

July 31, 2012

Senator Mary Margaret Haugen
311 J.A. Cherberg Building
P.O. Box 40410
Olympia, WA 98504-0410

Representative Judy Clibborn
260A John L. O'Brien Building
P.O. Box 40600
Olympia, WA 98504-0600

Marty Brown, Director
Office of Financial Management
P.O. Box 43113
Olympia, WA 98504-3113

RE: Columbia River Crossing Quarterly Report ESHB 2190 Sec 305(17)

Dear Senator Haugen, Representative Clibborn, and Director Brown:

Section 305, subsection (17) of Engrossed Substitute House Bill 2190 requires the Washington State Department of Transportation to provide a quarterly report on Washington's and Oregon's funding commitments and expenditures for the Columbia River Crossing project. The report is to include the following information:

1. An update on preliminary engineering and right-of-way acquisition for the previous quarter;
2. Planned objectives for right-of-way and preliminary engineering for the ensuing quarter;
3. An updated comparison of the total appropriation authority for the project by state;
4. An updated comparison of the total expenditures to date on the project by state; and
5. The committed funding provided by the state of Oregon to right-of-way acquisition.

This letter transmits to you the quarterly report for the period of April 2012 through June 2012 as required by proviso.

As you are aware, Washington and Oregon have entered into an agreement whereby costs are shared for the design and construction of the shared highway and transit portions of the project. Additionally, each state is responsible for its own right-of-way acquisition costs.

It is important to note that not all expenditures incurred by Oregon are reflected in Washington State's Transportation Budget. There are expenditures related to Oregon's commitment to the project that run exclusively through Oregon's financial systems and will not show in the project information routed through the budget process. This information has been provided by the Oregon Department of Transportation and is reflected separately in the attached report.

Below is a table that shows a high-level breakdown of the shared and non-shared components of the project's funding.

	Washington			Oregon		
	State	Federal	Total	State	Federal	Total
Shared^{1,2}						
Preliminary Engineering	47,003,000	30,740,000	77,743,000	11,732,148	87,397,847	99,129,995
Construction	0	0	0	0	0	0
Sub-Total⁴	47,003,000	30,740,000	77,743,000	11,732,148	87,397,847	99,129,995
			44%			56%
Direct Contribution (Non-shared)						
Right-of-way ³	1,985,000	45,144,000	47,129,000	0	0	0
Sub-Total	1,985,000	45,144,000	47,129,000	0	0	0
			100%			0%
Total	48,988,000	75,884,000	124,872,000	11,732,148	87,397,847	99,129,995
			56%			44%

Notes:

1. Costs are shared with Oregon for bridges, approaches, and transit elements
2. Oregon's preliminary engineering funding is shown as local funds in Washington's Budget
3. Oregon's right-of-way costs are not shown in Washington's Budget
4. Oregon's total does not include \$25 million identified for the CRC yet to be authorized

The proviso further requires that \$15 million of the CRC budget be placed in un-allotted status until the State of Oregon's contribution of shared expenses is within \$5 million of Washington's. As you can see, based on the table above, the criteria has been met and we will be pursuing the approval of those funds for allotment through OFM.

Please let me know if you have questions on this report or how commitments and expenditures are split between Washington and Oregon. I can be reached at (360)705-7121 or via e-mail at alexanja@wsdot.wa.gov.

Sincerely,



Jay Alexander, Director
Capital Program Development & Management Office

JA:gl:ad

- cc: Nancy Boyd, Columbia River Crossing
Robin Rettew, Office of Financial Management
Jennifer Ziegler, Governor's Office

Columbia River Crossing

Quarterly Report Ending June 2012

Provided in accordance with ESHB 2190, Section 305(17)

Project Description

The Columbia River Crossing project will help address significant safety and congestion problems along Interstate 5 between Vancouver and Portland, a critical freight corridor between Canada and Mexico. A replacement bridge with light rail was chosen as the locally preferred alternative in 2008 because it best addresses the challenges identified through the federal environmental review process: Heavy congestion, a high volume of collisions, problems moving freight, lack of a reliable transit option and seismic risk. The project will reduce congestion on I-5 and adjacent neighborhoods, reduce collisions by 70 percent, and provide a more reliable trip for interstate and international commerce that crosses the Interstate Bridge each year. In 2005, truck freight with an estimated value of \$40 billion was calculated to cross the Interstate Bridge.

(i) Update on preliminary engineering and right-of-way activities this quarter:

This quarter (April-June 2012), activities continued to center on pre-construction activities, with the primary focus on financial planning and those activities necessary to remain competitive for the federal New Starts transit funding administered by the FTA and to provide information to the Oregon and Washington legislatures in preparation for the 2013 sessions. Specific accomplishments included:

- Updated river user data and began vessel impact, business impact and economic impact analyses related to General Bridge Permit.
- Continued drilled shaft/driven pile test project. Project completion expected in August 2012.
- Completed 30 percent (preliminary engineering) transit design.
- Completed Conceptual Design Report for light rail transit in Vancouver.
- Completed Utility Management Plan and submitted to FTA.
- Received approval for interchange Access Modification Request document from FHWA.
- Conducted Cost Estimate Validation Process workshop.
- Developed and provided information to Oregon Legislative Oversight Committee on CRC at May 21 meeting.
- Supported initial meeting and project area tour on June 19 for the Washington Legislative Oversight Committee on CRC.
- Issued RFP for traffic and revenue analysis.
- Completed Oregon land use approval process with Oregon Supreme Court's June ruling on Land Use Final Order.

(ii) Planned objectives for preliminary engineering and right-of-way next quarter:

Activities for the next quarter (July – September 2012) will continue to center on permitting, construction planning and financial planning. Planned activities include:

- Conduct vessel impact, business impact and economic impact analyses for General Bridge Permit.
- Update cost estimates and financial plan.
- Support FTA risk assessment workshop.
- Select contractor to traffic and revenue analysis
- Support deliberations of Oregon and Washington transportation commissions on tolling agreement.
- Support Oregon and Washington legislative oversight committee meetings.
- Submit annual New Starts Update for federal transit construction funding.
- Submit documents for application to FTA to enter transit final design phase.
- Complete summer fairs and festivals outreach events.

(iii) Total appropriation by State:

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 the 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.

(iv) Project expenditures through June 2012:

	Washington	Oregon
Shared Expenditures		
Preliminary Engineering	77,076,362	70,528,012
Construction		
Shared Expenditures Sub-total	77,076,362	77,518,345*
Non-Shared Expenditures		
Right of Way	0	0
Non-Shared Expenditures Sub-Total	0	0
TOTAL	77,076,362	77,518,345

* Includes \$6,990,333 in expenditures paid directly by ODOT that are not processed through WSDOT's accounting system.

(v) Funds committed by the state of Oregon to right-of-way acquisition:

Oregon has not committed funds to acquire right-of-way.