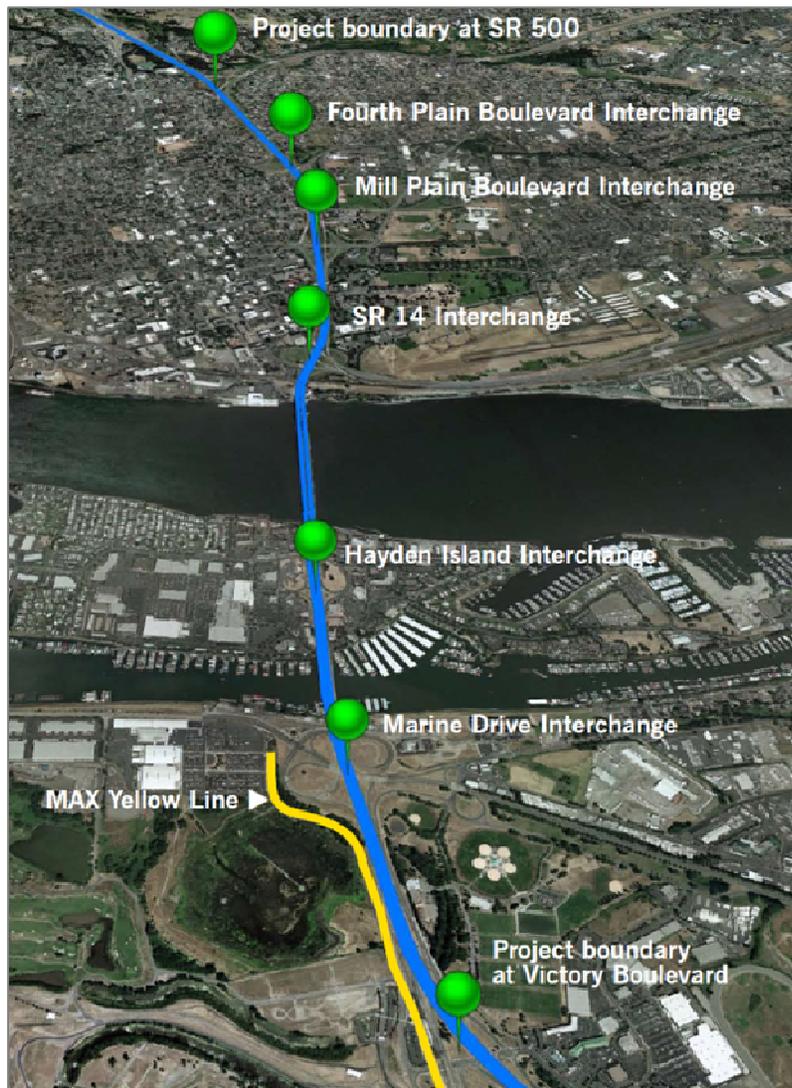
**Washington State Transportation Commission**  
**July 17, 2012**



# 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

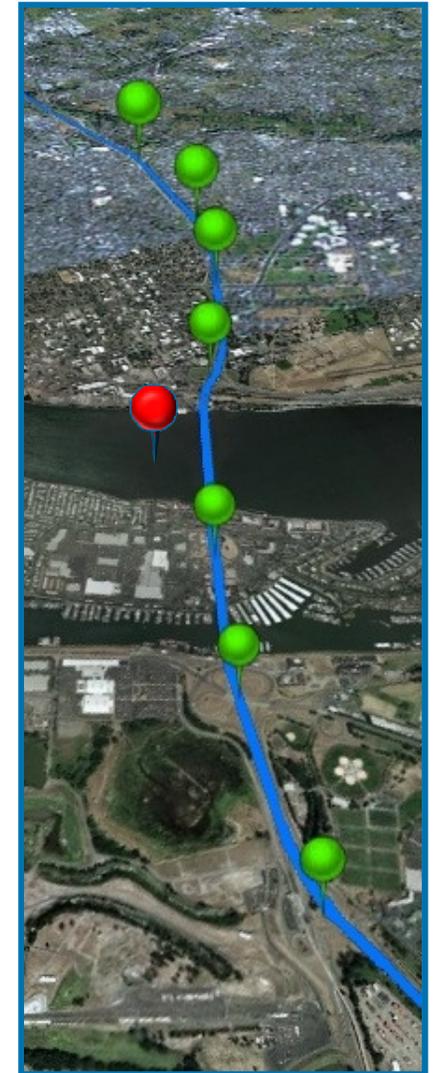
- **Permits**

- 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

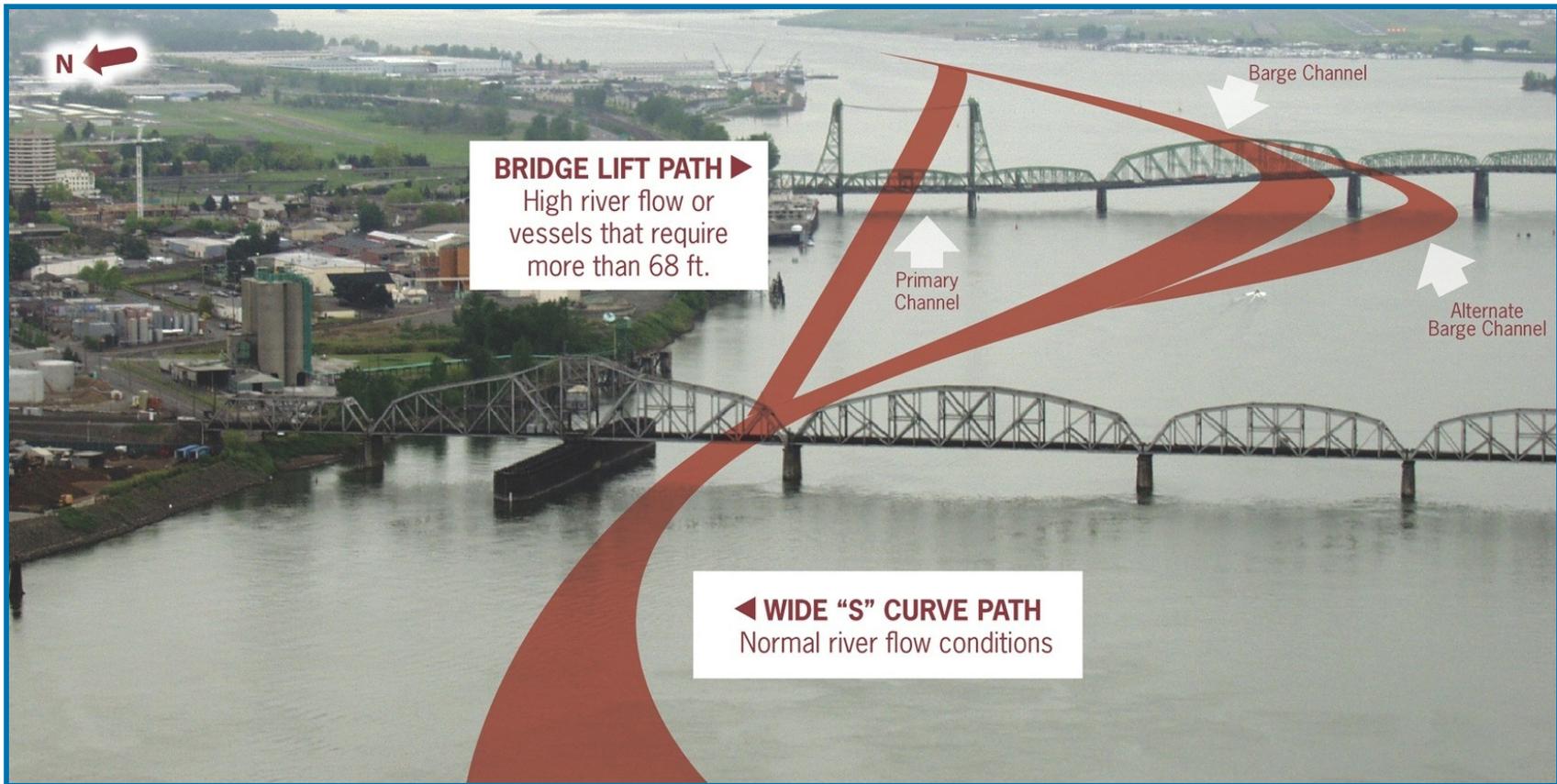
- **Federal approvals**

- 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.**

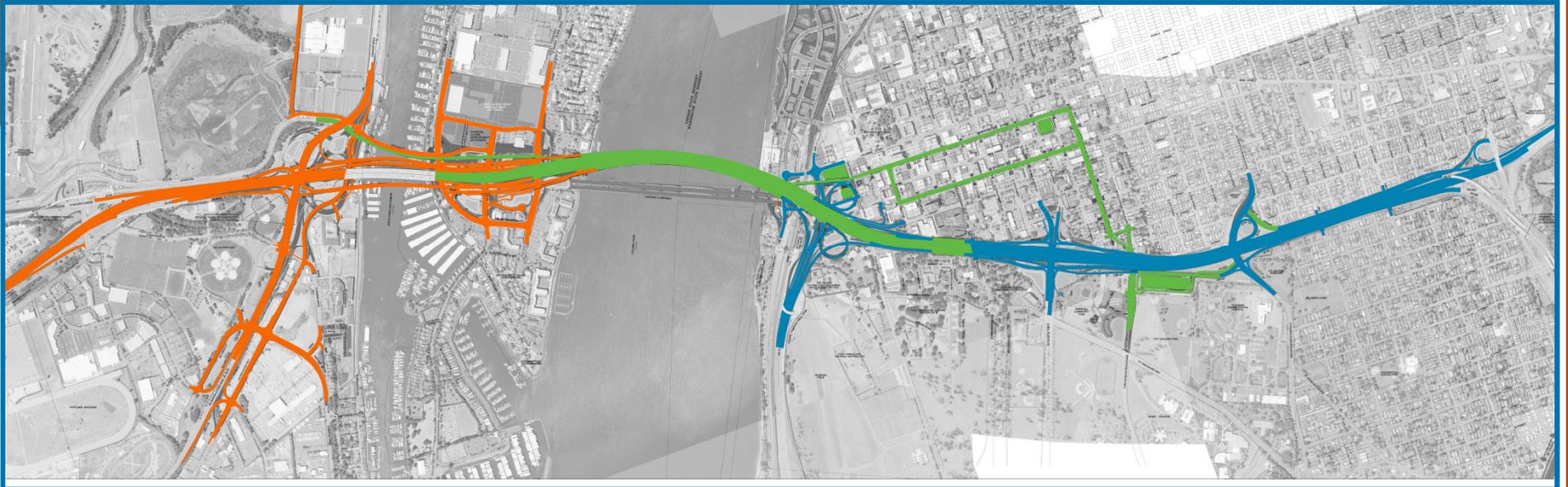
# General Bridge Permit process

- **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



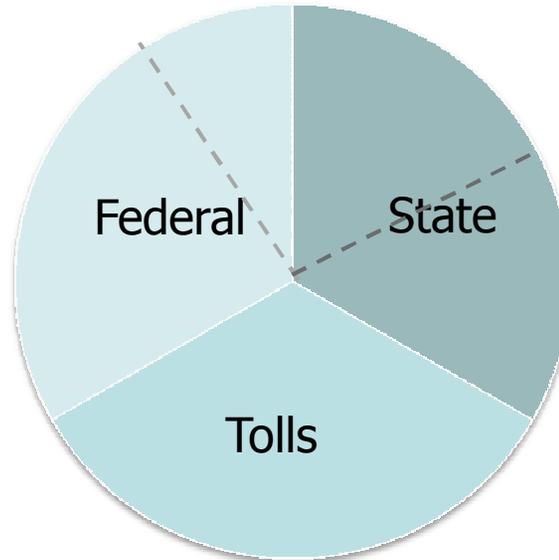
Oregon Roadway and Interchanges	Cost
<b>Oregon Roadway and Interchanges Total</b>	<b>\$595 million</b>

Columbia River Bridge and Approaches	Cost
<b>Columbia River Bridge and Approaches Total</b>	<b>\$1.2 billion</b>

Light Rail Transit Extension	Cost
<b>Light Rail Transit Extension Total</b>	<b>\$850 million</b>

Washington Roadway and Interchanges	Cost
<b>Washington Roadway and Interchanges Total</b>	<b>\$435 million</b>

# Funding sources for CRC

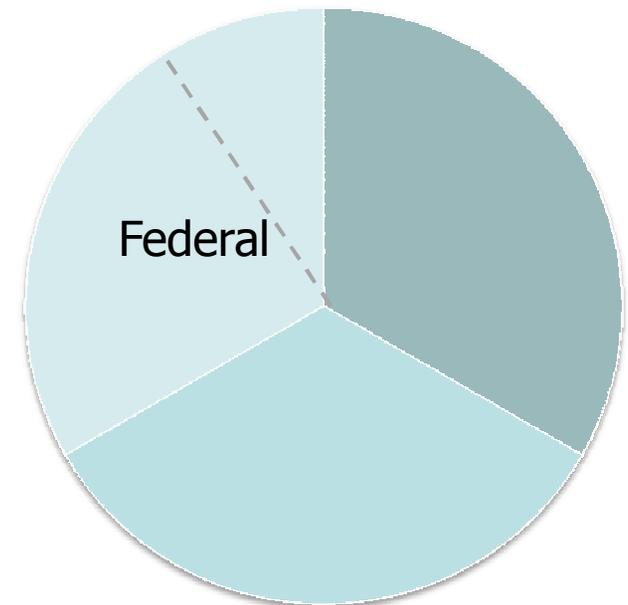


Targeted Columbia River Crossing Funding Sources	Amount (billions)
FTA New Starts (light rail).....	\$0.85
FHWA.....	\$0.4
Tolls.....	\$0.9 - \$1.3
Washington .....	\$.2 - \$.45
Oregon.....	\$.45
<b>TOTAL FUNDING SOURCES</b>	<b>\$3.05-3.45</b>

# Federal funds

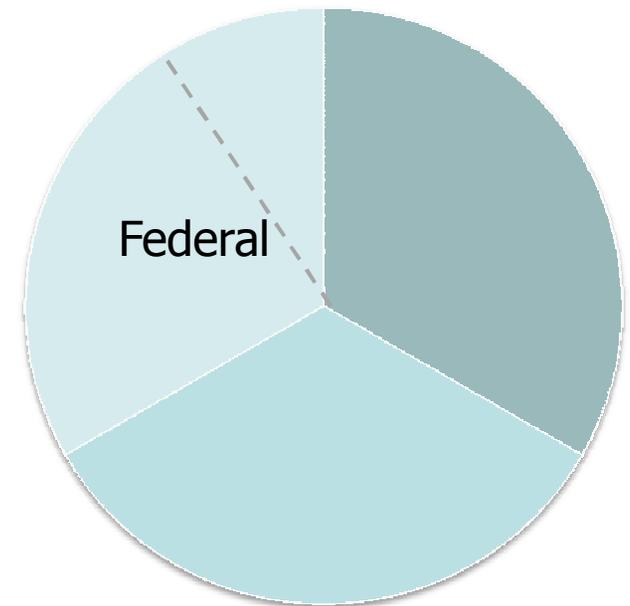
- **FTA New Starts funds (\$850 million)**

- **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



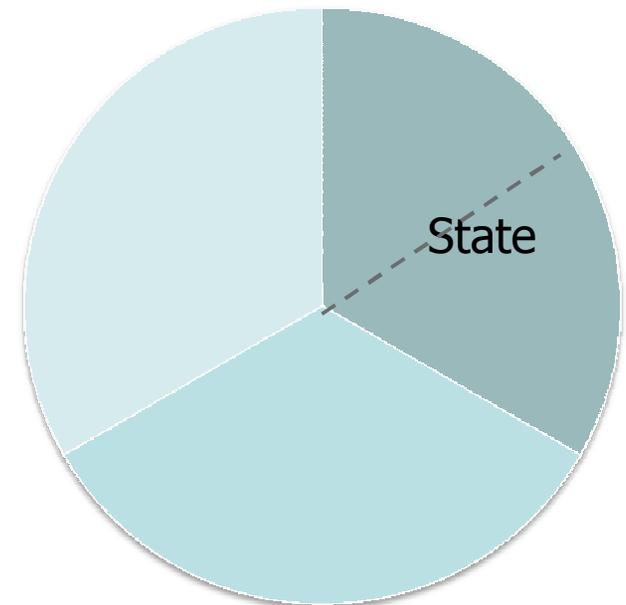
# Federal funds

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

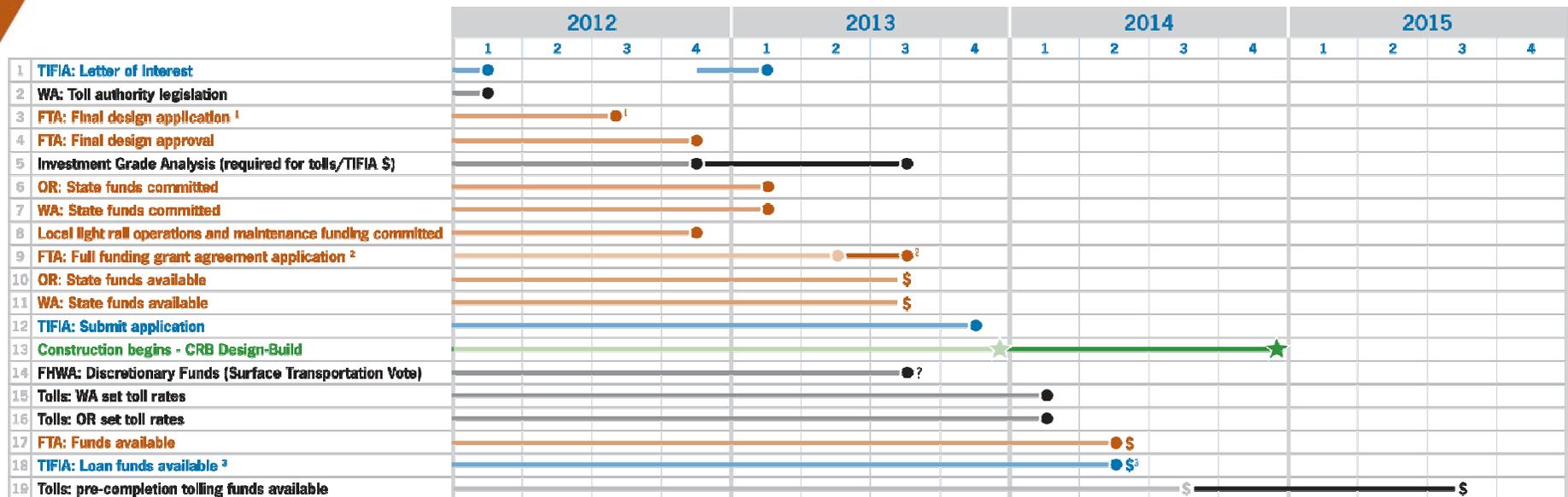


# Washington and Oregon state funds

- **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.

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

<sup>2</sup> Must have all funds authorized.

<sup>3</sup> 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

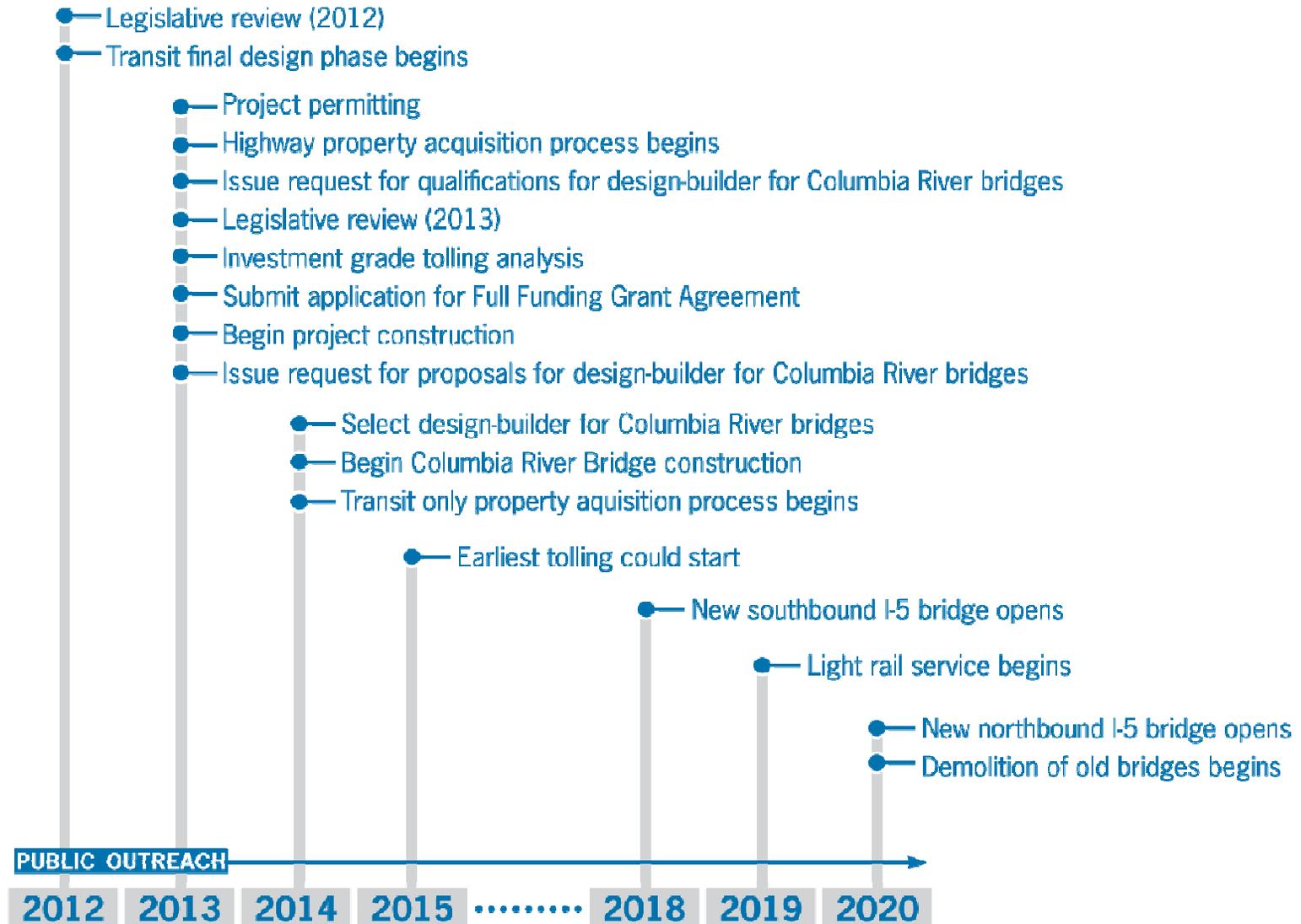
# Bi-state tolling schedule

- **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



# Columbia River CROSSING

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**Washington 360-737-2726**

**Oregon 503-256-2726**

**Toll-Free 866-396-2726**

[www.ColumbiaRiverCrossing.org](http://www.ColumbiaRiverCrossing.org)

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 **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