



**Washington State
Department of Transportation**

Lynn Peterson
Secretary of Transportation

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Senator Tracey Eide
235 J.A. Cherberg Building
PO Box 40430
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Senator Curtis King
305 J.A. Cherberg Building
PO Box 40414
Olympia, WA 98504-0414

Representative Judy Clibborn
415 John L. O'Brien Building
PO Box 40600
Olympia, WA 98504-0600

David Schumacher, Director
Office of Financial Management
PO Box 43113
Olympia, WA 98504-3113

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

Dear Senator Eide, Senator King, Representative Clibborn, and Director Schumacher:

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 January 2013 through March 2013 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.

<i>(dollars in thousands)</i>	Washington			Oregon		
	State	Federal	Total	State	Federal	Total
Shared^{1,2}						
Preliminary Engineering	48,188,000	52,555,000	100,743,000	11,732,148	87,397,847	99,129,995
Construction	0	0	0	0	0	0
Sub-Total⁴	48,188,000	52,555,000	100,743,000	11,732,148	87,397,847	99,129,995
			50%			50%
Direct Contribution (Non-shared)						
Right-of-way ³	800,000	23,329,000	24,129,000	0	0	0
Sub-Total	800,000	23,329,000	24,129,000	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 table above reflects the latest plan to deliver the project as reflected in the 13-15 budget submittal as updated in February 2013.

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

Sincerely,



Jay Alexander, Director
Capital Program Development & Management Office

JA:gl

cc: Nancy Boyd, Columbia River Crossing
Robin Rettew, Office of Financial Management

Columbia River Crossing

Quarterly Report Ending March 2013

Provided in accordance with ESHB 2190, Section 305(17) of the 2012 session

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: Seismic risk, heavy congestion, a high volume of collisions, problems moving freight, lack of a reliable transit option and poor bicycle and pedestrian pathways. 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's activities centered on financial planning, responding to questions from Oregon and Washington legislators, permitting, pre-construction activities and procurement planning.

Accomplishments from January - March 2013 included:

- Received commitment from Oregon to provide \$450 million in funding when Governor Kitzhaber signed into law HB2800.
- Produced and submitted general bridge permit application package to United States Coast Guard Jan. 30; received requests for additional information as part of USCG's preliminary completeness review of the submitted bridge permit application.
- Published preliminary gross toll revenue estimate range, developed preliminary net toll revenue estimate range and analyzed the potential range of capital funding capacity of the net toll revenue range.
- Obtained designation as a tollway project by the Oregon Transportation Commission.
- Collected travel pattern data using an origin and destination survey to inform the CRC's investment grade traffic and toll revenue analysis.
- Continued design and procurement planning for River Crossing, Washington Transit, Mainland Connector and Transit Systems contract packages.
- Participated in Full Funding Grant Agreement workshop; began revisions to documents required for FFGA application.
- Submitted Oregon Department of State Lands Joint Permit Application package.
- Submitted Washington Joint Aquatic Resource Permit Application package to Washington Department of Fish and Wildlife and to Washington Department of Ecology.
- Prepared applications for local land use permits.
- Conducted additional subsurface utility exploration fieldwork in Portland and downtown Vancouver.
- Conducted geotechnical boring analysis fieldwork in downtown Vancouver.

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

Activities for the next quarter (April - June 2013) will continue to center on financial planning, activities necessary to remain competitive for the federal New Starts transit funding, permitting, pre-construction activities, and design and procurement planning. Planned activities include:

- Provide information as requested to support Washington legislative discussions.
- Submit additional information to USCG to support general bridge permit application process.
- Prepare Request for Qualifications (RFQ) for River Crossing procurement package.
- Submit 7460 to Federal Aviation Administration.
- Complete scoping for Mainland Connector and Washington Transit packages.
- Issue RFQ for design-builder for Columbia River bridges procurement package.

(iii) Total appropriation by State

	Washington		Oregon	
	2011-13	Total	2011-13	Total
State	8,253,000	48,988,000	State ²	11,732,148
Federal ¹	54,195,304	75,884,000	Federal ¹	87,397,847
Total	62,448,304	124,872,000	Total	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.

² While Oregon has committed \$450m with the passage of HB2800, the conditions set forth in the bill which would allow the funds to be accessed for the project have not been met.

(iv) Project expenditures through March, 2013

	Washington	Oregon
Shared Expenditures		
Preliminary Engineering	86,719,999	79,294,141
Construction		
Shared Expenditures Sub-total¹	86,719,999	84,798,350
Non-Shared Expenditures		
Right of Way	0	0
Non-Shared Expenditures Sub-Total	0	0
TOTAL	86,719,999	84,798,350

¹ Includes \$5,504,209 in expenditures paid directly by ODOT that are not processed through WSDOT's accounting system. Note that this amount was reduced by \$2,487,807 to address Trade Corridor Study expenses that were determined not applicable to the cost sharing agreement.

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

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