



I-5 Bridge Replacement Project

Joint Committee on Interstate 5 Bridge Replacement Project
Kris Strickler, P.E., CRC Oregon Project Director
February 11, 2013

From the Desk of Senator Lee Beyer



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 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.**
- **One of the worst freight bottlenecks in the nation**
- **\$40 billion in freight crosses bridge; \$71 billion by 2030**



Oregon truck flows



Oregon business depends on transportation

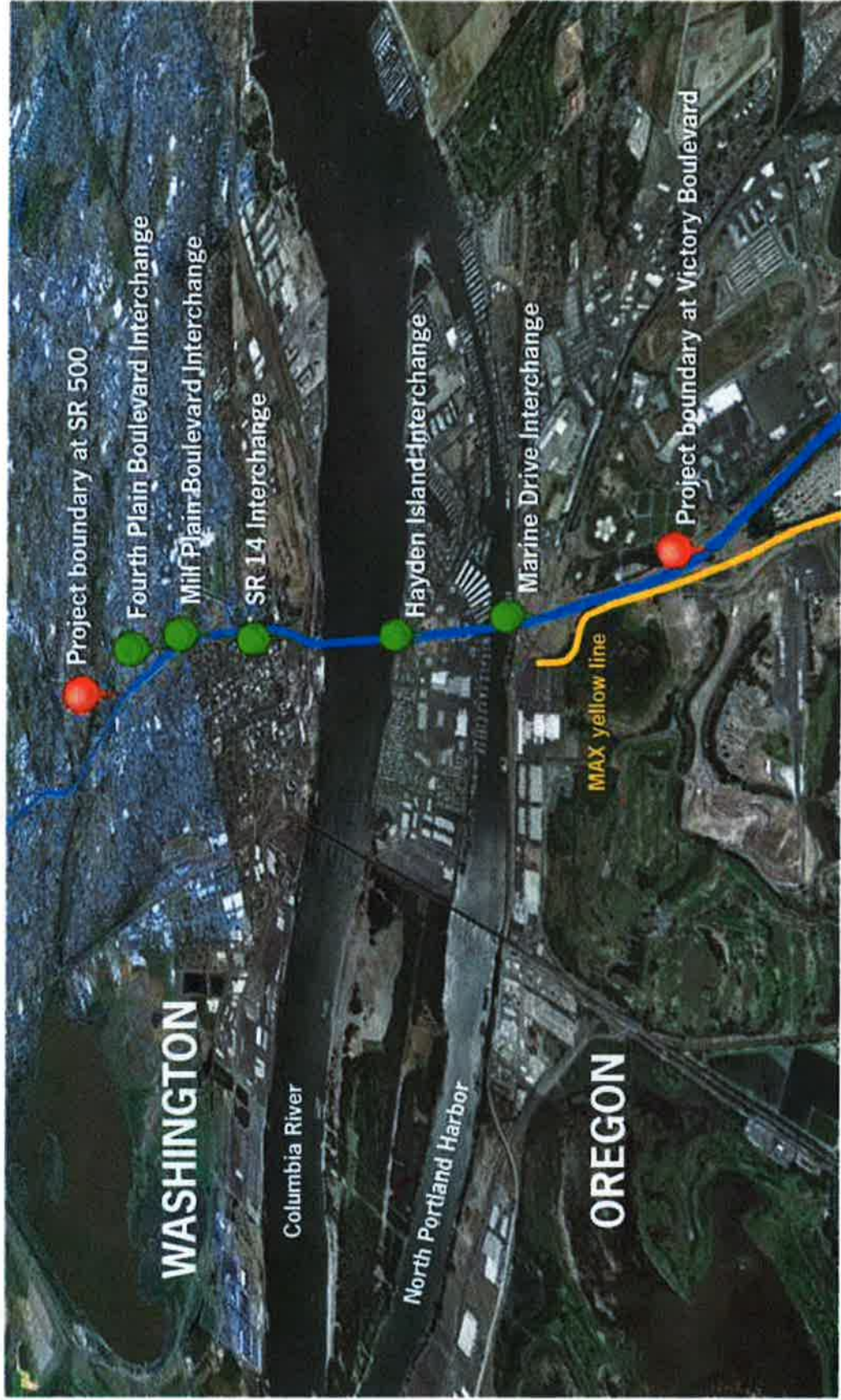


Critical I-5 problems



- **Crashes:** 400 per year increasing to 750 by 2030
- **Congestion:** 4 to 6 hrs. per day increasing to 15 hrs. by 2030
- **Freight immobility:** trucks involved in 50% more crashes than autos
- **Earthquake risk:** timber pilings in vulnerable soil
- **Limited transit options:** Bus subject to I-5 congestion
- **Poor bike and ped access:** 4 ft. wide shared path

I5 bridge project area



Hayden Island interchange

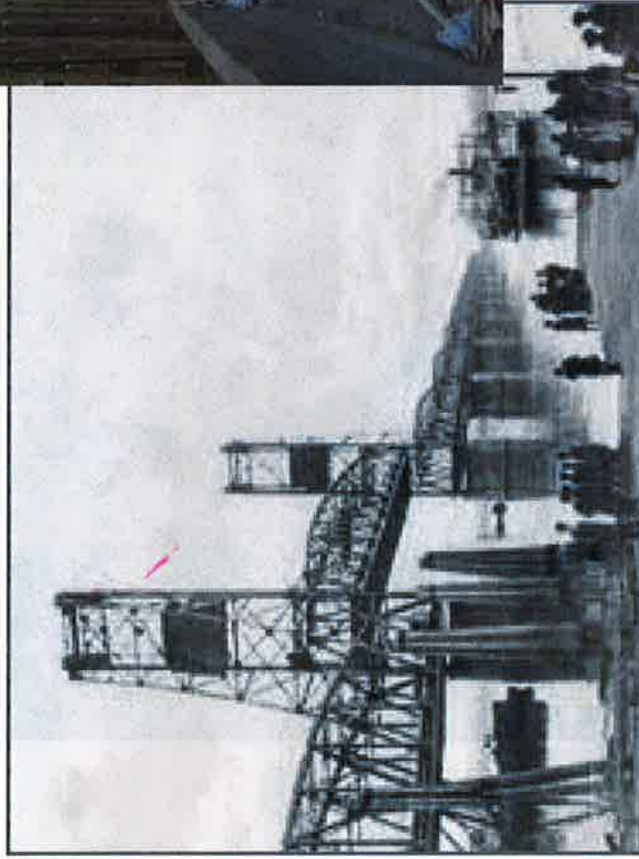


Marine Drive interchange

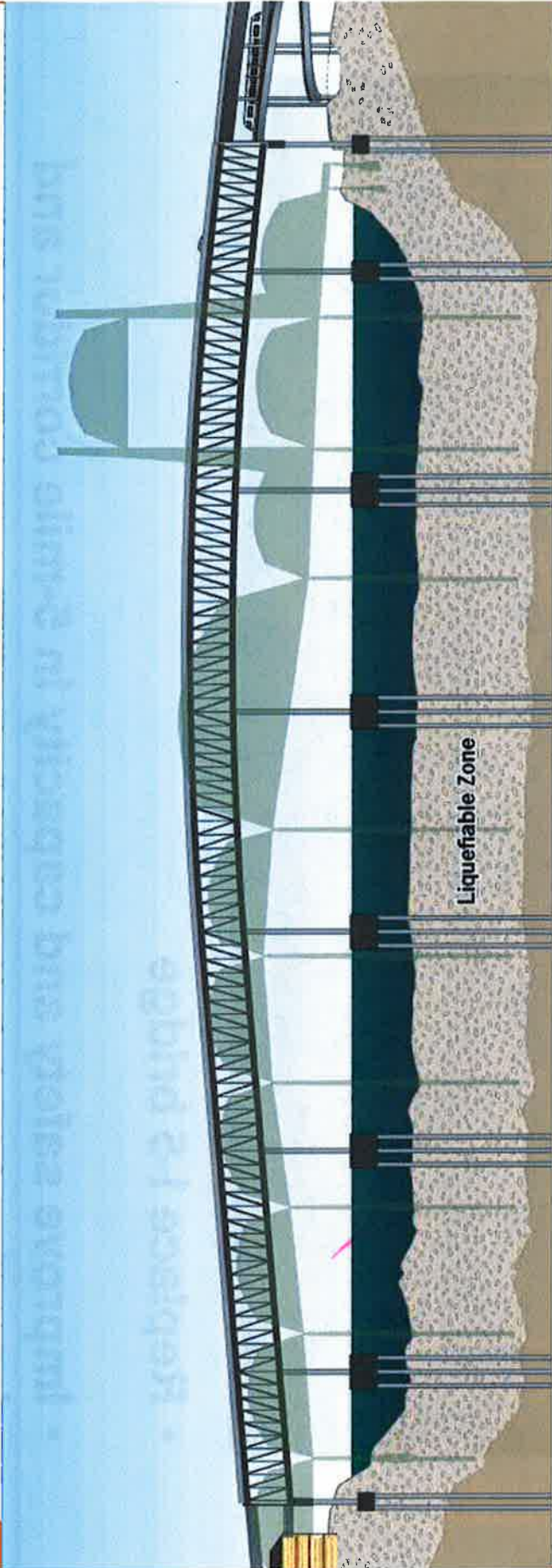


Interstate 5 Bridge





Seismic stability



Illustration, not to scale. Exaggerated vertical proportion of


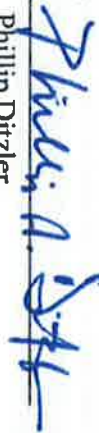

Long-term solution



- **Replace I-5 bridge**
- **Improve safety and capacity in 5-mile corridor and interchanges**
- **Connect light rail to Vancouver**

The Record of Decision 12/7/2011

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

 Daniel M. Mathis FHWA Washington Division Administrator	 Phillip Dizler FHWA Oregon Division Administrator	 R.F. Krochalis FTA Regional Administrator, Region 10
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Date of Approval	<u>12/07/2011</u>	Date of Approval	<u>12/07/2011</u>	Date of Approval	<u>12/07/11</u>
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- 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

Project construction cost estimates and fund sources



Oregon Roadway and Interchanges	Cost	Funding Source
	\$595 million	State and/ or federal funds

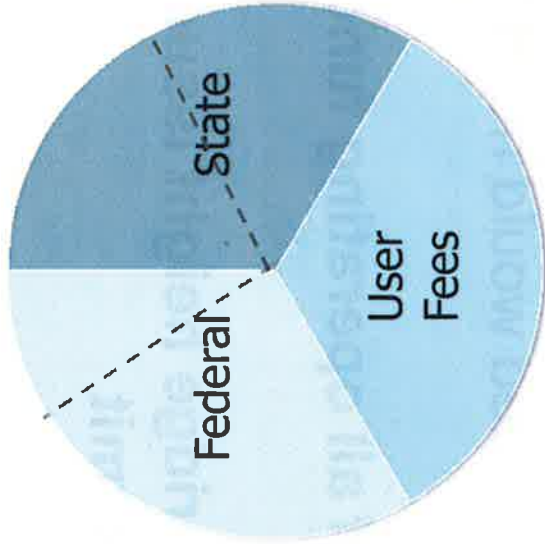
Columbia River Bridge and Approaches	Cost	Funding Source
	\$1.2 billion	Tolls and State or Federal funds

Light Rail Transit Extension	Cost	Funding Source
	\$850 million	FTA New Starts

Washington Roadway and Interchanges	Cost	Funding Source
	\$435 million	State and/ or Federal Funds

Targeted Columbia River Crossing Funding Sources		Amount (billions)
FTA New Starts (Light rail)		\$0.85
FYHWA		\$0.4
Tolls		\$0.9 - \$1.3
OR/WA		\$0.9
TOTAL FUNDING SOURCES		\$3.05 - \$3.45

Funding sources



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

FTA requirements for FFGA

- **Commitment of 100% of the non-New Starts funding for the entire project**
 - WA and OR contribution both assumed at \$450m (if vote is required, it must have occurred)
 - Toll revenues assumed to be \$900M-\$1.3B
 - TIFIA loan if pursued would need to be approved by USDOT
- **Commitment of all operating funding sources for transit**
- **Resolution of bridge height issue with receipt of Coast Guard permit**

Coast Guard General Bridge Permit Process



Project schedule



PUBLIC OUTREACH

Colusa 2011 2012 2013 2014 2015 2018 2019 2020



Columbia River **CROSSING**

www.ColumbiaRiverCrossing.org

feedback@columbiarivercrossing.org

700 Washington Street, Suite 300
Vancouver WA, 98660

Washington 360-737-2726

Oregon 503-256-2726

Toll-Free 866-396-2726



OR Oregon Department
of Transportation

WA Washington State
Department of Transportation

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