

Columbia River Crossing

A long-term, comprehensive solution

Paula Hammond

Secretary of Transportation

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Secretary of Transportation, WSDOT

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Director, ODOT

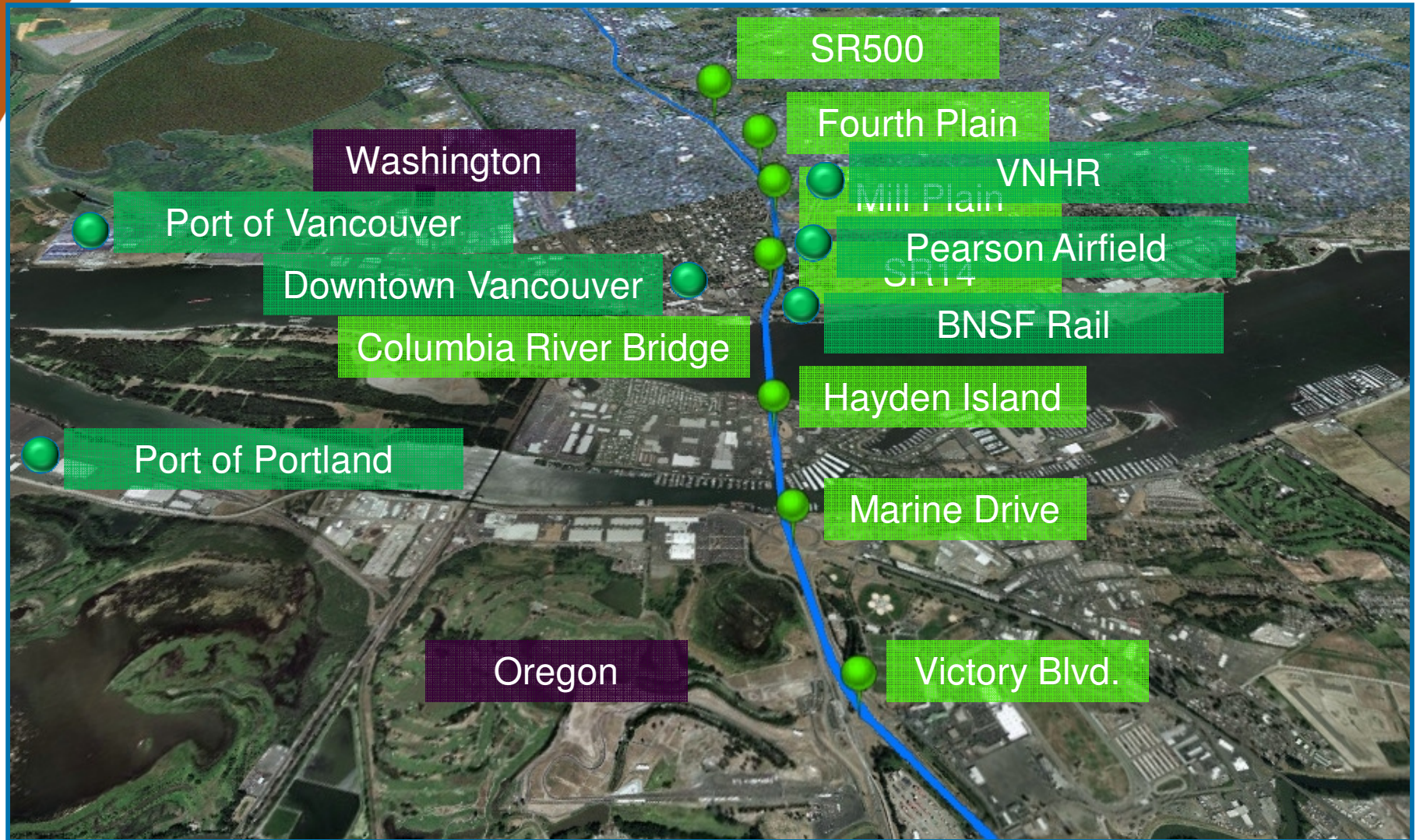
Washington Legislative Oversight Committee
June 19, 2012



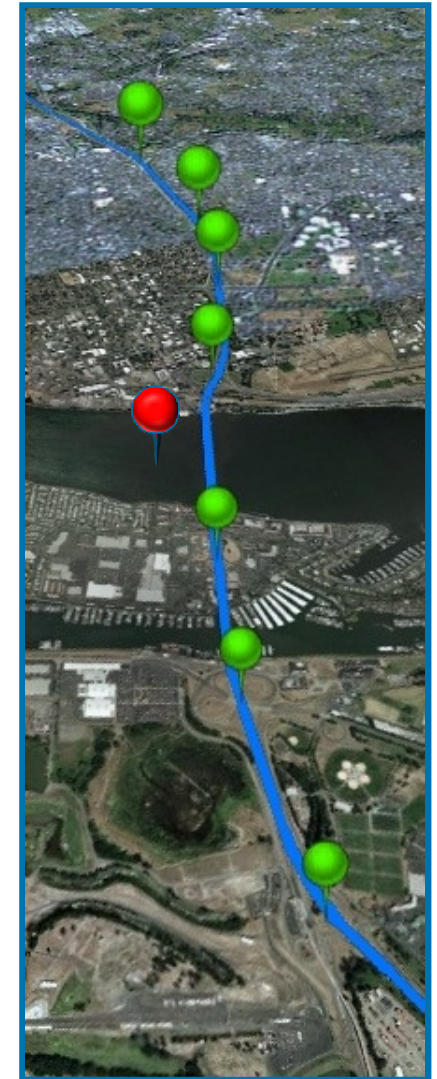
Topics to be covered

- **Project area**
- **Purpose and need of the project**
- **Environmental process**
- **Project scope and schedule**
- **Funding and expenditures to date**
- **Permitting, including General Bridge Permit**
- **Cost estimate**
- **Finance plan, including tolling**

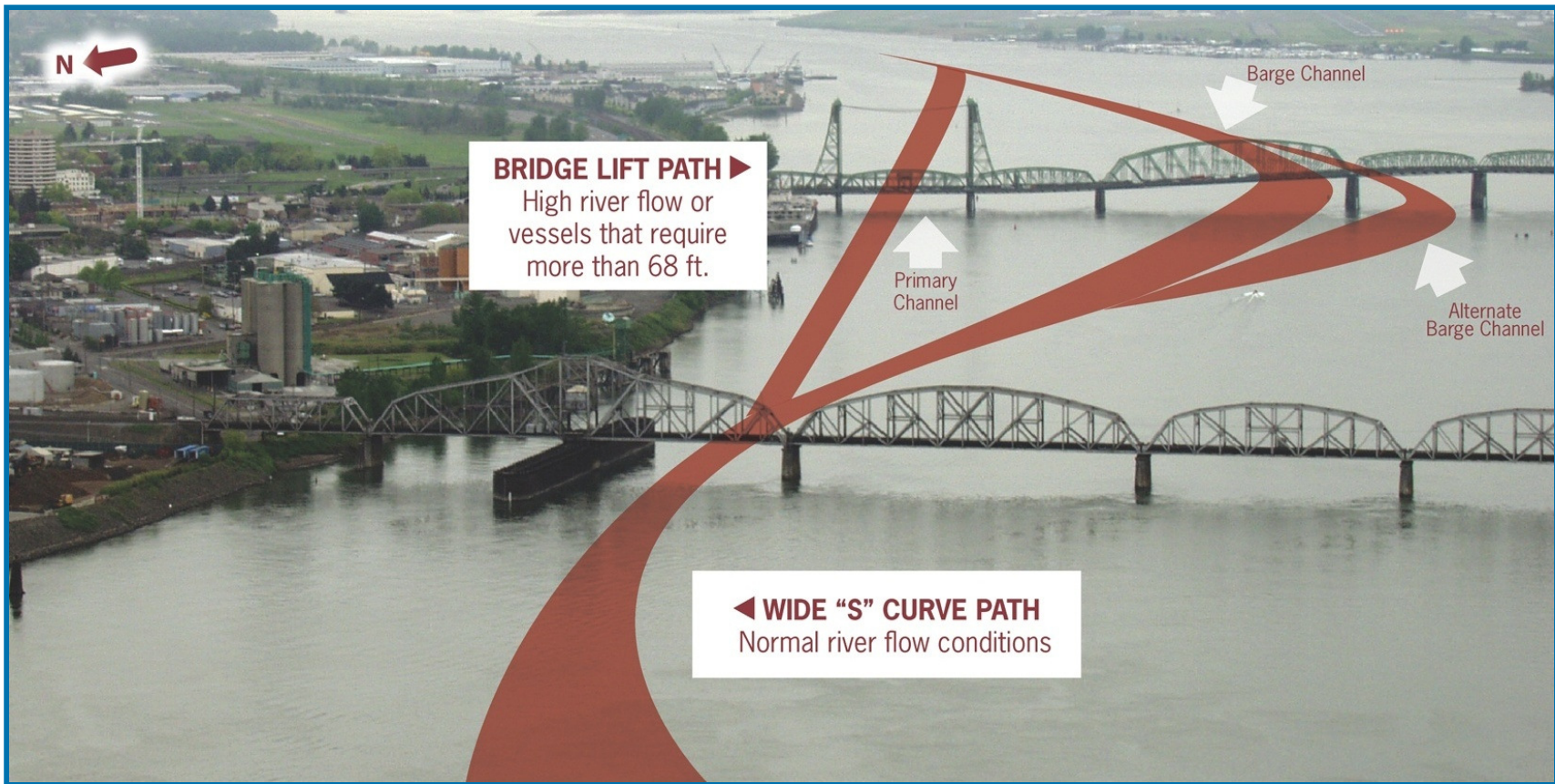
CRC project area



Columbia River



Existing navigation channels



A project of national significance

- Critical link between Canada and Mexico
- One of the worst freight bottlenecks in the nation
- \$40 billion in freight crosses bridge; \$71 billion by 2030
- 1 in 4 Washington jobs and 1 in 5 Oregon jobs are trade-related

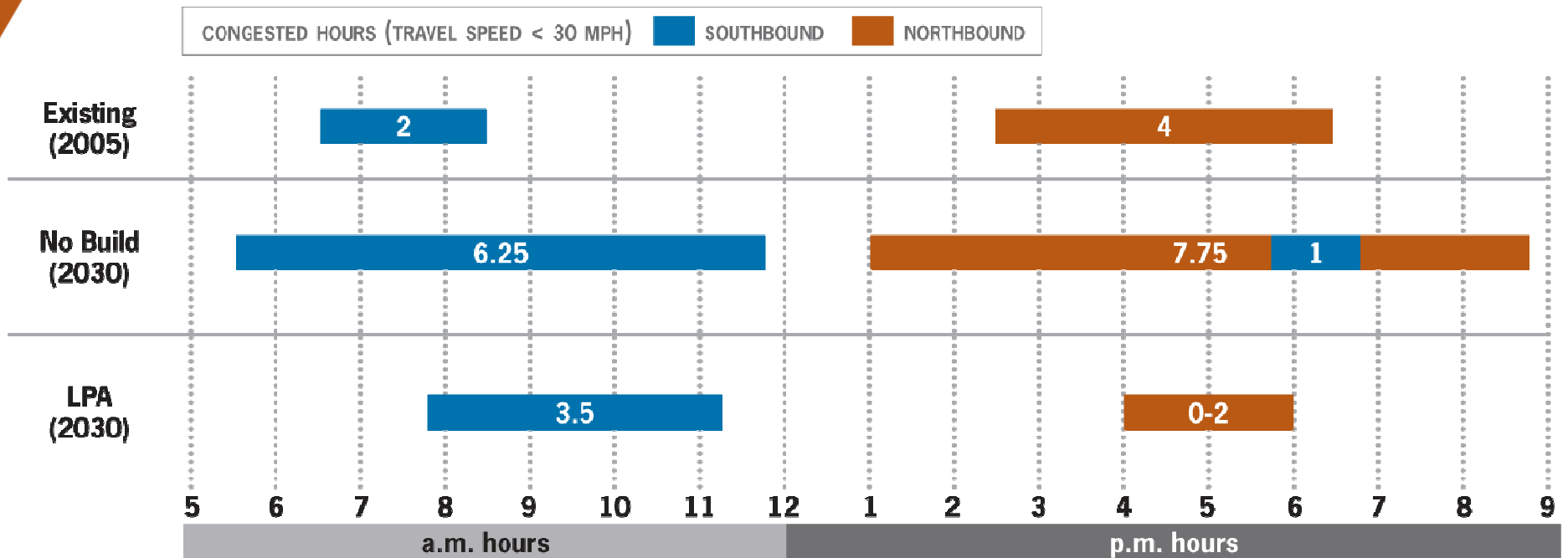


Critical I-5 corridor problems

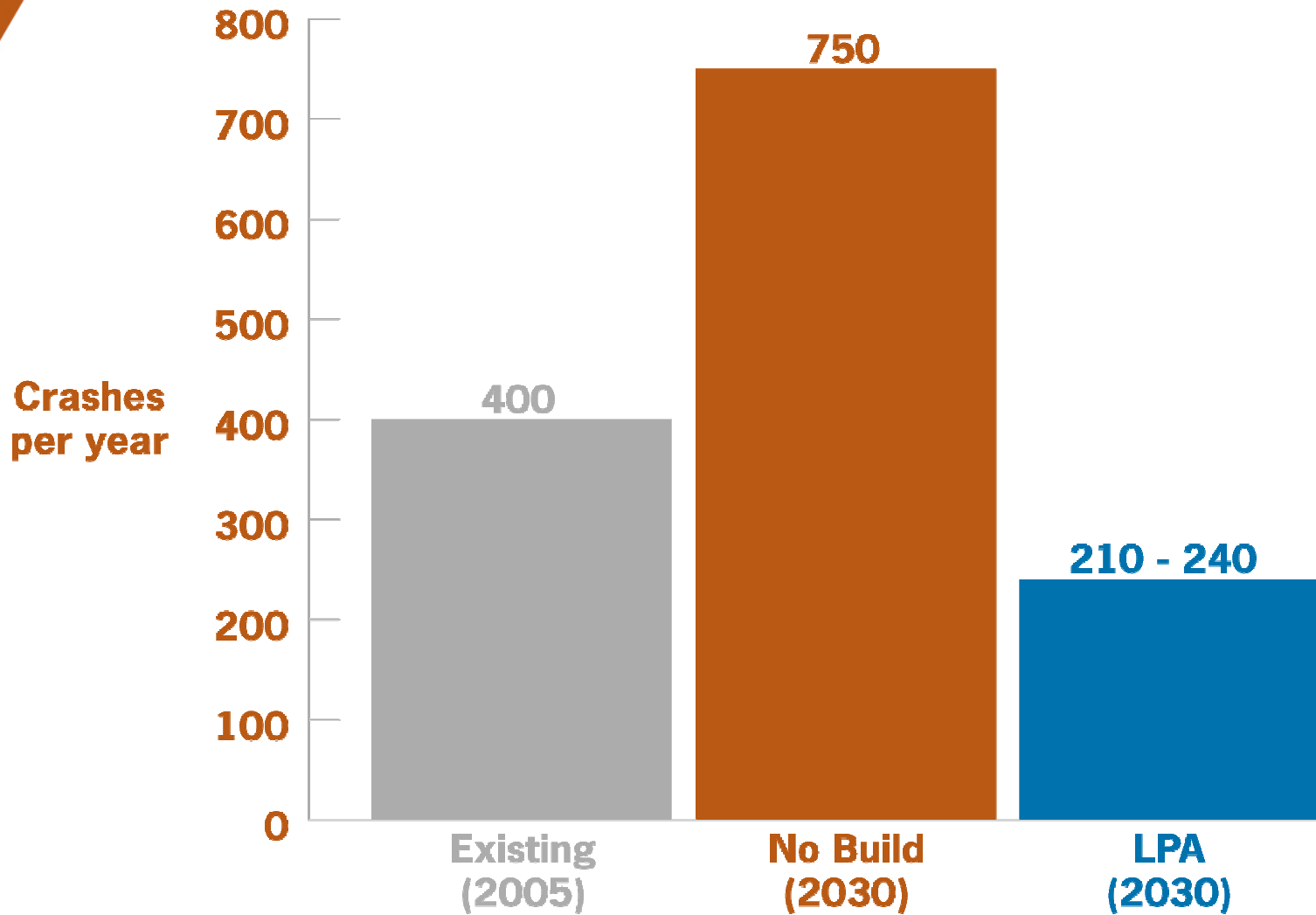


- Congestion
- Crashes
- Freight immobility
- Earthquake risk
- Limited transit options
- Poor bike and pedestrian access/connectivity

Daily congestion levels



High number of collisions



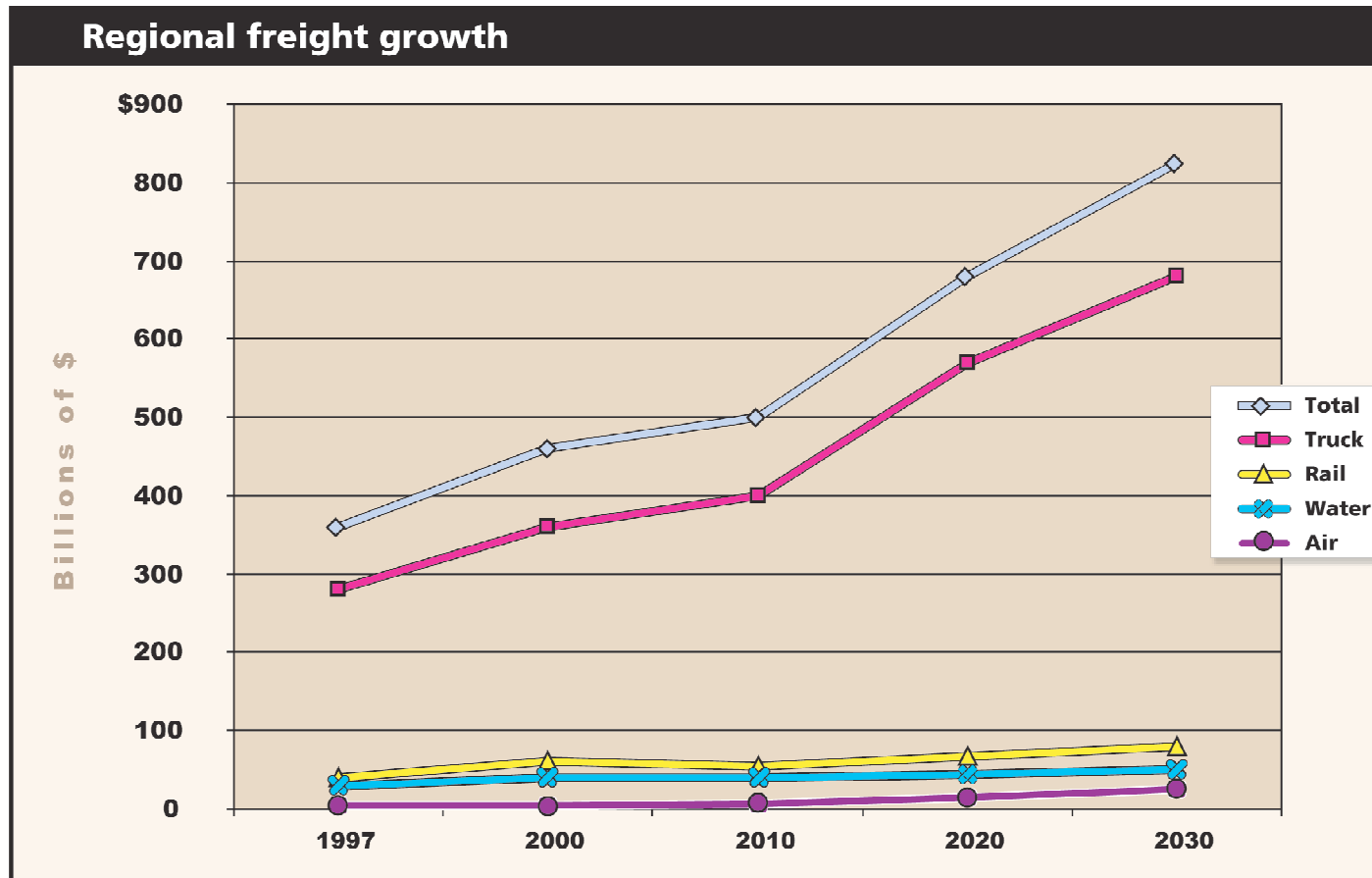
Features that contribute to collisions

- Presence and duration of congestion
- Bridge lifts and traffic stops
- Non-standard outdated geometric design features:
 - Short acceleration, deceleration, and ramp-to-ramp separation lengths
 - Short weaving area lengths
 - Non-standard vertical or horizontal curves
 - Narrow shoulders
 - Closely spaced interchanges



Freight immobility

Portland-Vancouver freight tonnage to double by 2030



Source: Economic Development Research Group, Inc.

Earthquake risk

- Aging bridges built in 1917 and 1958
- Existing bridges do not meet current seismic safety standards
- Wooden pilings set in liquefiable soil



Limited transit options

- Buses are the only transit option crossing the Interstate Bridge
- Buses get caught in traffic
 - If nothing is done, peak bus trips could take twice as long



Multi-year public process

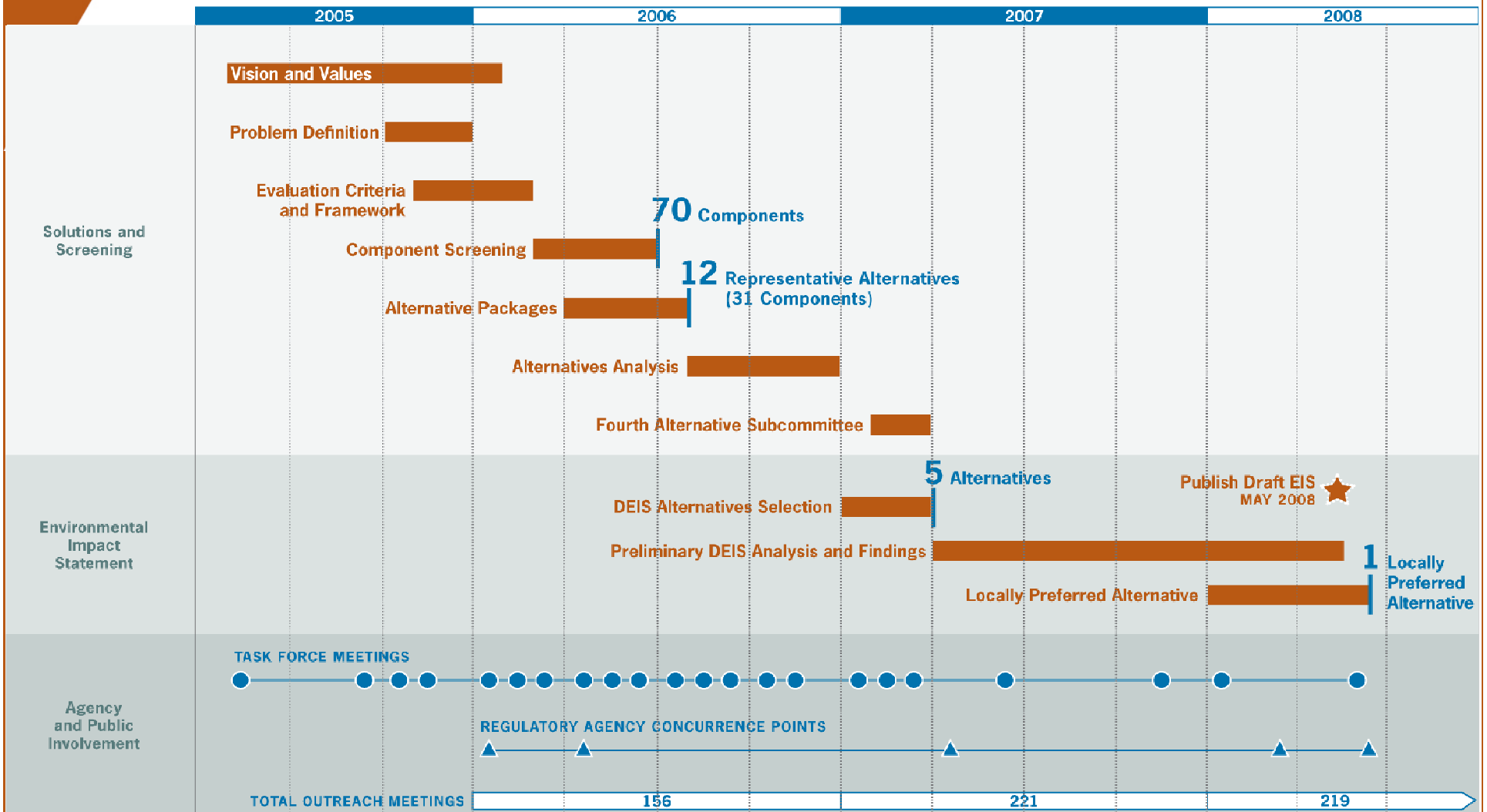


Public identifies needs and solutions




- **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**

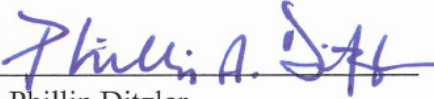
Early alternatives and screening timeline




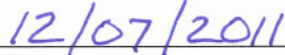
The Record of Decision

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

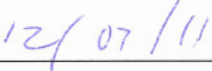

Daniel M. Mathis
FHWA Washington
Division Administrator


Phillip Ditzler
FHWA Oregon Division
Administrator


R.F. Krochalis
FTA Regional Administrator,
Region 10


Date of Approval


Date of Approval


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

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 transit boardings per year**

Appropriations to-date*

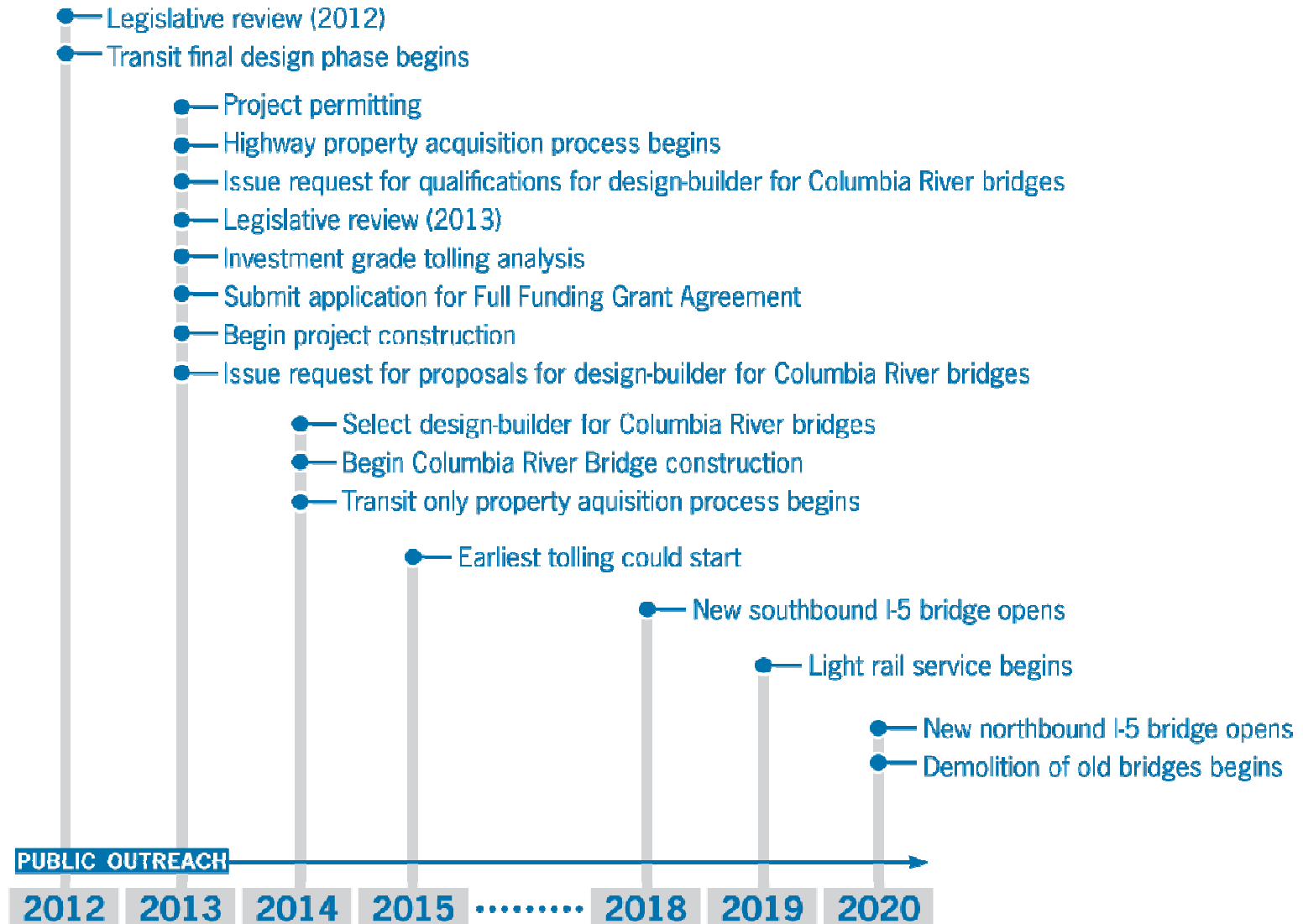
Washington			Oregon		
	2011-13	Total		2011-13	Total
State	8,253,000	48,988,000	State	2,537,571	11,732,148
Federal ¹	54,195,304	75,884,000	Federal ¹	27,850,834	87,397,847
Total	62,448,304	124,872,000	Total	30,388,405	99,129,995

¹ \$7.5 million of Corridor of the Future funding is shown in Oregon's federal appropriation amount, which causes Washington's federal appropriation in 2011-13 to differ from 12LEGFIN

Expenditures to-date*

	Washington	Oregon
	Total	Total
Preliminary Engineering	68,864,600	76,301,655

Project development schedule



Project permitting and authorizations

- **Strategy includes timelines for all federal, state and local permits**
- **Permits obtained by the project**
 - 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)

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.**

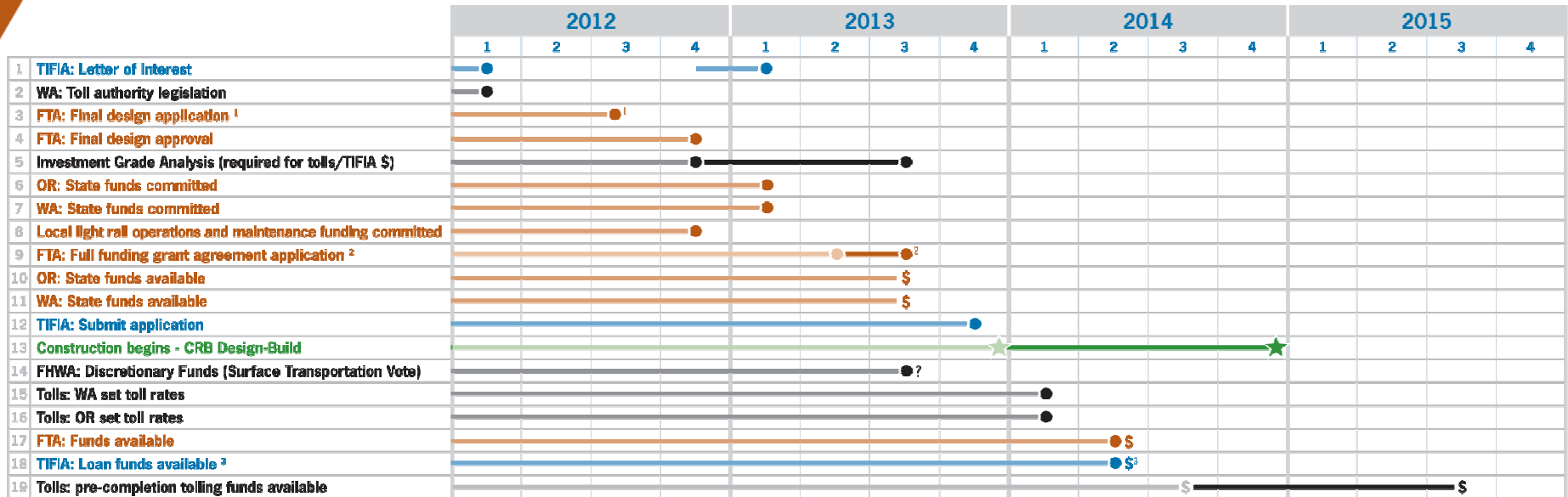
General Bridge Permit process

- **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

Project cost and finance plan



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.

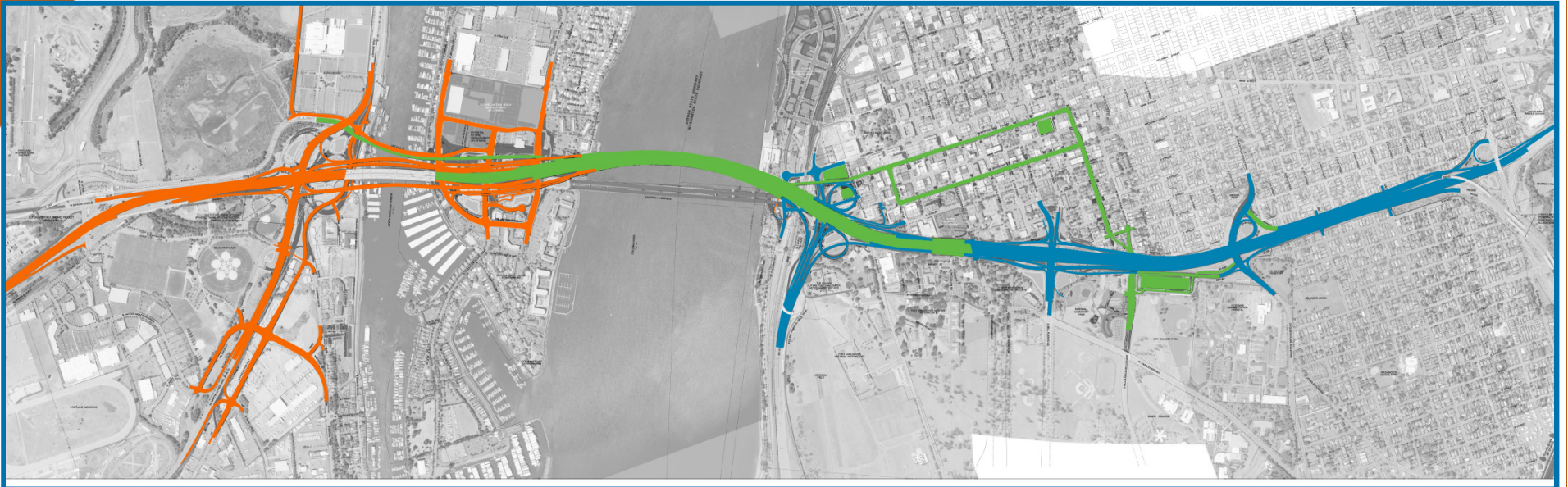
² Must have all funds authorized.

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

Project construction cost estimates



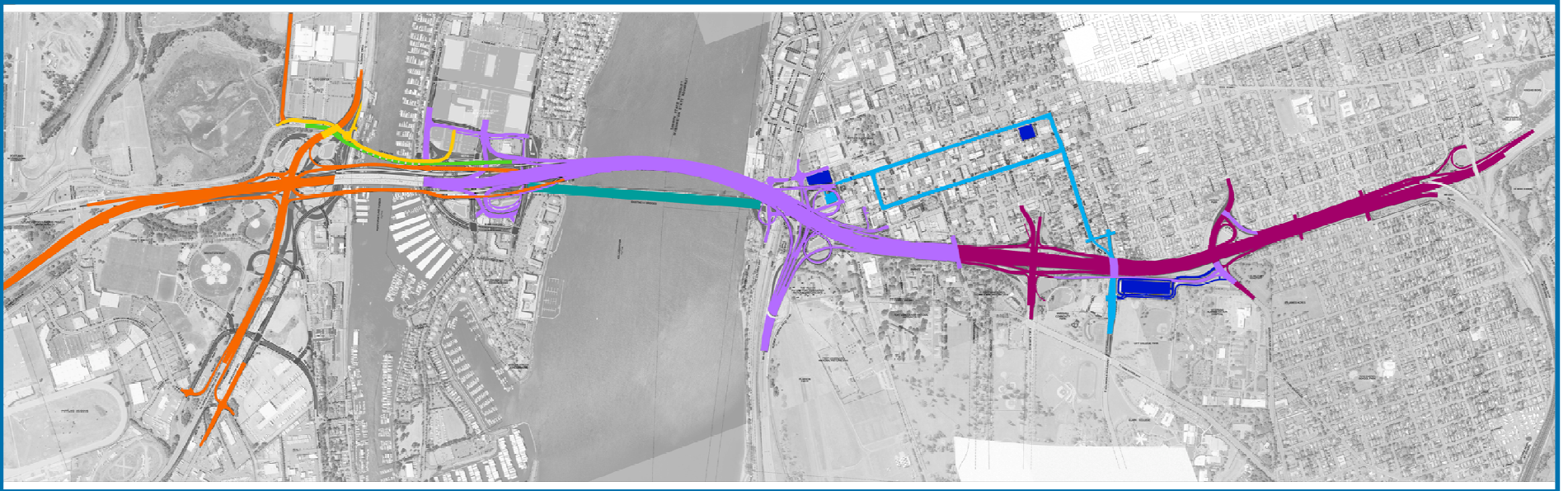
Oregon Roadway and Interchanges	Cost
Oregon Roadway and Interchanges Total	\$595 million

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

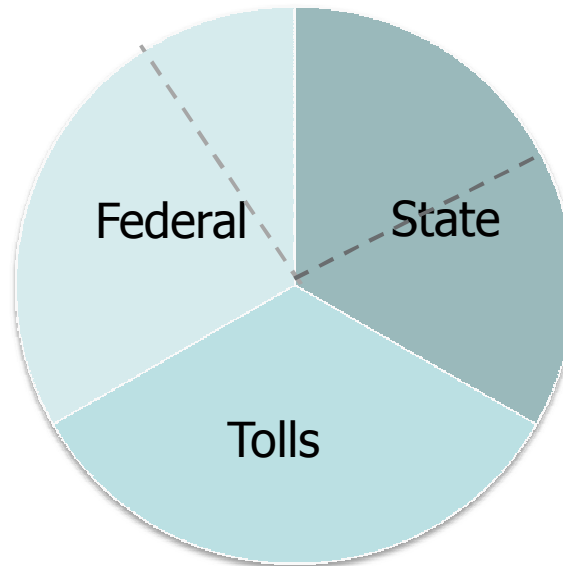
Light Rail Transit Extension	Cost
Light Rail Transit Extension Total	\$850 million

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

Project construction sequencing



Funding sources for CRC

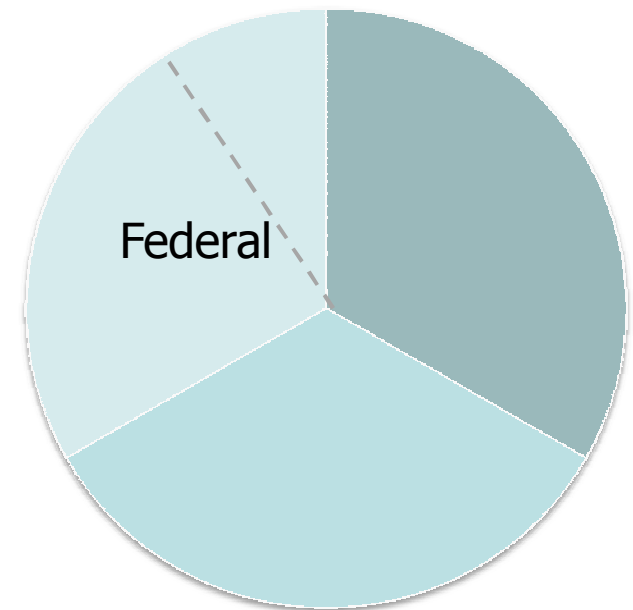


Targeted Columbia River Crossing Funding Sources	Amount (billions)
FTA New Starts (light rail).....	\$0.85
FHWA.....	\$0.4
Tolls.....	\$0.9 - \$1.3
Washington	\$.2 - \$.45
Oregon.....	\$.45
TOTAL FUNDING SOURCES	\$3.05-3.45

Federal funds

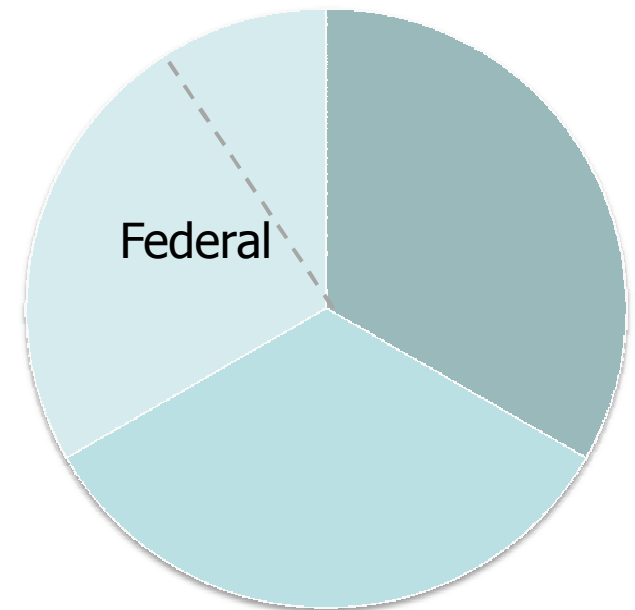
- **FTA New Starts funds (\$850 million)**

- **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



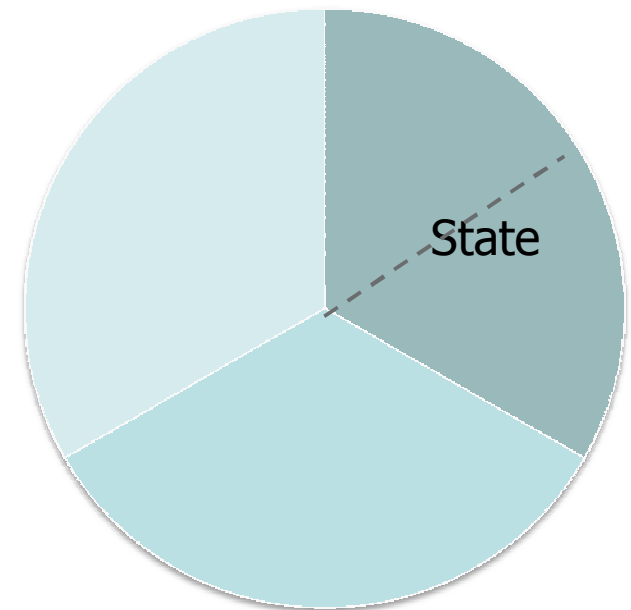
Federal funds

- **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, bike/ped. Constitution specifies that highway funds must be used for highway purposes
- **Availability:**
 - Committed by 2013 to meet FTA eligibility



Tolling on the SR 520 Bridge

Tolls began Dec. 29, 2011 on the existing bridge

- **How does it work?**

- Open road, variably priced and all electronic
 - Allows all vehicles to travel while maintaining highway speeds
 - Variable pricing (time of day) permits better traffic management during peak and off peak times
- Tolls are collected in both directions with two primary payment methods:

- Good To Go! account**

- Drivers charged by debiting a prepaid account
 - Account registered with an electronic pass attached to a vehicle or a license plate

- Photo toll**

- Image of license plate is taken and registered owner is billed
 - Registered short term accounts available



Early Indicators of Toll Success

- ***Good To Go!* accounts**

- Goal was 50 % of traffic with *Good To Go!* accounts at tolling commencement
- This required establishing 100,000 new accounts before toll start
- 225,000 new accounts opened between February 2011 and the end of February 2012



- **Trips paid via *Good To Go!* accounts**

- Forecast: 72% of transactions during the first year of tolling would be paid via *Good To Go!* accounts (pass or Pay By Plate)
- Early indications:
 - Through February, approximately 79% of all toll trips were made by *Good To Go!* account users (72% pass, 7% Pay By Plate)
 - *Good To Go!* pass market share regularly exceeds 80% during weekday AM and PM peak hours.

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

Tolling Assumptions

- **Toll commencement**
 - Early tolling – 2015
 - Toll point location
- **Toll rate setting process**
- **Assumptions**
 - Timing
 - Rates
 - O&M
 - Business rules
 - Adjudication
 - Enforcement
 - Collections

Types of Traffic & Revenue Studies

- **Planning Level Studies**
 - “What if we put a toll on this section of highway?”
- **Tier 1 T&R Study**
 - “Back of the Envelop” analysis
 - Determine viability before significant time is spent on project
- **Tier 2 T&R Study**
 - Done after project is found to be potentially viable
 - Some traffic modeling
 - More extensive collection of data
 - Series of sensitivity analyses
- **Tier 3 T&R Study**
 - “Investment Grade”
 - Extensive work in developing forecasting model
 - Large amount of data collection
 - Extensive analysis on various economic indicators

Traffic and revenue study update

- Requesting proposals from consultants with national investment grade study experience
- Tier 2 traffic and revenue study completed in early 2013 to test potential tolling scenarios
- Work will be managed by bi-state group with representatives from:
 - WSDOT
 - Washington State Treasurer
 - Washington Attorney General's Office
 - ODOT
 - Oregon State Treasurer
 - Oregon Attorney General's Office
 - Columbia River Crossing Project

Traffic and revenue study elements

- **Assessment of existing data and value of time data**
- **Traffic model development**
- **Scenario development and testing**
 - Toll rate schedule
 - Traffic volumes
 - Toll revenue
- **Selected scenario will be subject of investment grade study to be completed in late 2013.**

Project area tour



Update from Oregon's Legislative Oversight Committee



Project next steps



Next steps

- **Finance plan**
 - Prepare final design application to FTA
- **Tolling**
 - Washington/Oregon oversight committee and legislative discussions on state contributions and timing, bi-state tolling and agreements
- **Permit and authorization applications**
 - Vessel analysis, business mitigation, and economic analysis for Coast Guard general bridge permit application
- **Pre-construction planning**

Columbia River **CROSSING**

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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