

of the Record of Decision in December 2011. WSDOT anticipates receiving approval to enter final design in October 2012, a Full Funding Grant Agreement during 2013, and start of revenue operations in 2019.

Significant Changes Since Last Evaluation (November 2010): The project’s capital cost decreased from \$3,565.02 million to \$3,507.87 million as a result of a change in bridge type recommended by an independent bridge review panel and approved by the Governors of Oregon and Washington in April 2011. Based on further design work, several costs decreased including guideway and track elements, stations, and professional services. Costs related to support facilities for maintenance, sitework, train control systems, land acquisition, vehicles, and contingency increased.

Locally Proposed Financial Plan		
Source of Funds	Total Funds (\$million)	Percent of Total
Federal:		
Section 5309 New Starts	\$850.00	24.2%
FHWA Projects of National and Regional Significance Funding Program	\$400.00	11.4%
Transportation Infrastructure Finance and Innovation Act (TIFIA) loan	\$500.00	14.3%
State:		
Oregon DOT and Washington State DOT General Existing Funds	\$147.40	4.2%
Oregon DOT Anticipated Legislative Funds	\$450.00	12.8%
Washington State DOT Anticipated Legislative Funds	\$450.00	12.8%
Local:		
Toll Bonds Proceeds	\$504.90	14.4%
Toll Revenues from Existing I-5 Bridges	\$204.40	5.8%
Residual Toll Revenues	\$1.20	0.0%
Total:	\$3,507.90	100.0%

NOTE: The financial plan reflected in this table has been developed by the project sponsor and does not reflect a commitment by DOT or FTA. The sum of the figures may differ from the total as listed due to rounding.