

Columbia River Crossing Update

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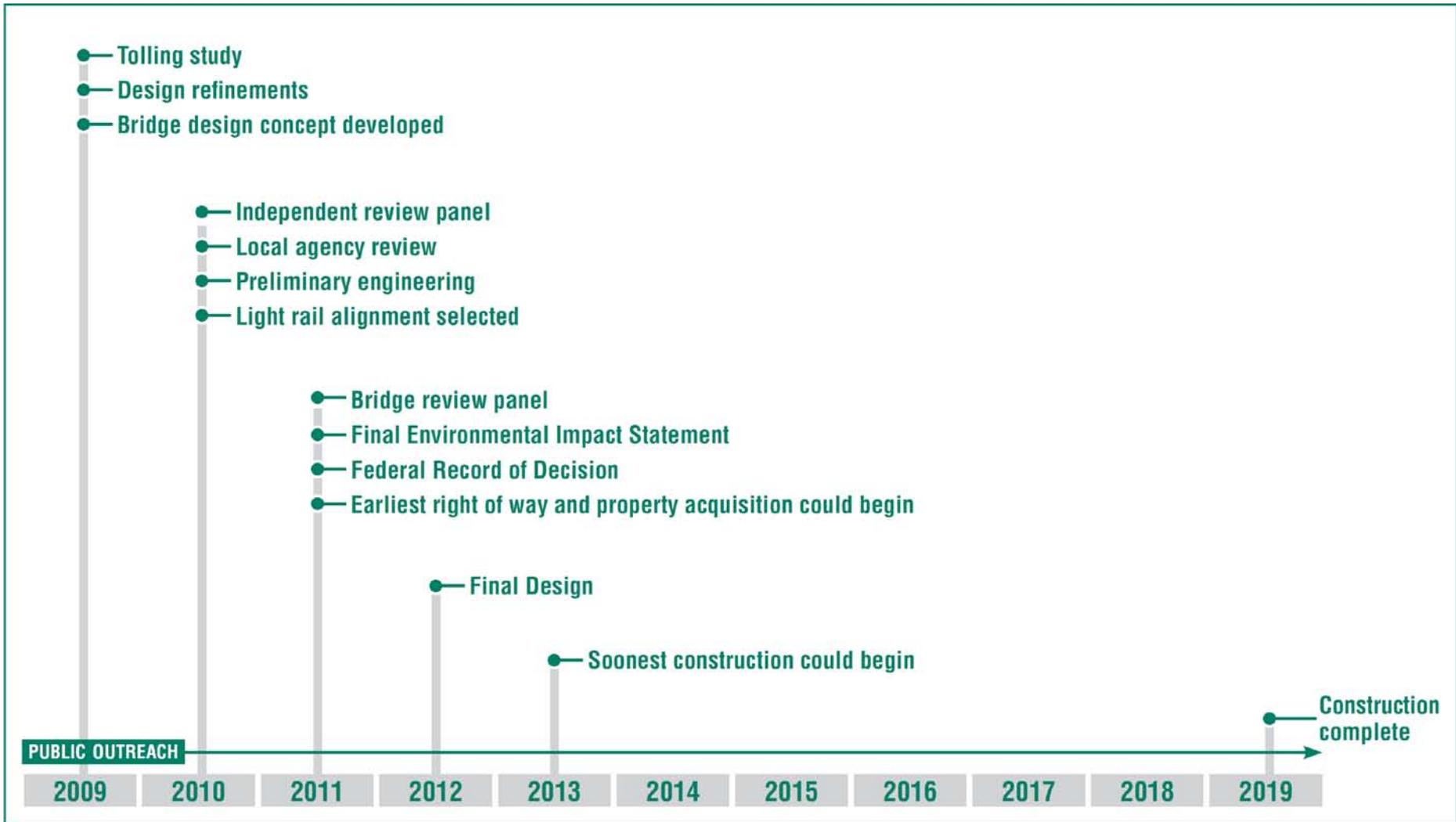
Washington State Transportation Commission
March 23, 2011

Columbia River Crossing Overview

- A bridge, highway and transit solution to six problems:
 - Congestion
 - High crash rate
 - Limited transit options
 - Freight paralysis
 - Lack of pedestrian and bicycle facilities
 - Seismic vulnerability
- Project elements
 - Replace aging I-5 bridges
 - Improve closely-spaced interchanges
 - Extend light rail to Vancouver
 - Improve pedestrian and bicycle facilities and connections



CRC Schedule



Costs and Funding

Cost estimate: \$3.2 – \$3.6 billion

Anticipated funding	
Federal Transit Authority New Starts Assumes full FTA New Starts request granted. CRC may fulfill FTA local match requirements using local highway expenditures, per Congressional action.	\$850 M
FHWA Projects of National Significance Additional funding above and beyond existing allocations. Assumed likely based on scope of CRC project and historical success in securing Federal discretionary funding.	\$400 M
Additional WSDOT/ODOT Funding Approx \$112 M spent by both states to-date. Assumes additional funding generated from both states.	\$900 M
Pre-completion Toll Proceeds If pre-completion tolling of I-5 is implemented, it could generate about \$40M per year for 5 years.	\$0-200 M
Bond Proceeds	\$800-1,466 M

Project Delivery Approach

- Construction Contractors Open House to gather feedback about project delivery methods and packaging
- Project Delivery and Packaging Workshop with local agency partners



Recent Work Efforts

- Conducting geotechnical research for structural design and construction planning
- Working with Tribes and the National Oceanic and Atmospheric Administration to receive Biological Opinion
- Independent Review Panel (IRP)
 - Convened by governors to review project implementation plan, financial plan and key objectives and performance measures
 - Final report sent to Governors in July 2010; states accepted all 30 recommendations to move project forward
- Local agency collaboration
 - Work plan addresses IRP and local agency sponsor recommendations to deliver the project
 - Project Sponsors Council continues to provide input to states

Bridge Review Panel

- Follow-on to IRP recommendations; 16-member panel of national and international experts convened by the DOTs
 - Focus on feasible bridge types, risks, constructability, aesthetic opportunity and cost
- Final report delivered on February 3; Governor Gregoire and Governor Kitzhaber direct CRC to discontinue work on open web box girder design.
- Expedited review of composite deck truss, cable stayed and tied arch
 - Cost, schedule, environmental impact, previous commitments and overall risk
- DOTs draft recommendation to governors Feb. 25; deck truss bridge type
- Public process: public comment, advisory groups, listening sessions

Bridge Review Panel Risk findings

	Cost Growth	Schedule (ROD)	Schedule (Design)	Schedule (Const.)	Procurement	Const. Claims
Deck Truss	1	1	1	1	2	1
Cable-stayed	2	2	2	1	3	2
Tied Arch	3	2	2	2	3	3

DOT Bridge Type Findings

Criteria	Deck Truss	Cable-Stayed	Tied Arch
Cost* (Most affordable)	\$340,000,000	\$400,000,000	\$430,000,000
Cost Growth (Probability of cost increases during construction)	Least likelihood due to problems arising during construction	Higher likelihood due to problems arising during construction	Highest likelihood due to problems arising during construction
Schedule (Least impact on project schedule)	Allows project to stay on current schedule	Would likely require a Supplemental DEIS due to airspace issues with Pearson Airfield and changes to the Biological Opinion. If required, a SDEIS would add 1-2 years	Would likely require a Supplemental DEIS due to airspace issues with Pearson Airfield and changes to the Biological Opinion. If required, a SDEIS would add 1-2 years and would also lengthen construction duration
Environmental Impacts (in-river area)	44,000 SF footprint in the river with 10 in-water piers	52,500 SF footprint in the river with 3 in-water piers	58,000 SF footprint in the river with 4 in-water piers
Honors Stakeholder Commitments	Commitments are largely unchanged and maintained depending on the alignment	Straighter alignment may impact commitments at touchdown points in Vancouver and on Hayden Island	Straighter alignment may impact commitments at touchdown points in Vancouver and on Hayden Island
Risk (Design, Procurement)	Lowest risk: most straight forward design, attract largest pool of bidders	More risk: Design is common but more complicated, attract good pool of bidders	More risk: Design is common but more complicated, attract good pool of bidders

*Cost estimates shown are comparative costs for the bridge types over the Columbia River only and do not include any costs over land to connect back into the proposed infrastructure. Costs are not inflated for year of expenditure and should not be used to compare to previous estimates for CRC bridge or project costs.

Bridge Type Review: Deck Truss



Next Steps

- Bridge type selection
- Continued coordination with local agency project sponsors
- Final EIS and Record of Decision expected in 2011
- Continued coordination with both governors, state legislatures and federal delegations to secure funding
- Continued design and engineering work
- Begin right of way acquisition

2010 Columbia River Crossing Tolling Study

Study Committee charge

- Develop and provide tolling information for public review and comment
- Engage the public in conversations about tolling as a way to fund and manage the CRC project
- Reported public response and results of tolling scenarios to Washington and Oregon Legislatures in January 2010

Study Findings

- The Committee evaluated 10 tolling scenarios
- The scenarios examined could raise between \$940 million and \$3.36 billion in funding from tolls
- Variable tolls help reduce traffic demand and cause some drivers to shift to off-peak times
- Variable tolls could lead some drivers to divert to other routes

Next Steps

- Additional analysis on governance structures for bi-state tolling
- Additional public outreach

Independent Review Panel Recommendations on Tolling and WSDOT/ODOT Response

- The panel recommended that the states work to establish a long-term project management/governance structure and that the two states consider legal expertise to assist in determining best options and structure for the project.
- On September 28, 2010, the Oregon and Washington DOTs provided their response to the panel's recommendations. In regards to the governance recommendation, the two DOT's emphasized the need to differentiate between the issues of project governance and project management.
- The DOT's response also emphasized the necessity of local government involvement for maximizing the success of the project.

2010 Legislative Direction (ESSB 6381)

- Analyze and review potential options for a bi-state tolling framework.
- Undertake the following actions:
 - Review statutory provisions and governance structures of toll facilities in the United States that are located within two or more states;
 - Review relevant federal law regarding transportation facilities that are located in two or more states;
 - Consult with the State Treasurers in Washington and Oregon regarding the appropriate structure for the issuance of debt for toll facilities that are located within two states; and
 - Provide a final report to the Governor and Legislature by June 30, 2011.

Current Work

- Researching federal law regarding interstate compacts.
- Reviewing representative facilities for the following governance structures:
 - Toll Road Authority
 - Transportation Authority
 - Joint and Separate Management
 - Private Entity
 - Local Government

Next Steps

- Form a subcommittee of the two Transportation Secretaries, a Commissioner from Oregon and a Commissioner from Washington
- Review research on representative facilities
- Meet with the Treasurers from each state
- Prepare findings and recommendations for final report

Questions?

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Columbia River Crossing, please contact:

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