

I-5 Bridge Planning Inventory

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February 6, 2018

Presentation Outline

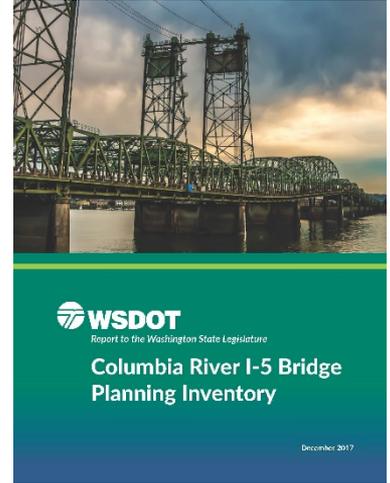
- **Substitute Senate Bill 5806 (SSB 5806)**
 - **Summary of bill requirements**
- **Interstate 5 Bridge Planning Inventory Report**
 - **Summary of report**



SSB 5806 - Columbia River I-5 Bridge Planning

WSDOT directed to provide:

- **Planning inventory documenting previous planning data related to construction of a new Interstate 5 bridge over the Columbia River**
- **Report to legislature by December 1, 2017 detailing findings of the inventory of existing planning work**



SSB 5806 - Columbia River I-5 Bridge Planning

SSB 5806 establishes a Joint Legislative Action Committee regarding construction of a new I-5 bridge spanning the Columbia River.

The Committee is tasked to:

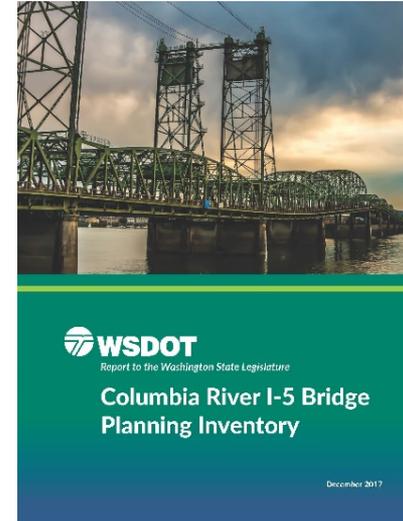
- **Work with DOTs, transportation commissions and stakeholders to begin a process toward project development**
- **Review and confirm roles for permitting, construction and maintenance**
- **Establish process to seek public comment on the I-5 bridge project development plan**
- **Examine potential mass transit options**
- **Consider creation of a Columbia River bridge authority**
- **Present final recommendations for the process and financing**
- **Report to legislature of each state by December 15, 2018**

} Discussed within inventory



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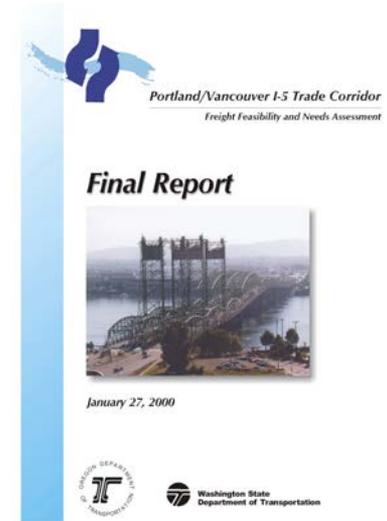
- **Long range planning (pre-CRC)**
- Context and constraints
- Finance
- Project management
- Project development
- Project delivery
- Operations and maintenance



Long Range Planning (Pre-CRC)

Bi-State Transportation Committee (1999)

- I-5 is the primary economic lifeline on the west coast
- The region needs to develop a strategic plan for the I-5 Trade Corridor
- To maintain the economic competitiveness of the region, develop a strategic plan for managing demand in the I-5 Trade Corridor
- Improvements will be costly and most cannot be funded with existing transportation revenues



Long Range Planning (Pre-CRC)

Portland/Vancouver Transportation and Trade Partnership (2001)

The Governors of Washington and Oregon appointed a Task Force to address the growing congestion of Interstate 5 in the metro areas of Vancouver and Portland between I-205 and I-84.

The 26 member task force included:

- Metro, Tri-Met, City of Portland, ODOT, Ports, RTC, C-Tran, City of Vancouver, Clark and Multnomah counties, neighborhoods, businesses, industry, citizen groups



Long Range Planning (Pre-CRC)

Portland/Vancouver Transportation and Trade Partnership (2001)

- Recommended physical improvements in the I-5 Trade Corridor to meet the transportation, economic and livability needs of the Portland/Vancouver Region including:

Widen from 2 to 3 lanes

- Vancouver 99th to 134th
- Vancouver Main St. to 99th
- Bridge Influence Area Improvements
- Victory to Lombard
- I-405 to I-84

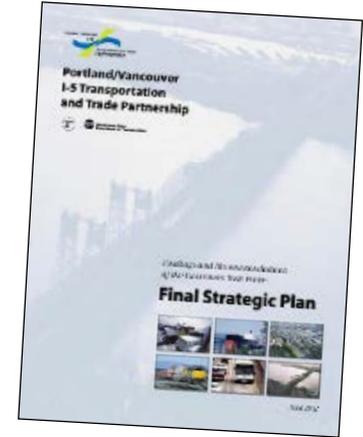
Completed - 2009

Completed - 2002

CRC Project

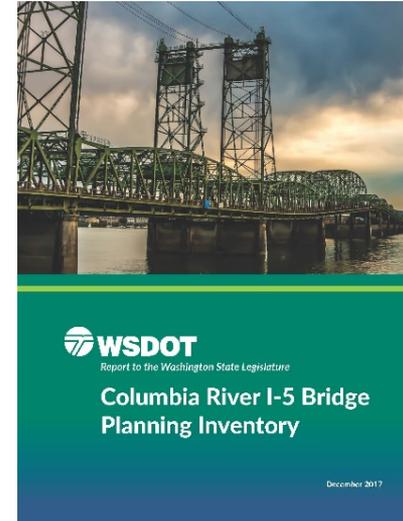
Completed - 2010

Funded - 2017



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Context and Constraints

Vision and Values

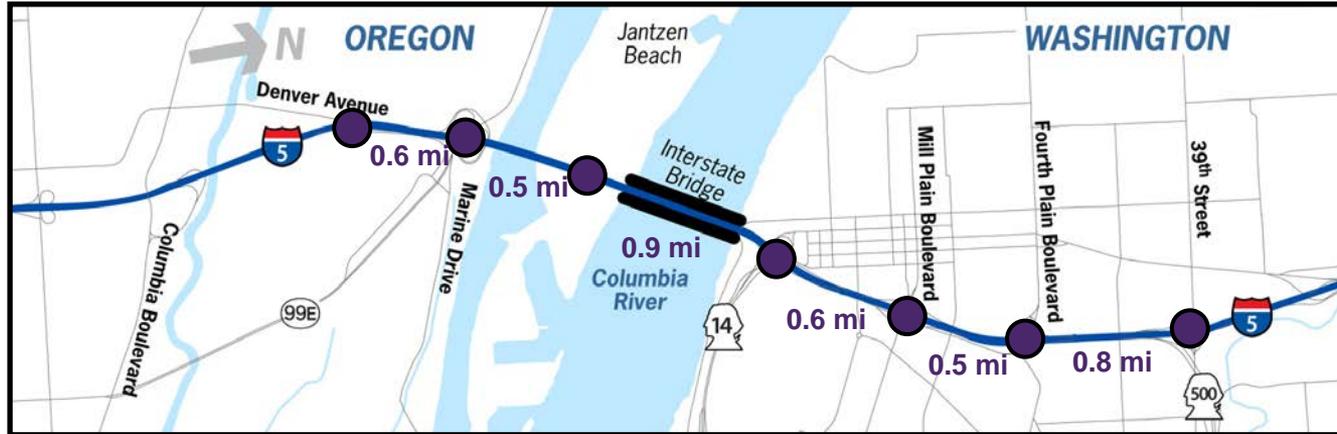
Problem Statement

Purpose and Need

- **Growing travel demand and congestion**
- **Safety**
- **Impaired freight movement**
- **Limited public transportation**
- **Bicycle and pedestrian facilities**
- **Seismic vulnerability**



Context and Constraints



Interchange Spacing: Optimal = 2 Miles
Desirable = 1 Mile

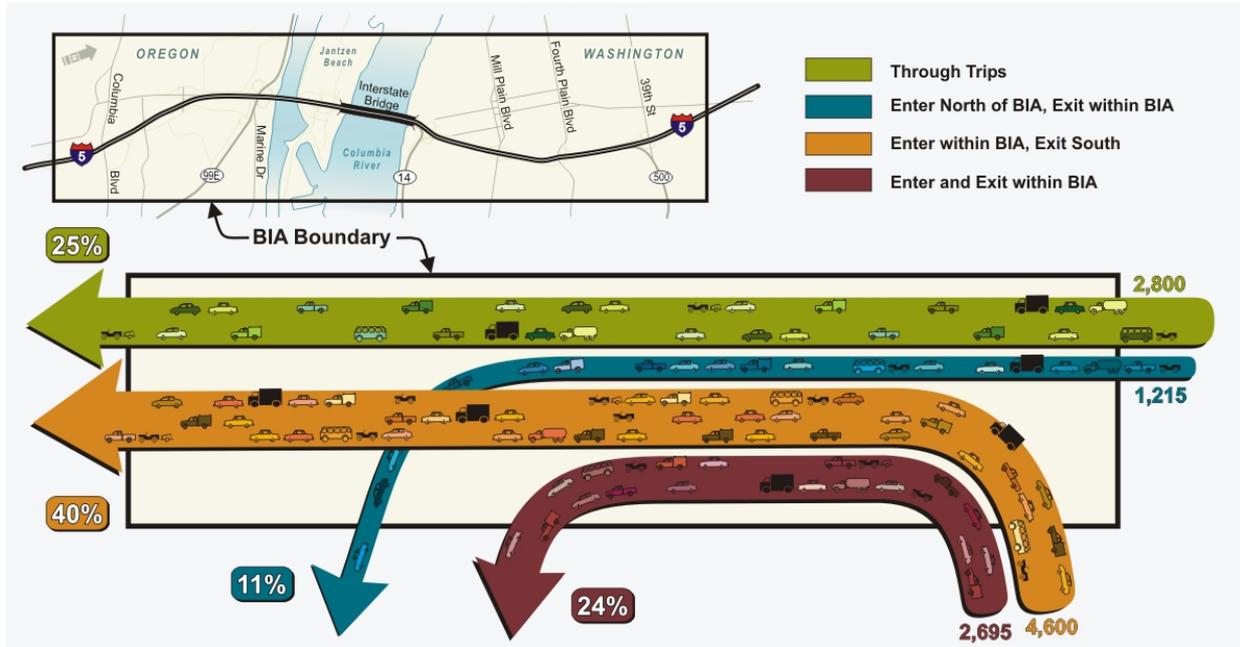


Context and Constraints

- **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**

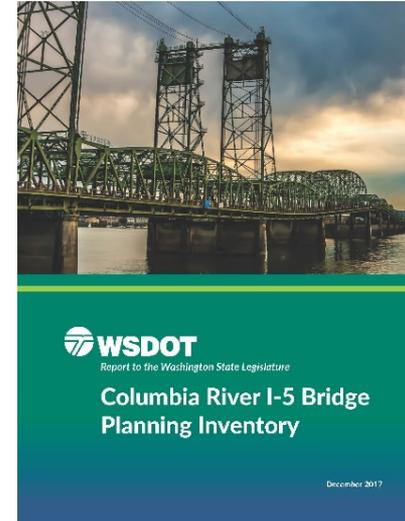


Context and Constraints

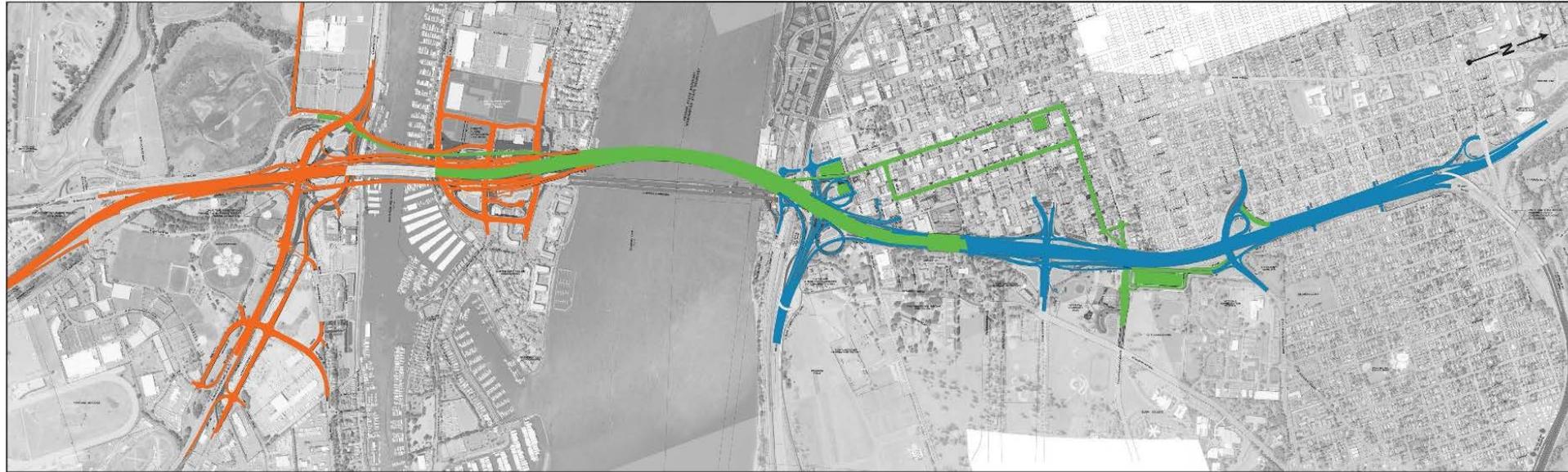


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Finance



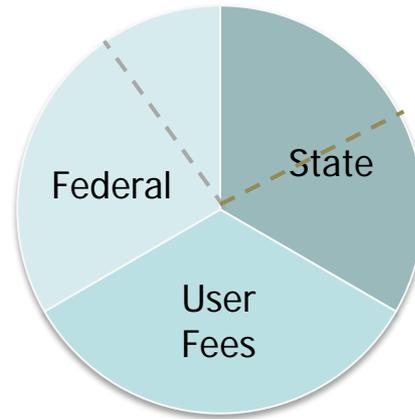
Oregon Roadway and Interchanges	Cost	Funding Source
Oregon Roadway and Interchanges Total	\$595 million	State and/or federal funds

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

Finance



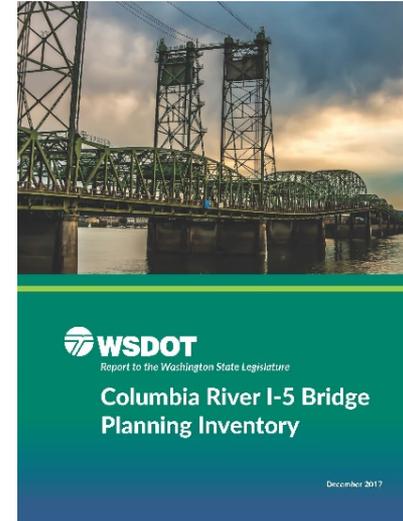
Federal	User Fees	State
FTA (\$850 M) FHWA (\$400 M)	Toll revenue (\$900 M - \$1.3 B) TIFIA (loan to leverage tolls)	Washington (\$450 M) Oregon (\$450 M)

In December 2013, A bonding analysis of an Investment Grade Analysis found that Net Toll Revenues with pre-completion tolling would provide approximately \$1.35 billion and \$1.57 billion



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Project Management

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



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



**Washington State
Department of Transportation**



City of Vancouver



City of Portland



SW Washington Regional
Transportation Council



Metro



C-TRAN

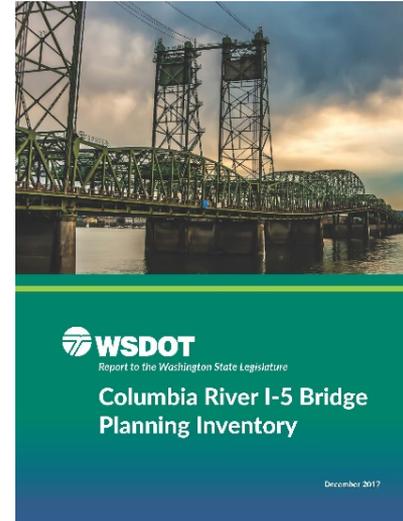


TriMet

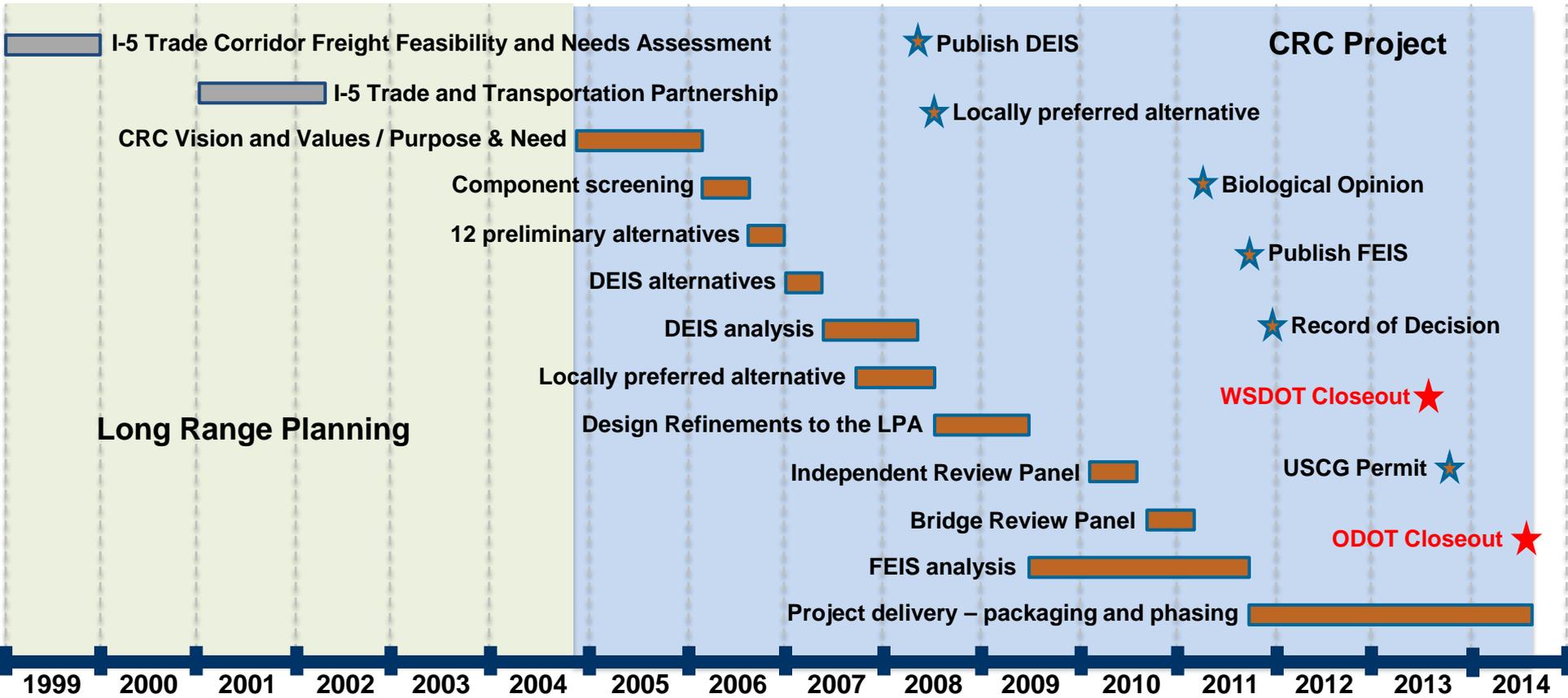


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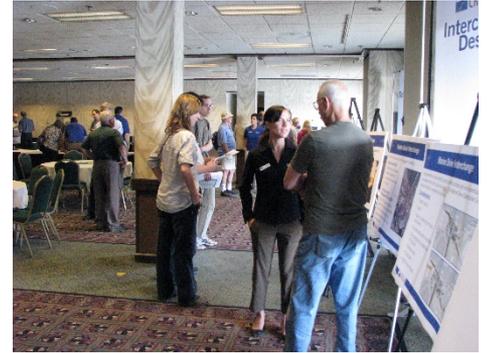
Project Development - Timeline



Project Development

Public Involvement (as of March 2013)

- **1,277 public events**
 - 653 in WA
 - 624 in OR
- **33,984 face-to-face contacts**
 - 17,175 in WA
 - 16,809 in OR
- **Approximately 12,000 public comments**
- **Contact list: 6,000 email / 14,000 mailing addresses**



Project Development

Alternatives Development – 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



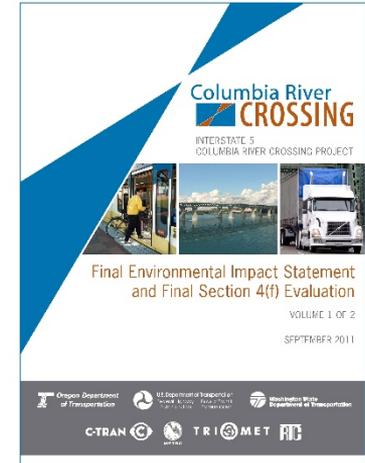
*Adopted by the CRC Task Force by a 37-2 vote on June 24, 2008.
Endorsed by project stakeholders (WSDOT, ODOT, City of Vancouver,
City of Portland, RTC, Metro, C-Tran, TriMet)*



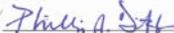
Project Development

Alternatives Development – FEIS and Record of Decision

- Re-confirmed the purpose and need
- Reviewed and validated technical work
- Reviewed and validated the process used to select a locally preferred alternative
- Approved mitigation for unavoidable impacts
- Completed the planning phase, indicating the end of the NEPA process



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

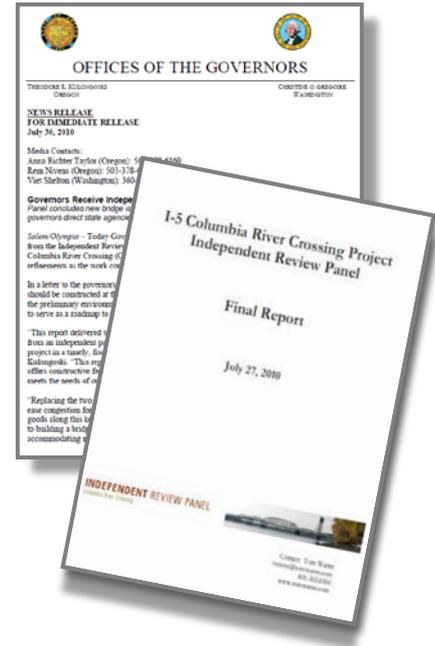
 Daniel M. Mathis FHWA Washington Division Administrator	 Phillip A. Ditzler FHWA Oregon Division Administrator	 R.F. Krochalis FTA Regional Administrator, Region 10
<u>12/07/2011</u> Date of Approval	<u>12/07/2011</u> Date of Approval	<u>12/07/11</u> Date of Approval



Project Development

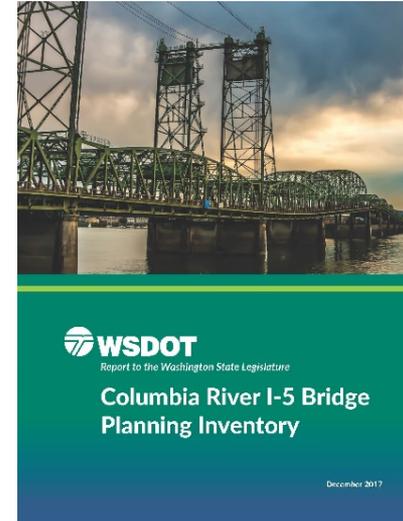
External Review and Validation

- Value Engineering Studies
- Cost Estimate Validation Process Workshops
- Independent Review Panel
 - 18 findings and 30 recommendations
- Bridge Review Panel
 - 6 recommendations

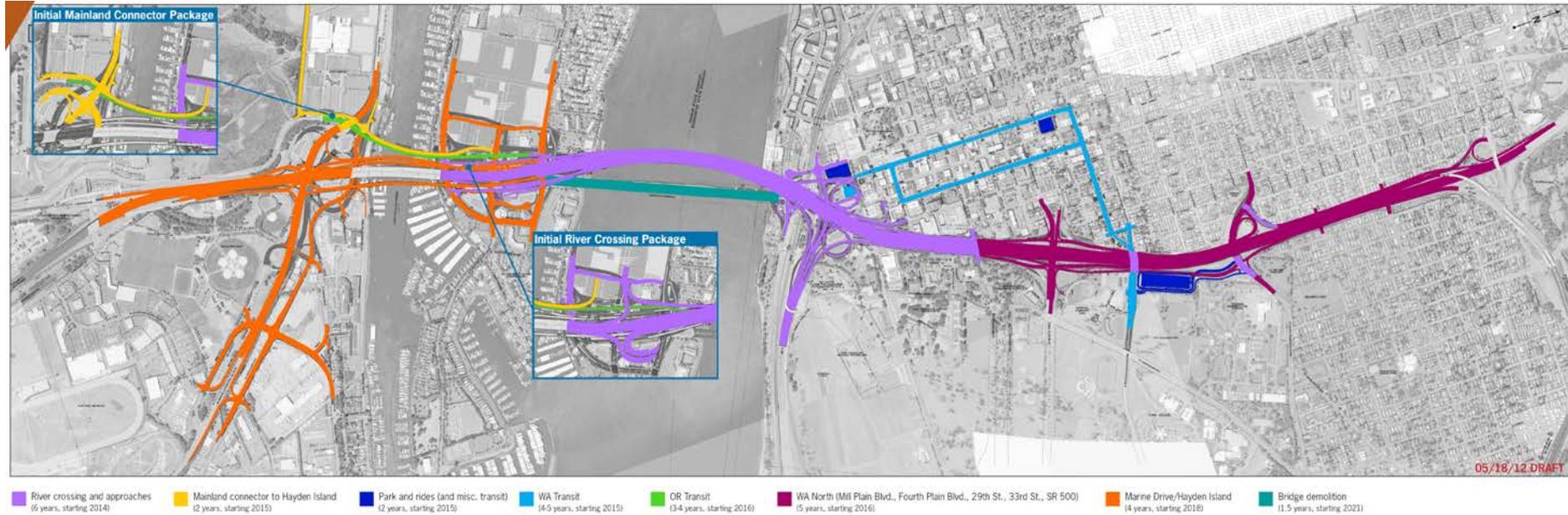


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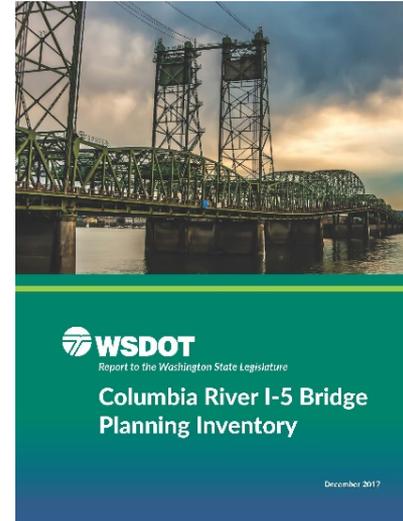


Project Delivery



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- **Operations and maintenance**



Operations and Maintenance

- **Highway Operations and Maintenance**
 - **Agreement between WSDOT and ODOT would address O&M**
 - **Tolling would finance O&M specific to the bridge and approaches, tolling infrastructure and collection of tolls**
- **Transit Operations and Maintenance**
 - **TriMet would operate the light rail vehicles and perform system maintenance per the bi-state agreement between C-Tran and TriMet**



Existing Bridges and Costs

- **Northbound bridge had it's 100th birthday on February 14, 2017**
- **One of 6 remaining movable bridges on the Interstate Freeway System**
 - **the only one on I-5 between Canada and Mexico borders**
- **Operations and Maintenance costs for existing bridges equal \$1.2 million per year**
- **Capital maintenance for the existing bridge is estimated to cost \$282 million by 2040 (including trunnion replacement, bridge deck replacement, SB bridge painting and electrical systems)**



I-5 Bridge Planning Inventory Report and supporting materials available online at:

www.wsdot.wa.gov/accountability/ssb5806

