Interstate BRIDGE Replacement Program

A modern connection for a growing community

Project Information Worksheet for MTIP Amendment: K21570
I-5: Columbia River (Interstate) Bridge

September 2021

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I-5: Columbia River (Interstate) Bridge

Prepared for:

Oregon Department of Transportation

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1. PROJECT OVERVIEW

A short history about why/how the project emerged and its importance to the region.

The Interstate 5 (I-5) Bridge is a critical connection linking Oregon and Washington across the Columbia River as part of a vital regional, national and international trade route. With one span now 104 years old, it is at risk for collapse in the event of a major earthquake and no longer satisfies the needs of modern commerce and travel. Replacing the aging Interstate Bridge across the Columbia River with a modern, seismically resilient, multimodal structure that provides improved mobility for people, goods and services is a high priority for Oregon and Washington. As of May 2021, leaders from both states have dedicated a combined $80 million to the Interstate Bridge Replacement (IBR) program, which centers equity and follows a transparent, data-driven process that includes collaboration with local, state, federal, and tribal partners.

As the only continuous north-south interstate on the West Coast connecting the Canadian and Mexican borders, I-5 is vital to the local, regional, and national economies. At the Columbia River, I-5 provides a critical economic connection to two major ports, deepwater shipping, upriver barging, two transcontinental rail lines, and much of the region's industrial land. Trade and transportation issues in the I-5 corridor through the Portland and Vancouver metropolitan areas have over two decades of history and study, bi-state leadership, and public participation. Precursors to the Columbia River Crossing (CRC) project included recommendations of a bi-state leadership committee in 1999, as well as a strategic plan developed by a task force appointed by the Governors of Washington and Oregon in 2001 and 2002.

While the program continues working with stakeholders and the public to identify what has changed, we know that all six of the transportation problems identified by previous planning work remain as current issues that have not been addressed. These six transportation problems include:

- Congestion
- Earthquake Vulnerability
- Safety
- Impaired Freight Movement
- Inadequate Bike & Pedestrian Paths
- Limited Public Transportation

2. PROJECT HISTORY

A brief history of past actions and work that has been accomplished that has led to the proposed amendment (purpose and need description).

Regional leaders identified the need to address the I-5 corridor, including the Interstate Bridge, through previous bi-state, long-range planning studies. In 2004, the Washington and Oregon Departments of Transportation formed the joint CRC project. The intent of this project was to improve safety, reduce congestion, and increase mobility of motorists, freight traffic, transit riders, bicyclists, and pedestrians. This project was active between 2005 and 2014 and successfully received a federal Record of Decision in December 2011. However, the CRC project did not secure adequate state funding to advance to construction and was discontinued in 2014.

The IBR program team is working in collaboration with local, state, federal and tribal partners, and the community to complete the following work over the next four years.

- Complete the federal environmental review process
- Obtain necessary state and federal permits
- Finalize project design
- Develop a finance plan
- Secure adequate funding
- Complete right of way acquisition
- Advertise for construction

Based on previous planning activities, the IBR program estimates it will take three to five years to complete the environmental review process and obtain federal approval before beginning construction. The environmental review process began in 2021.

As of March 2021, Oregon and Washington have committed a combined $80 million to the IBR program planning efforts. The Washington State 2019–2021 Transportation Budget (ESHB 1160) included $35 million. The Oregon Transportation Commission allocated a total of $45 million:

- March 2021 – $30 million
- September 2020 – $6 million
- August 2019 – $9 million

Additional funding will be needed from each state to advance to construction as part of a comprehensive funding package that is anticipated to include a diverse range of sources, including federal funds, tolling, and state funds from both Oregon and Washington. Each state will need to determine the appropriate timing and avenue for discussions regarding potential state investment to occur. Based on the current IBR program workplan, the schedule to identify changes and complete federal environmental documentation is anticipated to take several years before funding would be needed to move into right-of-way acquisition and construction.

3. PROJECT GOALS AND OBJECTIVES

An overview of the main goals and objectives for the scope or project phase being amended into the TIP and its major work elements and milestones. Include a short description of any major project challenges expected to be addressed by the work elements and milestones.

The IBR program is working with Federal and local partners, the bi-state legislative committee, the program's advisory groups and the community to develop a multimodal design solution that will prioritize equitable, safe, and efficient movement of people and goods in alignment with climate goals for our region. In order to achieve this design solution, the program is advancing a transparent, data-driven process to inform program work, along with direction from our federal partners.

Key objectives for the program's planned work includes:

- Evaluating high-capacity transit modes, including both light rail and bus rapid transit, to determine the mode that best meets the region's needs today and into the future, and fits within the operating plans of the two partner transit agencies, C-TRAN and TriMet.
- Leveraging past work to maximize previous investments and support efficient decision-making. This will include analyzing changes that have occurred since the previous planning process. The intent is to identify a solution that meets current and future community needs, values and priorities.
- Developing screening criteria and performance measures that reflect the program values. We are committed to identifying a design solution that prioritizes equity and climate concerns.
- Engaging the community in a meaningful and authentic way while centering equity and elevating voices from communities of concern.

The federal government is interested in investing in nationally significant infrastructure projects. Ensuring the program is ready for investment requires our local and regional partners to work together to advance one multimodal design solution by May 2022. The replacement of the Interstate Bridge cannot wait any longer to address critical safety issues.

- The Interstate Bridge is built on wood piles in sandy soil, making them vulnerable to failure in the event of an earthquake and it is not practically feasible to retrofit them to current seismic standards.
- The program area experiences crash rates over three times higher than statewide averages for comparable facilities.
- Closely spaced interchanges, narrow lanes, limited sight distance, lack of safety shoulders and bridge lifts that occur up to 350 times a year on average all contribute to an increase in vehicle crashes that result in injuries, fatalities, vehicles and infrastructure damage and increased traffic congestion.

- The shared use paths on the bridges do not provide adequate safety or space for travelers who walk, bike, or roll, and are not compliant with the Americans with Disabilities Act.

4. PROJECT AREA

A map and clear description of project extent and all known modal and topical elements to be considered, or if known, to be included.

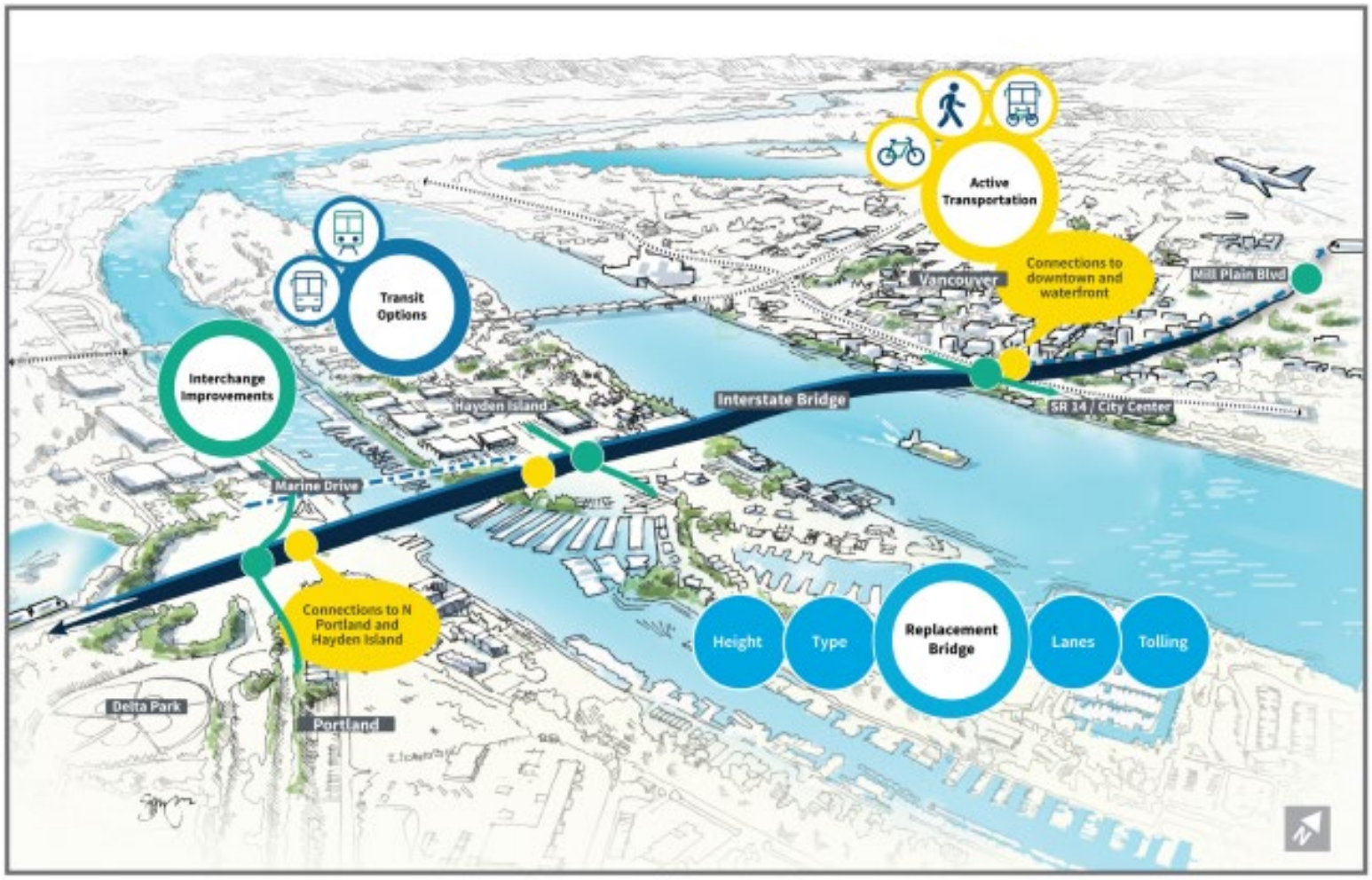
The project area spans 5 miles of I-5 between State Route 500 in Vancouver, Washington, and Columbia Boulevard in Portland, Oregon. Figure 1 shows the bulk of the modal and topical elements being reviewed for the IBR solution.

5. PROJECT DESIGN ELEMENTS

If known, a description of project design elements with a cross-section illustration of before and after project conditions.

The program is using past work from the previous project that remains valid to maximize past investment and ensure efficient decision-making, while also taking into consideration changes since the previous planning effort. While the program is utilizing past work as a starting point, that does not mean we are locked into the former solution. The program is continuing to work with partners to identify design options that address both the changes that have occurred since the previous planning effort, as well as new priorities around climate and equity considerations in the IBR solution that is identified with program partners in the community.

Figure 1. Modal and Topical Elements



6. AMENDMENT PHASE PROJECT COSTS

Discussion of the amendment phase costs. Example: Does the additional $30 million for the I-5 IBR project cover the entire PE phase? Will more funding to complete PE be needed? What is the estimated total cost for PE?

This amendment adds $71 million to the preliminary engineering (PE) phase of the IBR Program. With this change, the total available budget will change to $80 million ($45M from Oregon and $35M from Washington). The estimated PE cost to complete NEPA for the IBR program is approximately $135 million based on a completion of a supplemental environmental impact statement (SEIS) in mid-2024. Following NEPA completion, the IBR program will develop a program delivery plan and progress with right-of-way acquisitions and final design to prepare for the start construction in late 2025. The estimated PE cost for progressing final design to start the first phase of construction is estimated at approximately $70 million. In summary, the total estimate of PE to begin the first phase of construction is estimated to be approximately $205 million. This estimate is contingent on the scope of the IBR solution, as agreed to by program partners, that will be evaluated through the SEIS along with the scope of the program's first construction phase. Right-of-way costs and construction costs are not included in this budget estimate.

7. PRELIMINARY TOTAL PROJECT COST ESTIMATE

A preliminary estimate/cost range for the total project cost through construction.

As directed by the Washington State 2019–2021 Transportation Budget (ESHB 1160), a draft Conceptual Finance Plan has also been delivered to the governors and the legislative transportation committees of each state on December 1, 2020. The conceptual IBR program cost estimates comprise both highway and transit capital investments. A high-level summary of the IBR program conceptual cost estimate ranges are shown in the table below.

Table 1. Preliminary Capital Cost Estimate Ranges

Scope of Work Options	Updated CRC Cost (2012 $)	Risk Range Adjustments (2012 $)	IBR Program Conceptual Cost (2012 $)	IBR Program Conceptual Cost (2020 $)	IBR Program Conceptual Cost (YOE $)	Modal Shares of Total Costs
Option 1A: Bridge + LRT Project | Low	**+ $2.71 B**	**– $0.36 B**	**+ $2.35 B**	**+ $2.74 B**	**+ $3.32 B**	
Transit Project Share	*+ $0.63 B*	*– $0.08 B*	*+ $0.54 B*	*+ $0.63 B*	*+ $0.77 B*	*23%*
Highway Project Share	*+ $2.08 B*	*– $0.28 B*	*+ $1.80 B*	*+ $2.11 B*	*+ $2.55 B*	*77%*
Option 1B: Bridge + LRT Project | High	**+ $2.96 B**	**+ $0.37 B**	**+ $3.33 B**	**+ $3.96 B**	**+ $4.81 B**	
Transit Project Share	*+ $0.80 B*	*+ $0.10 B*	*+ $0.90 B*	*+ $1.07 B*	*+ $1.30 B*	*27%*
Highway Project Share	*+ $2.16 B*	*+ $0.27 B*	*+ $2.43 B*	*+ $2.89 B*	*+ $3.51 B*	*73%*
Option 2A: Bridge + BRT Project | Low	**+ $2.59 B**	**– $0.35 B**	**+ $2.24 B**	**+ $2.62 B**	**+ $3.17 B**	
Transit Project Share	*+ $0.52 B*	*– $0.70 B*	*+ $0.45 B*	*+ $0.53 B*	*+ $0.64 B*	*20%*
Highway Project Share	*+ $2.07 B*	*– $0.28 B*	*+ $1.79 B*	*+ $2.09 B*	*+ $2.53 B*	*80%*
Option 2B: Bridge + BRT Project | High	**+ $2.67 B**	**+ $0.33 B**	**+ $3.00 B**	**+ $3.51 B**	**+ $4.25 B**	
Transit Project Share	*+ $0.64 B*	*+ $0.08 B*	*+ $0.72 B*	*+ $0.84 B*	*+ $1.01 B*	*24%*
Highway Project Share	*+ $2.03 B*	*+ $0.25 B*	*+ $2.29 B*	*+ $2.67 B*	*+ $3.24 B*	*76%*

Source: Conceptual Finance Plan. https://www.interstatebridge.org/library

8. FUNDING STRATEGY

A general description or strategy for funding sources to be considered and/or secured for the project.

Federal Funding Sources for the IBR Program

The IBR Program will seek federal funding sources to supplement state, local, and tolling funding and revenue. Funding programs from the federal government require matching funds from non-federal sources (i.e., local, regional, state, or private contributions), and the application process to compete for such funding typically prioritize projects based upon justification, financial commitment at the state and/or regional level, readiness and other factors.

Oregon and Washington each receive annual apportionments of federal formula funds from FHWA. C-TRAN and TriMet each receive annual apportionments of FTA formula funds. These funds, together with federal formula funds allocated to the regional transportation planning agencies, help fund a wide variety of transportation capital projects and operational programs in the metropolitan region. Although the IBR program may be eligible for some of these funds, most, if not all, of these funds are already programmed for other projects, and not available for the IBR program in the near and medium terms.

FHWA and FTA also administer several discretionary grant programs, which are very competitive and require, as part of a rigorous application process, the applicant to demonstrate that the non-federal matching funds are fully committed. If sufficient non-federal funds are approved for the IBR program,

it could be well positioned to obtain one or more funding awards from these federal programs, particularly the following programs (or their successors in forthcoming legislation):

- FTA CIG New Starts program
- U.S. Department of Transportation (USDOT) BUILD grant program
- USDOT INFRA grant program

State Funding Sources for the IBR Program

Large and transformative transportation infrastructure projects like the IBR program require funding from a variety of sources. Securing timely commitments at the state and regional levels will be essential for competing for the federal funding programs described above.

Tolling

Tolling the I-5 crossing would yield significant future revenues that can be leveraged to fund construction of the IBR program, as well as cover ongoing bridge O&M costs. Future toll revenues can be pledged for various types of debt financing, including standalone toll revenue bonds, toll revenue bonds backed by one or both states, and/or a USDOT TIFIA loan. It is anticipated that the toll funding available to construct the IBR Program would be at least equivalent to the range reported for the CRC project in 2013 due to factors that will likely offset any long-term changes in bridge traffic patterns as a result of the current economic conditions.

9. AGENCY AND STAKEHOLDER INVOLVEMENT

A short description if there are other agencies or stakeholders involved in the project and their basic roles and responsibilities.

The Oregon and Washington Departments of Transportation are jointly leading the IBR program work in collaboration with eight other bi-state partner agencies. This program work will be shaped by the direction and timelines established by the governors, legislatures, and transportation commissions, and will work closely with federal partners, permitting agencies, state and local elected officials, tribal governments, community stakeholders and the public.

Comprehensive and equitable community engagement is at the foundation of decision making for the IBR program. Through engagement we will pursue a solution that prioritizes safety, reflects community values, addresses community concern, and fosters broad regional support. Ongoing, extensive and inclusive public dialogue is critical to developing a bridge solution that best serves the complex needs of communities in Washington and Oregon.

A bi-state legislative committee, composed of 16 Oregon and Washington lawmakers, provides additional guidance and oversight for the program. To provide coordinated regional leadership, the Oregon and Washington Departments of Transportation are jointly leading the IBR program work in collaboration with eight other bi-state public agencies. The eight agencies are:

- TriMet
- C-TRAN
- Oregon Metro
- Southwest Washington Regional Transportation Council
- Cities of Portland and Vancouver
- Ports of Portland and Vancouver

To support the community engagement goals the program formed three advisory groups to provide feedback and recommendations: Executive Steering Group, Equity Advisory Group, and Community Advisory Group.

The Executive Steering Group provides regional leadership recommendations on key program issues of importance to the community. Members of the ESG include representatives from the 10 bi-state partner agencies with a direct delivery or operational role in the integrated, multimodal transportation system around the Interstate Bridge, as well as a community representative from each state. The two community representatives serve as the co-chairs of the Community Advisory Group.

Members of the ESG include the following representatives:

- Oregon Department of Transportation: Kris Strickler, Director
- Washington State Department of Transportation: Roger Millar, Secretary
- TriMet: Steve Witter (Interim), Engineering and Construction Director
- C-TRAN: Shawn Donaghy, CEO
- Oregon Metro: Lynn Peterson, Council President
- Southwest Washington Regional Transportation Council: Scott Hughes, Board Chair
- City of Portland: Jo Ann Hardesty, Commissioner
- City of Vancouver: Anne McEnerny-Ogle, Mayor
- Port of Portland: Kristen Leonard, Chief Public Affairs Officer
- Port of Vancouver USA: Julianna Marler, CEO
- Community Advisory Group Co-chair (WA): Lynn Valenter
- Community Advisory Group Co-chair (OR): Ed Washington

The Equity Advisory Group (EAG) will help ensure that the IBR program remains centered on equity. The group will make recommendations to IBR program leadership regarding processes, policies and decisions that have the potential to affect historically underrepresented and underserved communities. Members of the Equity Advisory Group include partner agency representatives, community based organizations and community members.

The Community Advisory Group (CAG) will be representative of the community members with balanced membership from both Portland, Oregon and Vancouver, WA. The community advisory group will provide input and feedback on the IBR program. The CAG will develop recommendations to

help ensure the program outcomes reflect community needs, issues and concerns. CAG members and the program team will engage in an on-going community dialogue with a commitment to meaningful, two-way feedback. Two co-chairs, one representing each state, will lead the group's diverse and inclusive membership, with balanced representation from both Washington and Oregon. Members of the Community Advisory Group reflect community-based organizations and at-large community members.

In addition to the bi-state legislative committee and the program advisory groups, the IBR program is working with numerous Federal regulatory agencies including US Army Corps of Engineers, US Coast Guard, US Environmental Protection Agency, US Fish and Wildlife Service, US General Services Administration, National Marine Fisheries Service, National Park Service.

10. SUPPORTING MATERIALS

If support materials (past feasibility plan, project study reports, etc.) exist, a description of how they can they be accessed. Where can the public find the materials?

The IBR website contains both current and historical project information. In addition, WSDOT's accountability page has documents from the CRC project. A few key documents include:

- Interstate Bridge Replacement Progress Report - https://www.interstatebridge.org/media/xawnefwf/ibrp-legislative-progress-report-dec-2020.pdf
- Conceptual Finance Plan - https://www.interstatebridge.org/media/zaqk3x3a/ibrp-conceptual-financial-plan-dec-2020.pdf
- Memorandum of Intent on Replacing the I-5 - https://www.governor.wa.gov/sites/default/files/FINAL%20OR%20WA%20Memorandum%20of%20Intent%2011.18.2019.pdf
- Columbia River I-5 Bridge Planning Inventory - https://www.wsdot.wa.gov/accountability/ssb5806/docs/WSDOT_I5_Bridge_Inventory_Report.pdf

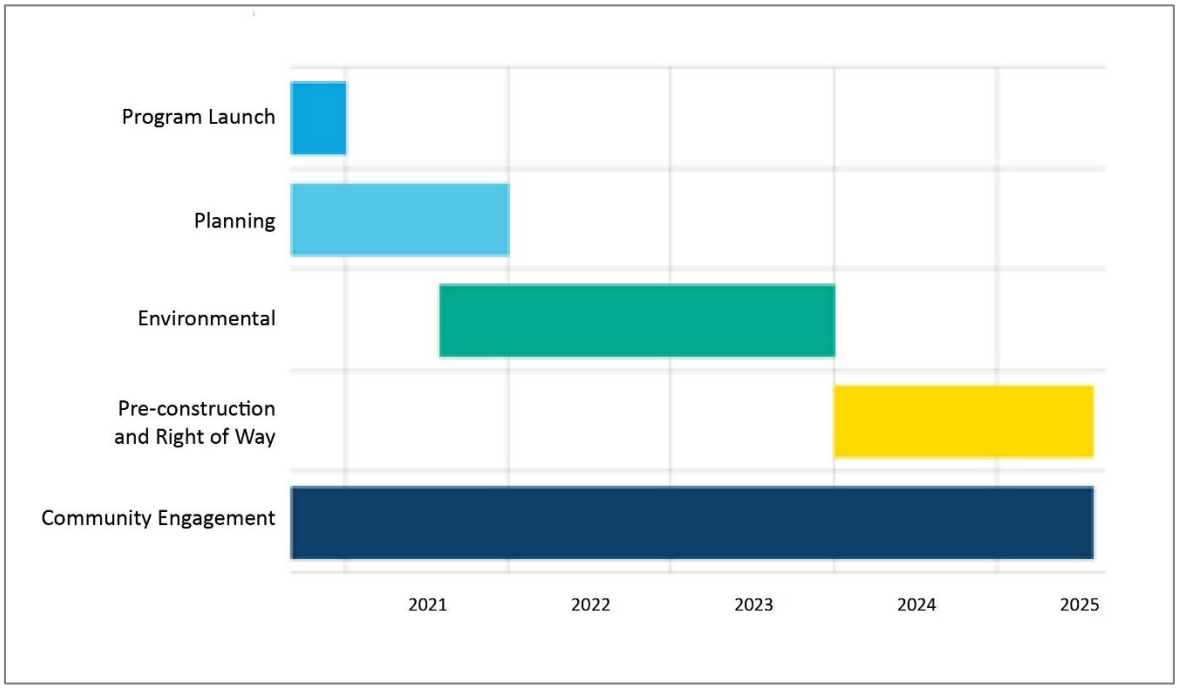
11. SCHEDULE

Assuming funding will be secured and no major obstacles emerge, a target schedule for future project phases.

The fall 2020 program launch is complete, and the planning phase will continue through the end of 2021 (see Figure 2). Mid-2021, the environmental phase started by updating the program's Purpose

and Need Statement and establishing a community Vision and Value Statement; this phase extends to the end of 2023. Pre-construction and right-of-way acquisition extend from 2024 until construction begins in 2025. The program has implemented an extensive and inclusive community engagement program that continues throughout all phases.

Figure 2. Program Timeline



12. TIP PROGRAMMING

TIP programming table and proposed TIP programming table.

In addition to the table on the next page, please see Attachment A, the ODOT STIP Amendment Project Summary.

Table 2. TIP Programming

I-5: Columbia River (Interstate) Bridge (K21570)				
Current STIP Description	Planning activities for the replacement of the I-5 Interstate Bridge between Oregon and Washington. Replacing the bridge will improve traffic and mobility for freight and the public traveling across the river.			
Proposed STIP Description	Planning and design activities for the replacement of the I-5 Interstate Bridge between Oregon and Washington. Replacing the bridge will improve traffic and mobility for freight and the public traveling across the river.			
Summary of requested changes	• Bring 18-21 $9M Planning project to 21-24 STIP • Add PE phase - $36M ODOT, $35M WDOT - Total $71M • Adjust description to include design activities • New total project cost of $80,000,000			
Justification	• This amendment is needed is for programming $30M in funds approved by the OTC March 11, 2021, $6M in redistribution approved by 9/2020 OTC, and $35M funds committed by Washington DOT. • FHWA has asked ODOT to transition from the Planning phase to the Preliminary Engineering (PE) phase of the project. • Without this amendment, committed funds will not be authorized and project will not be able to move past the planning phase.			
RTP Requirements	This project change requires adjustment to the fiscally constrained RTP. Funds from the fiscally constrained Fix-It buckets in the RTP will be reduced to allow for the $36M ODOT funds to be advanced on this project. Memo with details was sent to Metro 9/17/21 by Chris Ford. We find the analysis is still applicable with the addition of WDOT funds since RTP focuses on Oregon revenue only.			
STIP/MTIP requirements	This requires a full amendment to the STIP/MTIP, work has started to get it through the process as soon as possible.			
Phase	Federal Fiscal Year		STIP Estimated Cost	
	Current	Proposed	Current	Proposed
Planning	2020	2020	$9,000,000	$9,000,000
Preliminary Engineering	N/A	2022	$0	$71,000,000
		Totals	**$ 9,000,000**	**$80,000,000**
Summary of Expenditure Accounts (as of 09/22/2021)				
Phase	Authorized		Expended	Remaining
Planning	$9,000,000		$5,950,410	$3,049,590

13. RTP PROJECT NUMBER

Provide the corresponding Regional Transportation Plan project number to facilitate a project description check for plan consistency.

The RTP project ID is 10893, “I-5 Columbia River Bridge.”

14. TITLE IV ADA

Indicate whether the project is derived from an agency Title IV Americans with Disabilities Act (ADA) implementation plan.

The IBR program is not derived from ODOT's Title IV ADA implementation plan.

Attachment A

ODOT STIP Amendment Project Summary

Key Number: 21570 — 2018-2021 STIP

Project Name: I-5: Columbia River (Interstate) Bridge — (DRAFT AMENDMENT PROJECT)

Project Overview

Total Current Estimate	$80,000,000.00	Description	Planning and design activities for the replacement of the I-5 Interstate Bridge between Oregon and Washington. Replacing the bridge will improve traffic and mobility for freight and the public traveling across the river.
Responsible Region	1	Related Programs	
Project Status Date	2/6/2020	STIP Name	2018-2021 STIP
Project Status	UNAPPROVED	Administrator	ODOT
Monitor	ENVDOC	Applicant	ODOT
Bid Let Date		MPO	Portland Metro MPO
Target Date		Constructor	CONTRACTOR PAYMENTS
Award Date		Functional Class	URBAN INTERSTATE
Air Quality Approval Req.		Work Class	STRUCTURES
Air Quality Approval Date.		IGA #	
		Contract #	
Created On	9/20/2019	Created By	GABRIELA GARCIA
Last Updated On	9/22/2021	Last Updated By	ADRIANA ANTELO
Comment	3/11/21 OTC approved additional $30M // $9M in redistribution $ approved by the OTC 8/16/19. RTP ID 10893. $6M in redistribution approved by 9/2020 OTC. kp.		

Locations

Route	Highway	MP Begin	MP End	Length	Street	City	County	ACT	Bridge	Reg	State Repr Dist	State Sen Dist	US Cngr Dist
I-5	001 PACIFIC HIGHWAY	306.70	308.72	2.02		PORTLAND	MULTNOMAH	R1ACT		1	44	22	3
I-5	001 PACIFIC HIGHWAY	308.04	308.72	0.68		PORTLAND	MULTNOMAH	R1ACT	01377A	1	44	22	3
I-5	001 PACIFIC HIGHWAY	308.04	308.72	0.68		PORTLAND	MULTNOMAH	R1ACT	07333	1	44	22	3

Phases

Ph	Phase Total Est. Cost	Original Auth Amount	Original Auth Date	Current Auth Amount	Current Auth Date	Current STIP Amount	Curr STIP Year	Initial STIP Amount	Init STIP Year	EA	Fed Aid ID	Status
PL	9,000,000.00	9,000,000.00	2/6/20	9,000,000.00	2/6/20	9,000,000.00	2020	9,000,000.00	2020	C0265207	S001(533)	APPROVED
PE	71,000,000.00	0.00		0.00		71,000,000.00	2022	36,000,000.00	2022			APPROVED
Tot	**80,000,000.00**	**9,000,000.00**		**9,000,000.00**		**80,000,000.00**		**45,000,000.00**				

Key Number: 21570 — 2018-2021 STIP

Project Name: I-5: Columbia River (Interstate) Bridge — (DRAFT AMENDMENT PROJECT)

Work Types

Phase	Work Type	Percent of Phase	Work Type Amount	Opt Code	Option Desc
PL	BRIDGE	100.00%	9,000,000.00	S	STATE PROJECT
	PL Totals	**100.00%**	**9,000,000.00**		
PE	BRIDGE	100.00%	71,000,000.00	S	STATE PROJECT
	PE Totals	**100.00%**	**71,000,000.00**		
	Grand Totals		**80,000,000.00**		

Financial Plan -- Target Amounts

Phase	Funding Resp	STIP	Year	Use Hist Savings	Total Trgt Amt	Fed Trgt Amt	State Trgt Amt	Local Trgt Amt	Comment
PL	IBR Interstate Bridg	2018-2021 STIP	2020		9,000,000.00	8,299,800.00	700,200.00	0.00	
	IBR Interstate Bridg	2021-2024 STIP	2021		6,000,000.00	5,533,200.00	466,800.00	0.00	Additional target added from redistribution per K. Parlette email 11/25/20
	PL Totals				**15,000,000.00**	**13,833,000.00**	**1,167,000.00**	**0.00**	
PE	IBR Interstate Bridg	2021-2024 STIP	2022		0.00	0.00	0.00	0.00	
	OTHER	2021-2024 STIP	2022		0.00	0.00	0.00	0.00	WashDOT funds
	PE Totals				**0.00**	**0.00**	**0.00**	**0.00**	
	Grand Totals				**15,000,000.00**	**13,833,000.00**	**1,167,000.00**	**0.00**	

Financial Plan -- Estimate / Actual Amounts

Phase	Funding Resp	STIP	Year	Use Hist Savings	Total Est/Act Amt	Fed Est/Act Amt	State Est/Act Amt	Local Est/Act Amt	Comment
PL	IBR Interstate Bridg	2018-2021 STIP	2020		9,000,000.00	8,299,800.00	700,200.00	0.00	
	IBR Interstate Bridg	2021-2024 STIP	2021		0.00	0.00	0.00	0.00	Additional target added from redistribution per K. Parlette email 11/25/20
	PL Totals				**9,000,000.00**	**8,299,800.00**	**700,200.00**	**0.00**	
PE	IBR Interstate Bridg	2021-2024 STIP	2022		36,000,000.00	33,199,200.00	2,800,800.00	0.00	
	OTHER	2021-2024 STIP	2022		35,000,000.00	0.00	0.00	35,000,000.00	WashDOT funds
	PE Totals				**71,000,000.00**	**33,199,200.00**	**2,800,800.00**	**35,000,000.00**	
	Grand Totals				**80,000,000.00**	**41,499,000.00**	**3,501,000.00**	**35,000,000.00**	

Key Number: **21570** 2018-2021 STIP

Project Name: **I-5: Columbia River (Interstate) Bridge** (DRAFT AMENDMENT PROJECT)

Fund Codes

Phase	Fund Code	Description	ICAP	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PL	Z001	NATIONAL HIGHWAY PERF FAST	Y	100.00%	9,000,000.00	92.22%	8,299,800.00	7.78%	700,200.00	0.00%	0.00
	PL Totals			**100.00%**	**9,000,000.00**		**8,299,800.00**		**700,200.00**		**0.00**
PE	ACP0	ADVANCE CONSTRUCT PR		50.70%	36,000,000.00	92.22%	33,199,200.00	7.78%	2,800,800.00	0.00%	0.00
	OTH0	OTHER THAN STATE OR		49.30%	35,000,000.00	0.00%	0.00	0.00%	0.00	100.00%	35,000,000.00
	PE Totals			**100.00%**	**71,000,000.00**		**33,199,200.00**		**2,800,800.00**		**35,000,000.00**
	Grand Totals				**80,000,000.00**		**41,499,000.00**		**3,501,000.00**		**35,000,000.00**

Amendments

Status Date	Amendment Num.	Status	Project Change Type	S/C	Key Number	Change Reason
9/22/21	21-24-1433	DRAFT	ADD PHASE		21570	Add project to the 2021-2024 STIP, add Preliminary engineering phase total estimated at $71,000,000.
2/6/20	18-21-3214	APPROVED	ADD PROJECT		21570	Add a new project.

Selection Criteria:	**STIP**	2018-2021 STIP	**Key Number**	21570	**Project ID**	44589