

Interstate Bridge Replacement: Previous Planning and Current Efforts



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Assistant Director



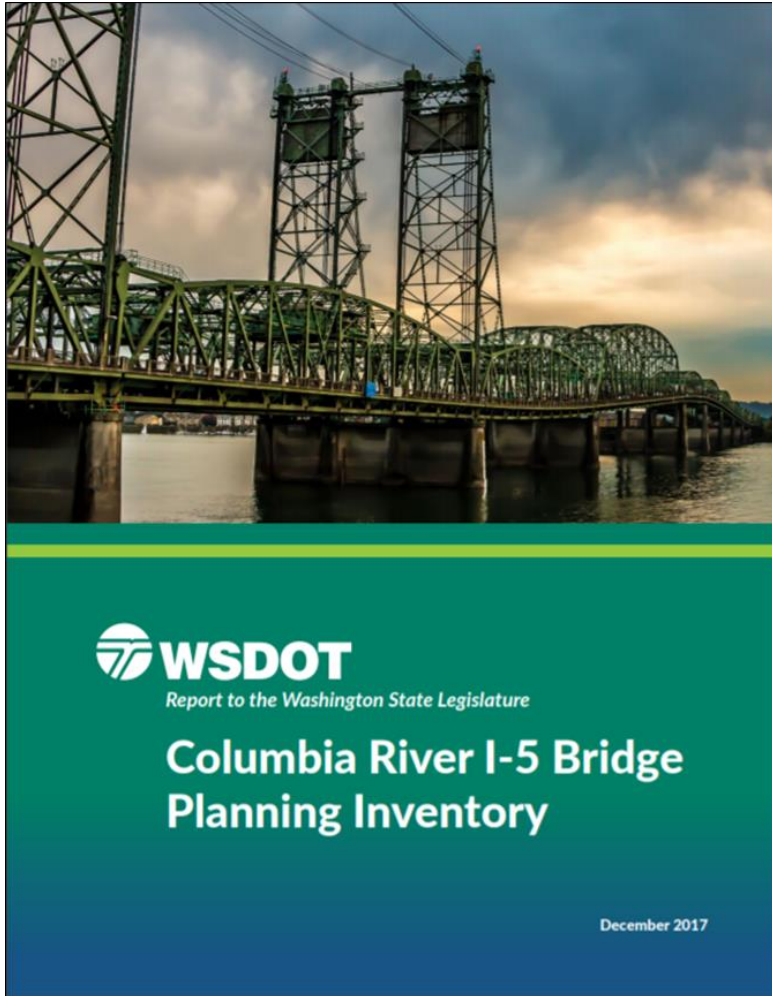
Washington State
Department of Transportation

Carley Francis
Regional Administrator



October 25, 2019

Columbia River I-5 Bridge Planning Inventory

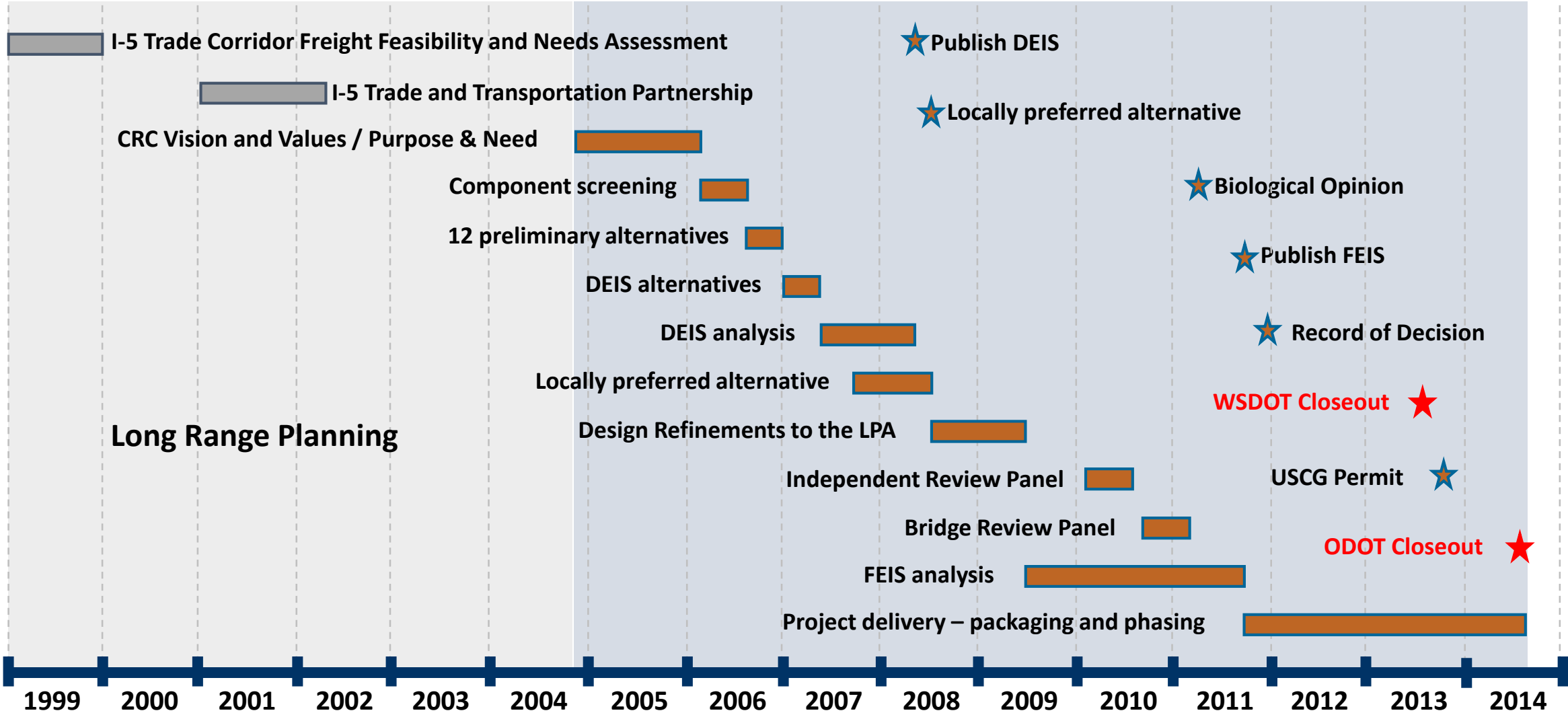


SSB 5806 passed by WA State Legislature in 2017

- Directed completion of an inventory report of previous planning data related to construction of a new Interstate Bridge to help determine how much prior work may:
 - Remain useful as the basis for future actions related to a new bridge
 - Provide a technical or procedural foundation for new planning and project development activities related to a new bridge

Previous Project Development

CRC Project Timeline



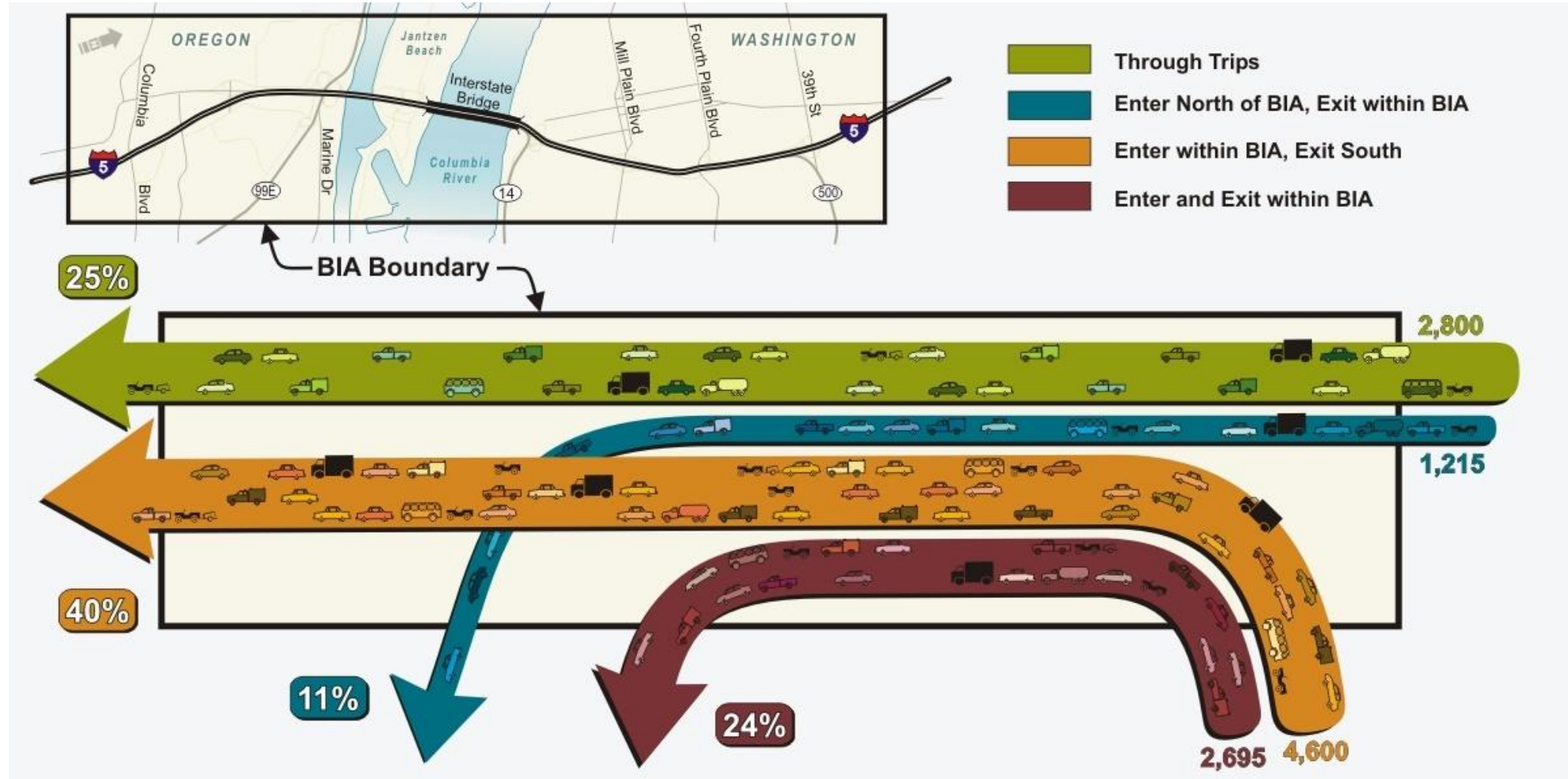
Previously Identified Context and Constraints



- Natural and built environment:
 - Fort Vancouver National Historic Site
 - Downtown Vancouver
 - I-5 is the only access to Hayden Island
 - Light rail terminus at Expo Center
- Aviation (PDX and Pearson)
- Columbia River (navigation and ESA)
- I-5 access to Ports of Portland and Vancouver

Previously Identified Context and Constraints

Previously analyzed traffic patterns within former Bridge Influence Area (BIA)



Previous Project Management

- 39-Member Task Force
- Project Sponsor's Council
- Working Groups:
 - Freight
 - Portland
 - Vancouver
 - Urban Design
 - Pedestrian and Bicycle
 - Community and Environmental Justice



U.S. Department of Transportation
Federal Highway Administration Federal Transit Administration



**Oregon Department
of Transportation**



**Washington State
Department of Transportation**



City of Vancouver



City of Portland



**SW Washington Regional
Transportation Council**



Metro



C-TRAN



TriMet

Previous Project Development



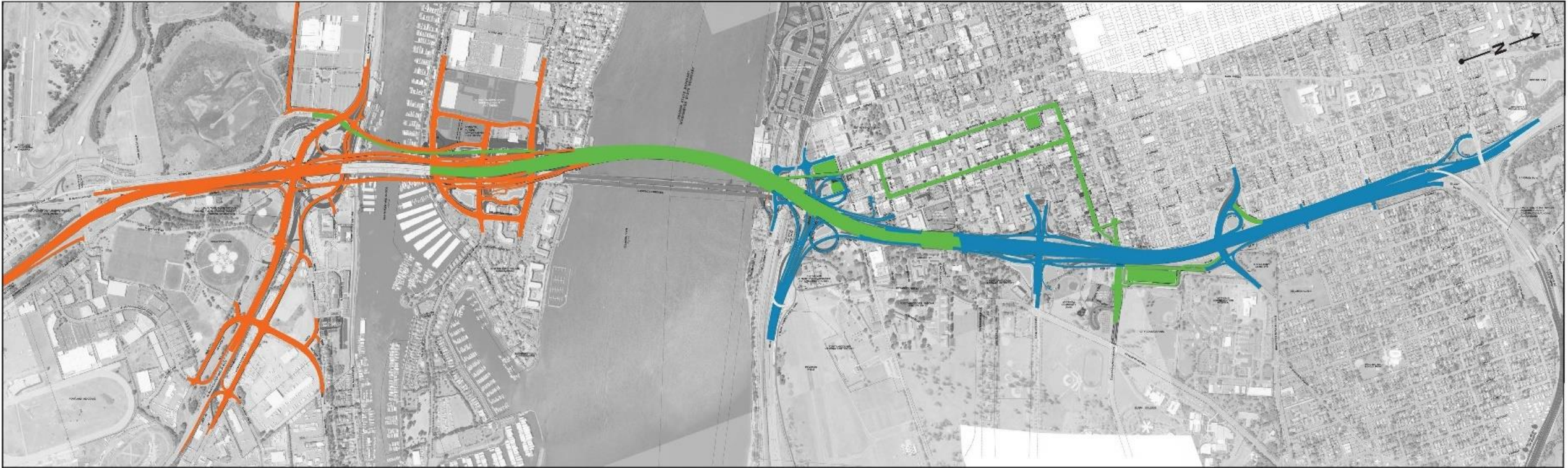
Former project Locally Preferred Alternative:

- Replacement I-5 bridge with 3 through lanes and up to 3 add/drop lanes
- Light rail transit to Clark College
- Highway and pedestrian/bicycle improvements

LPA Approval:

- Adopted by the CRC Task Force by a 37-2 vote on June 24, 2008
- Endorsed by project stakeholders: WSDOT, ODOT, City of Vancouver, City of Portland, RTC, Metro, C-Tran, TriMet

Previous Cost and Finance Assumptions 2013



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

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

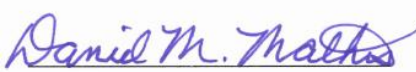
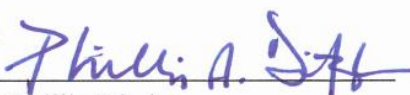



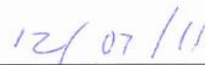
Light Rail Transit Extension	Cost	Funding Source
Light Rail Transit Extension Total	\$850 million	FTA New Starts

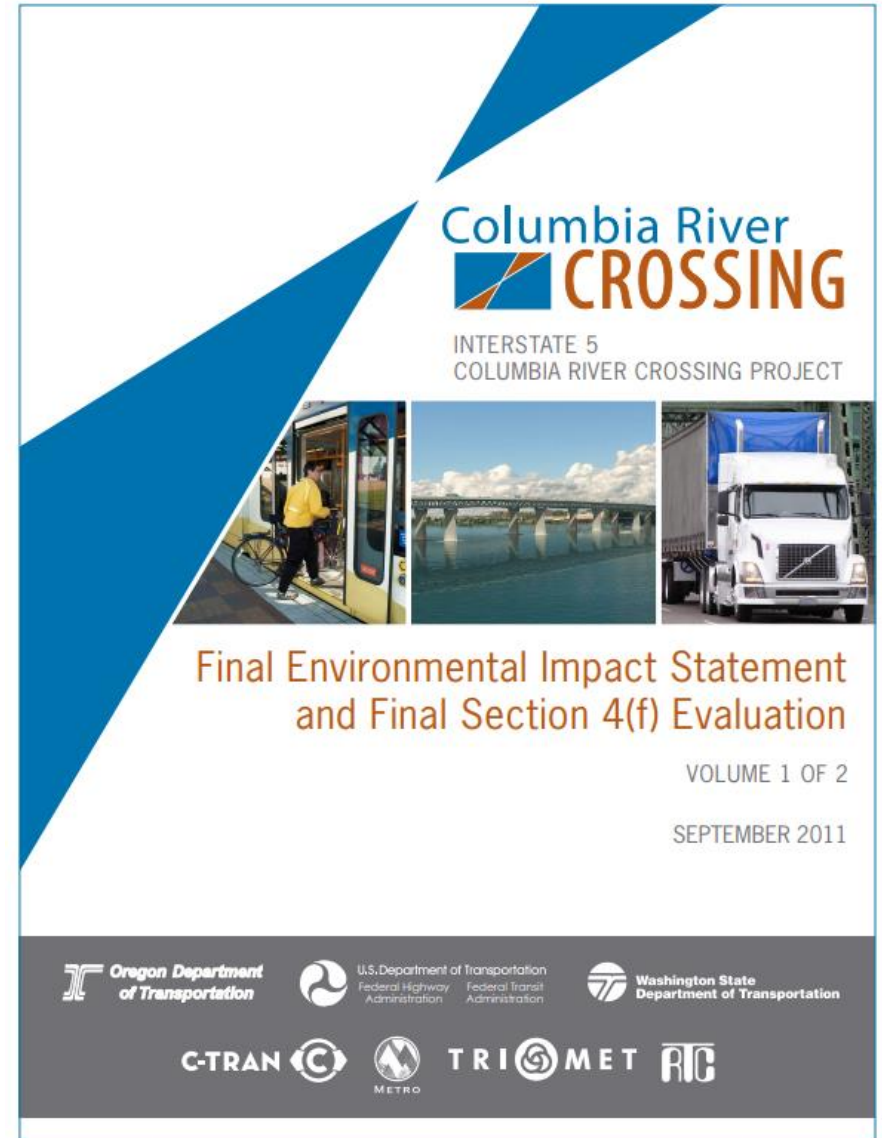
Washington Roadway and Interchanges	Cost	Funding Source
Washington Roadway and Interchanges Total	\$435 million	State and/or Federal Funds

Previous Project Development

- Final Environmental Impact Statement published September 2011
- Record of Decision received December 2012
- Completed the planning phase, indicating the end of the NEPA process

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



Reusability of Previous Planning Work



Confined bubble curtain from Test Pile Project

- Much of the work that was previously completed will be useful in helping to inform decision-making on a future project
- Detailed framework for bi-state processes and procedures
- Many high-cost technical evaluations can likely be reused or updated, such as:
 - Geotechnical work – identified underground conditions within the program area
 - Test pile project – designed and tested a bubble curtain that could mitigate the sound/energy from pile-driving
 - Drilled shaft project – confirmed that deep foundations are constructible in this location
 - Archeological studies and historic property exploration
 - Identification of hazardous material locations

Interstate Bridge Replacement Program Funding

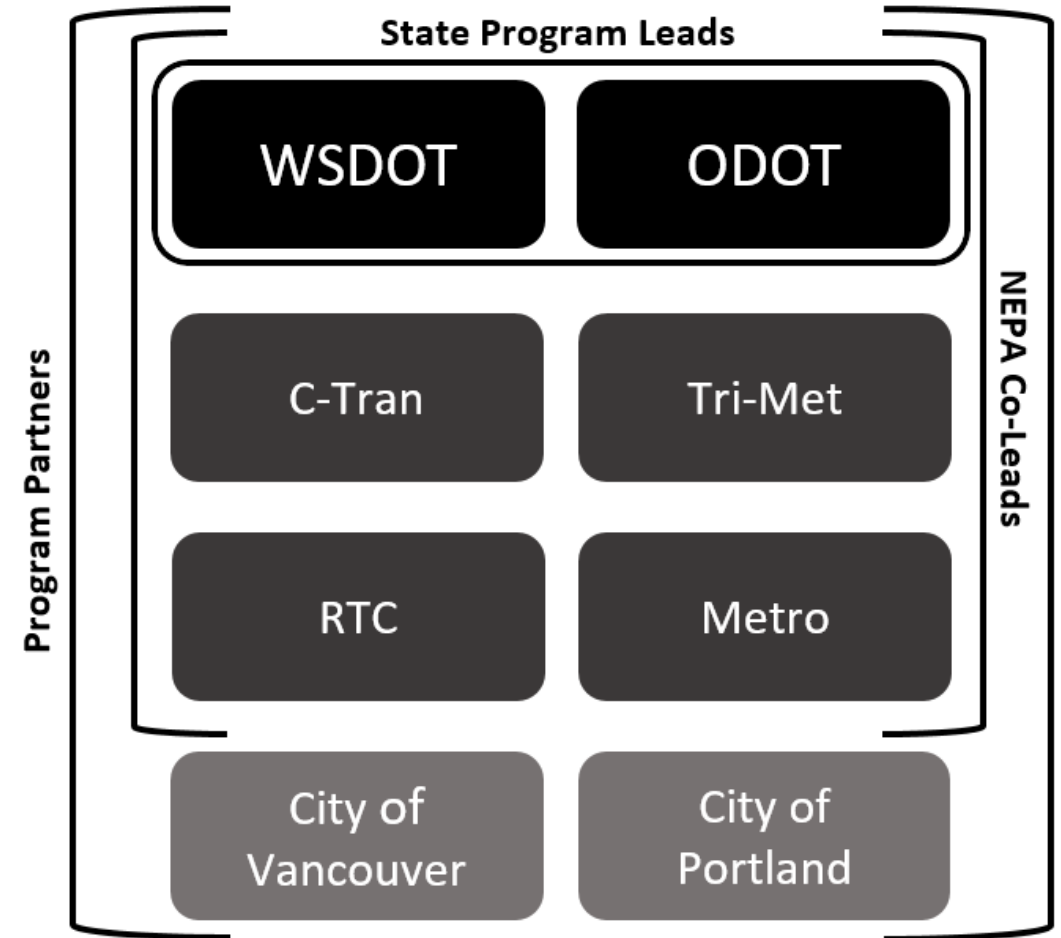


- Both states have committed funding to bi-state I-5 bridge replacement efforts:
 - **\$35** million allocated in the WA 2019-2021 transportation budget (HB 1160) for WSDOT to open a bridge office and start pre-design work
 - **\$9** million approved by the Oregon Transportation Commission in August, 2019 for ODOT to work with WSDOT on bi-state I-5 bridge replacement work
- As with previous program work, it is expected that bridge replacement planning and construction costs will be shared equally between the states

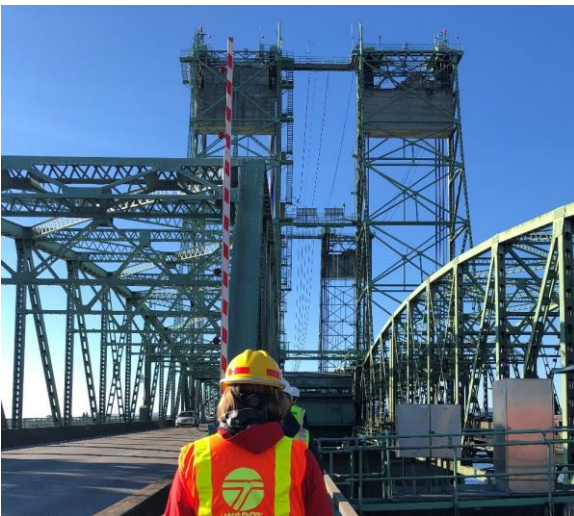
What's Happening Now

WSDOT and ODOT will serve as lead partners in collaboration with six other agencies and are in the early stages of reengaging with these key bi-state partners

- An essential first step is to develop a shared understanding among the agencies for how they will work together on this effort
- Taking sufficient time to accomplish this up front has the potential to increase the effectiveness and efficiency of work going forward



What's Happening Now



- ODOT and WSDOT are developing Memorandum of Understanding and preliminary agency agreements
- Dedicated staff have been assigned to help get the program office established and keep the work on track to meet important milestones
- Program development will begin once a Program Administrator and consultant team are in place
- FHWA has granted an extension on repayment of previously spent federal funds until September 30, 2024

Legislative Direction to Bi-State Program Office

- WA 2019-2021 transportation budget (HB 1160) sets target for the bi-state program office to make significant progress toward beginning the federal supplemental Environmental Impact Statement process by **June 30, 2021**
 - Progress reports Dec. 1, 2019 and Dec. 1, 2020
- Key initial steps identified for the program office:
 - Reengage key stakeholders and the public
 - Reevaluate purpose & need
 - Reevaluate scope, schedule, and budget
 - Reevaluate permits
 - Develop a finance plan



Bi-State Program Office Next Steps

Reengage key stakeholders and the public	<ul style="list-style-type: none">• Determine advisory structure to provide well-rounded input on regional perspectives• Develop robust and inclusive public engagement plan
Reevaluate purpose & need	<ul style="list-style-type: none">• Reaffirm previously identified problems and determine if additional needs exist• Collect and analyze current data
Develop scope, schedule, and budget	<ul style="list-style-type: none">• Identify and analyze alternatives to meet purpose and need• Start pre-design work
Reevaluate permits	<ul style="list-style-type: none">• Reengage permitting agencies and identify any new permits or requirements needed• Gather data to inform permit applications
Develop a finance plan	<ul style="list-style-type: none">• Identify potential viable funding sources• Identify a risk-based cost estimate once scope is determined

Legislative Direction to Bi-State Program Office



Other tasks for the bi-state program office directed by WA 2019-2021 transportation budget (HB 1160):

- Study the concept of a bi-state bridge authority that could jointly manage bridges over the Columbia River between Oregon and Washington
- Conduct rulemaking to implement new program for transportation Projects of Statewide Significance in Washington

Next Steps - Milestone Goals

Dec. 1, 2019	Initial progress report to WA governor and transportation committees
Spring 2020	Notice of Intent for Supplemental EIS on Federal Register
July 1, 2020	Reengage key stakeholders and the public, reevaluate purpose & need, reevaluate permits
Dec. 1, 2020	Develop a finance plan, final progress report to WA governor and transportation committees
June 30, 2021	Target to make significant progress toward beginning the federal supplemental Environmental Impact Statement process
Summer 2023	NEPA complete and begin right of way phase*
Sept. 30, 2024	FHWA deadline to begin right of way acquisition or start construction phase
Summer 2025	Right of way acquired and begin construction*

*Dependent on legislative funding and bi-state partner agreement

Questions?

www.wsdot.wa.gov/projects/i5/interstate-bridge/home

