

RFP for Traffic & Revenue Services

Pre-proposal Meeting

July 9, 2012



Topics to be covered

- **Introductions**
- **Project Background and Status**
- **Nature of Bi-State Coordination**
- **Scope of T&R Work**
- **Questions**

Staff

- **Nancy Boyd, Washington Project Director**
- **Les Brodie, ODOT Chief Financial Officer**
- **Kris Strickler, Oregon Project Director**
- **Carley Francis, CRC Finance Team**
- **Terri Slack, Tolling and Revenue Project Manager**
- **Doyle Dilley, CRC Consultant Services**

Metro Research Center:

- **Peter Bosa**
- **Scott Higgins**
- **Richard Walker**
- **Dennis Yee**

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A project of national significance

- Critical link between Canada and Mexico
- One of the worst freight bottlenecks in the nation
- \$40 billion in freight crosses bridge; \$71 billion by 2030
- 1 in 4 Washington jobs and 1 in 5 Oregon jobs are trade-related

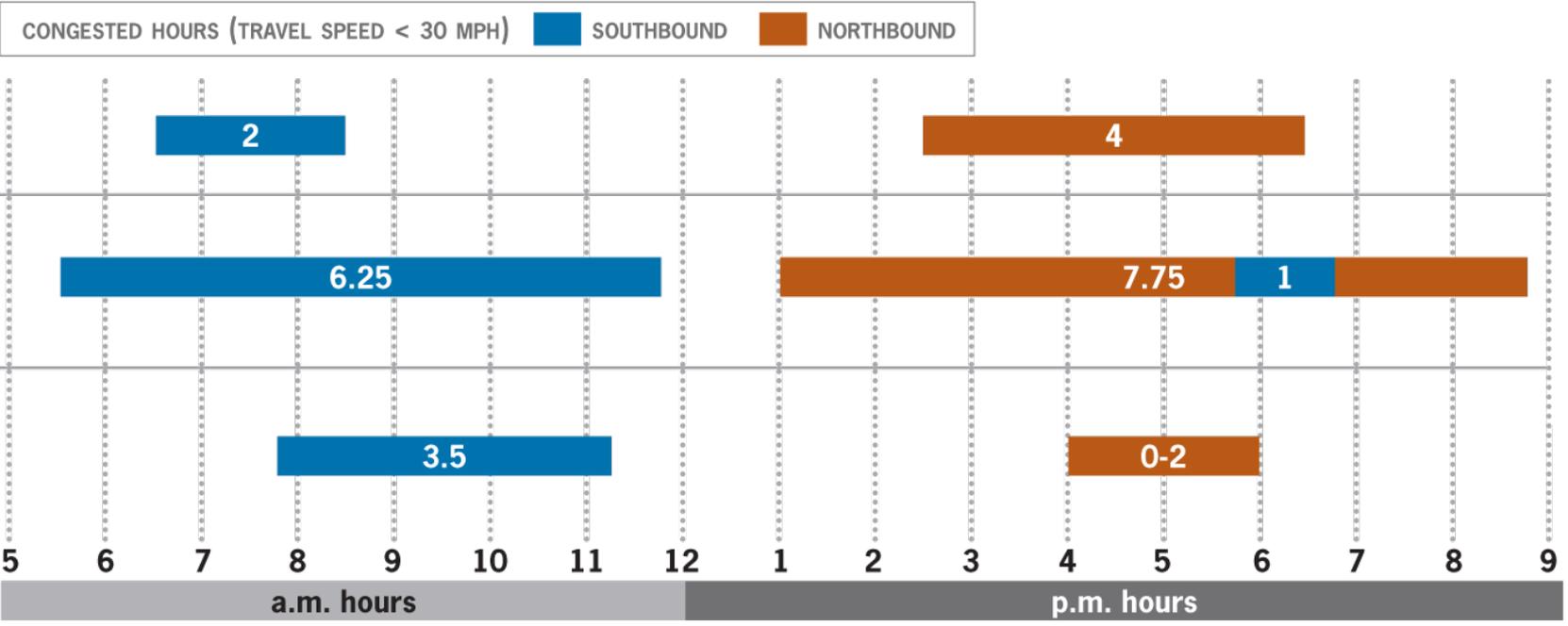


Critical I-5 corridor problems

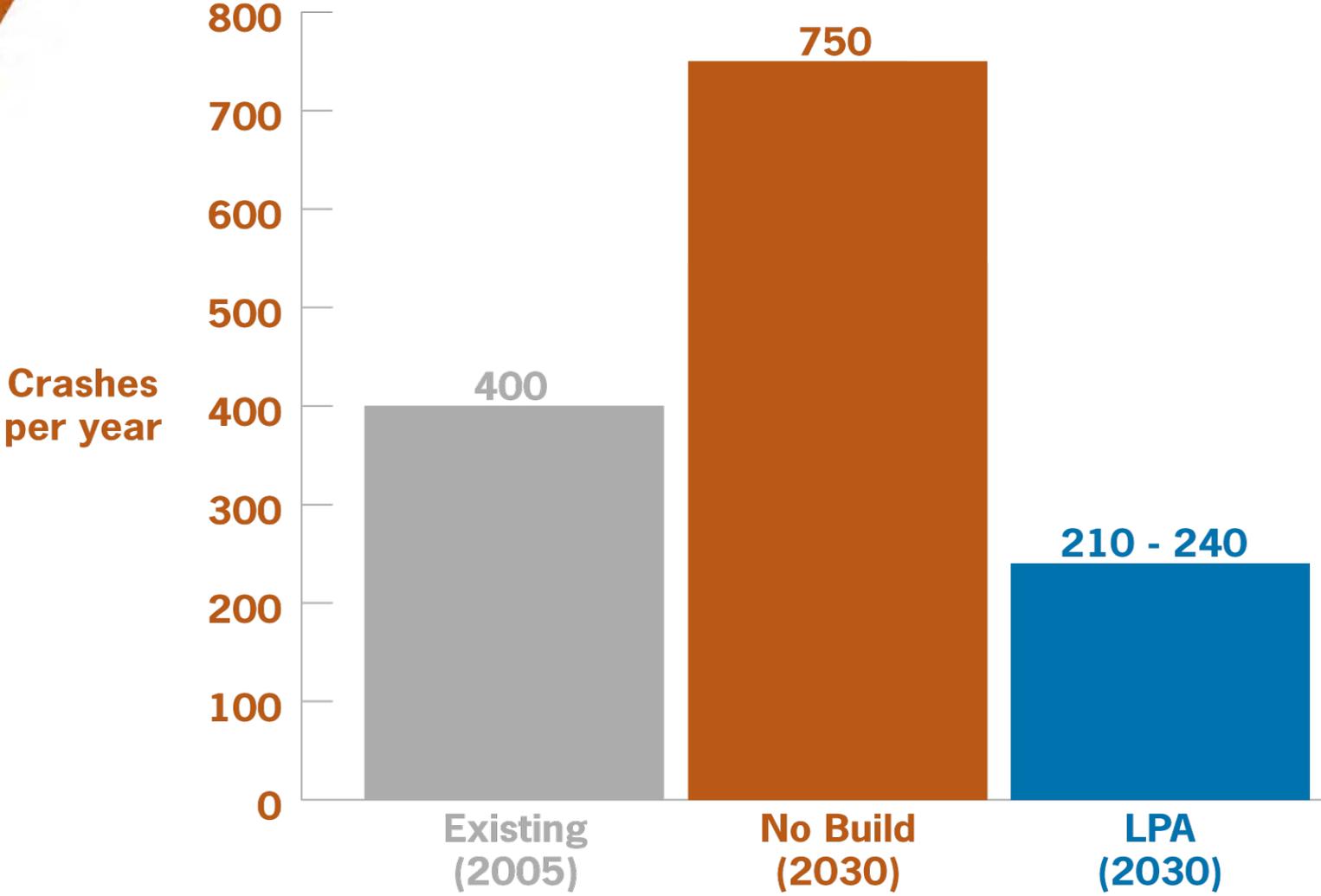


- Congestion
- Crashes
- Freight immobility
- Earthquake risk
- Limited transit options
- Poor bike and pedestrian access/connectivity

Daily congestion levels

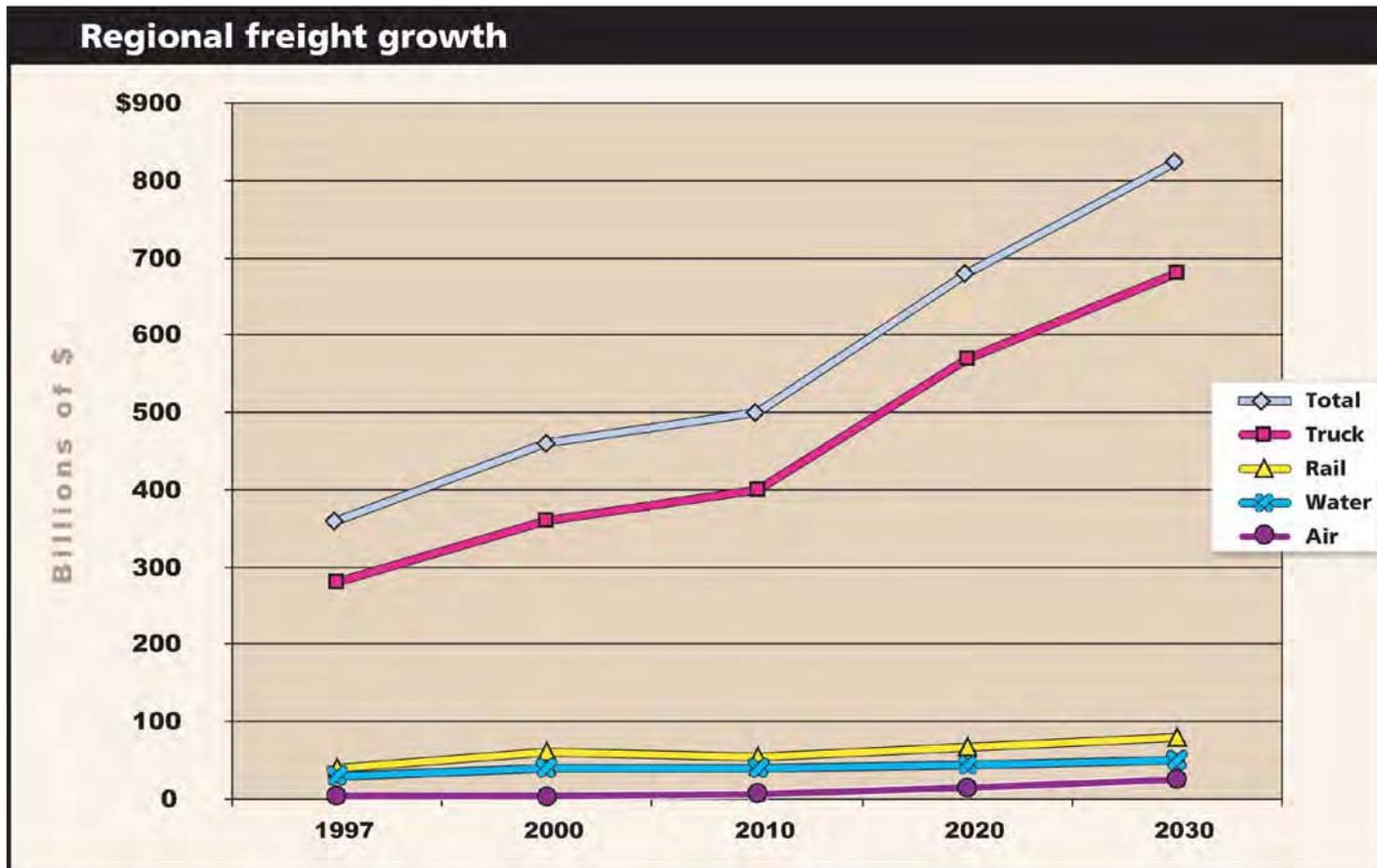


High number of collisions



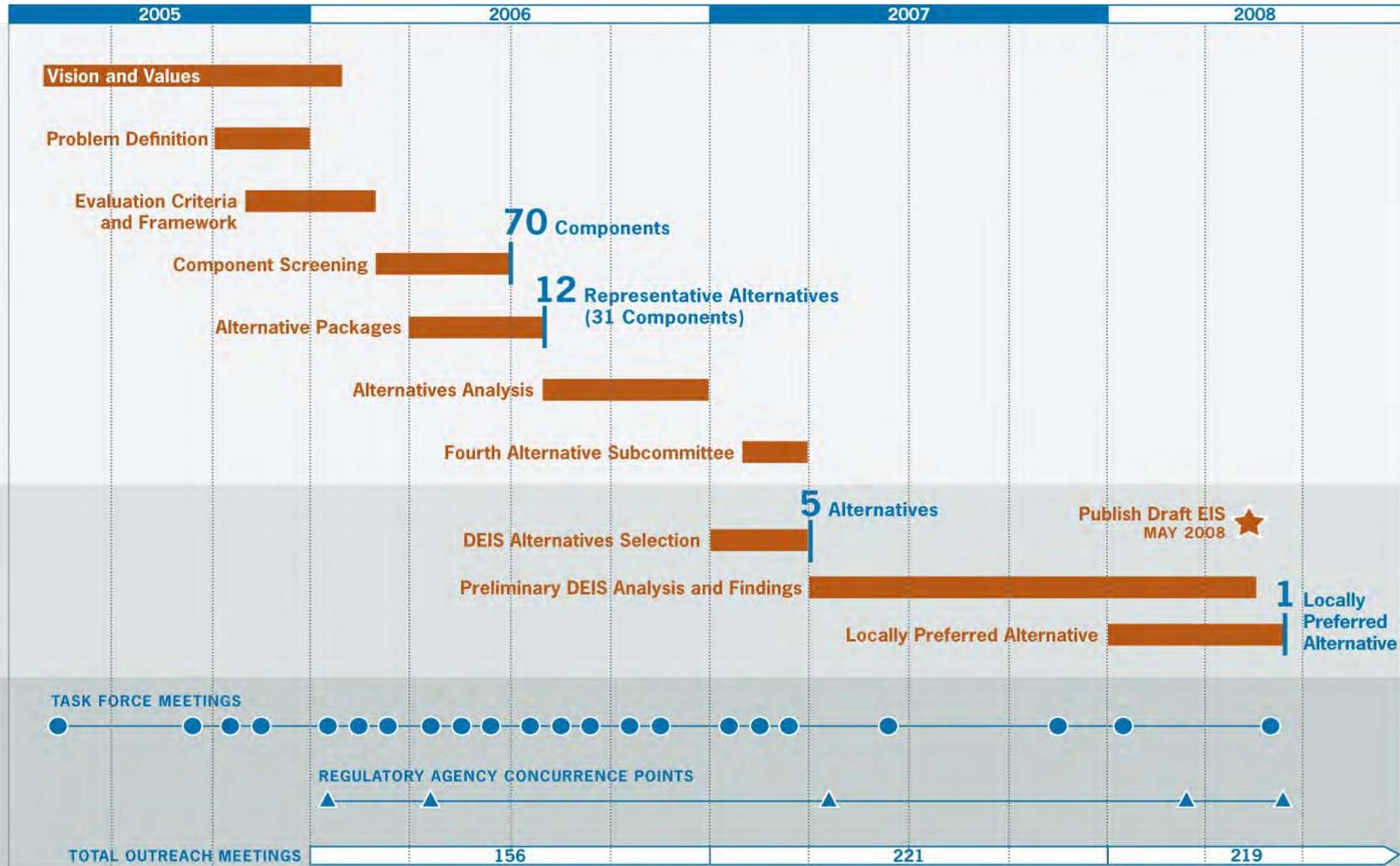
Freight immobility

Portland-Vancouver freight tonnage to double by 2030



Source: Economic Development Research Group, Inc.

Early alternatives and screening timeline



The Record of Decision

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

Daniel M. Mathis

Daniel M. Mathis
FHWA Washington
Division Administrator

12/07/2011

Date of Approval

Phillip A. Ditzler

Phillip Ditzler
FHWA Oregon Division
Administrator

12/07/2011

Date of Approval

R.F. Krochalis

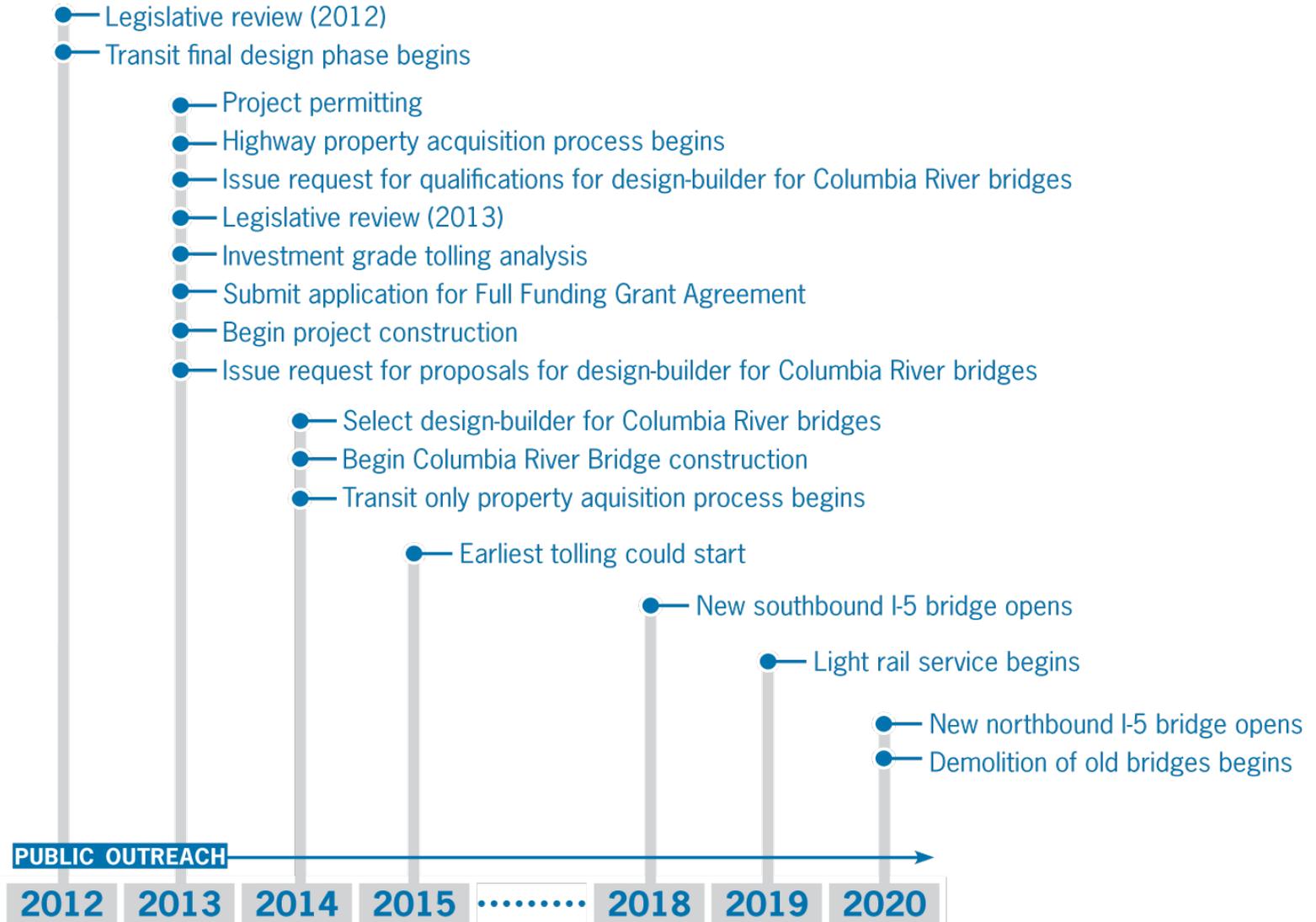
R.F. Krochalis
FTA Regional Administrator,
Region 10

12/07/11

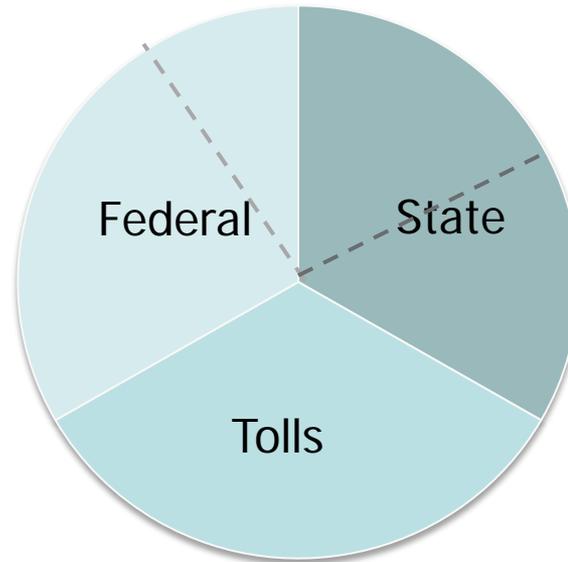
Date of Approval

- Re-confirms the purpose and need
- Reviews and validates technical work to date
- Reviews and validates the process used to select a preferred alternative
- Approves the mitigation measures to be used where there are unavoidable environmental impacts
- End of the planning stage; indicates the end of the NEPA process

Project development schedule



Funding sources for CRC



Targeted Columbia River Crossing Funding Sources	Amount (billions)
FTA New Starts (light rail).....	\$0.85
FHWA.....	\$0.4
Tolls.....	\$0.9 - \$1.3
Washington	\$0.2 - \$0.45
Oregon.....	\$0.45
TOTAL FUNDING SOURCES	\$3.05-3.45

Nature of Bi-State Coordination

- Oregon and Washington are equal partners
- CRC Project
 - Clients: ODOT & WSDOT **AND** Treasury Office of both States
- Review time is critical

T&R Scope of Work

- **Early 2013 Legislative Information**
 - Reasonable range of toll revenue
- **July 2013 Legislative Report**
 - Per Budget Proviso
- **Late 2013 T&R Study**
- **Education of the process**

Questions?

Columbia River **CROSSING**

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Vancouver WA, 98660

Washington 360-737-2726

Oregon 503-256-2726

Toll-Free 866-396-2726

www.ColumbiaRiverCrossing.org

feedback@columbiarivercrossing.org





Existing Problems

The Columbia River Crossing (CRC) project is a long term, comprehensive solution to address problems on five miles of Interstate 5 between Portland and Vancouver. The project will address six issues that currently affect people's safety, quality of life and the regional economy:

COLLISIONS: An average of more than one crash per day occurs in the project area. Collisions are more likely to occur when the Interstate Bridge lifts and traffic stops.

CONGESTION: Four to six hours of congestion occur on and around the Interstate Bridge each day and could grow to 15 hours a workday by 2030 if no action is taken.

LIMITED TRANSIT OPTIONS:

Buses are the only transit option crossing the Interstate Bridge and they get caught in traffic just like cars.

FREIGHT IMMOBILITY: Congestion and outdated interchange designs negatively impact the annual flow of interstate and international commerce to ports, businesses and distribution facilities. In 2005, \$40 billion in goods crossed the interstate bridge.

NARROW BIKE AND PEDESTRIAN PATH:

The four foot wide path across the Columbia River is hard to access, close to traffic and discourages people from using it.

EARTHQUAKE RISK: The Interstate Bridge pilings sit in sandy river soils which could behave like liquid during an earthquake, causing the bridge to fail.

Transportation and planning agencies are working together at the local, state and federal level to address the problems and maximize environmental, economic and community benefits in the CRC project area.

Project Benefits

Benefits to local residents, the natural environment and the regional economy include:

- Seventy percent fewer collisions per year
- A more reliable trip for freight, autos, and transit
- Supported and sustained jobs with improved access to ports and highways
- Reduced congestion on I-5 and adjacent neighborhoods
- No bridge lifts
- Reduced emissions and improved water quality
- Earthquake protection

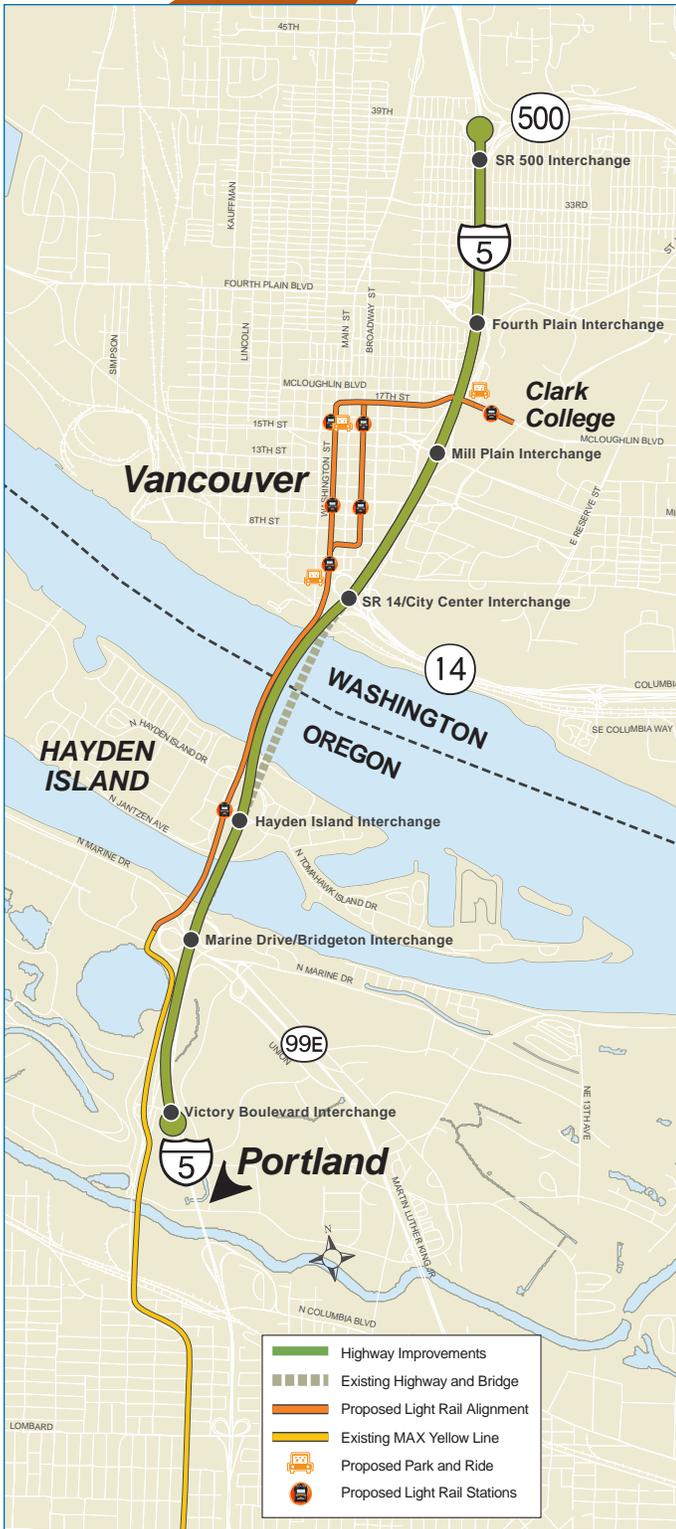


The CRC project will provide a safer and more reliable trip for pedestrians, bicyclists, freight, autos, and transit.

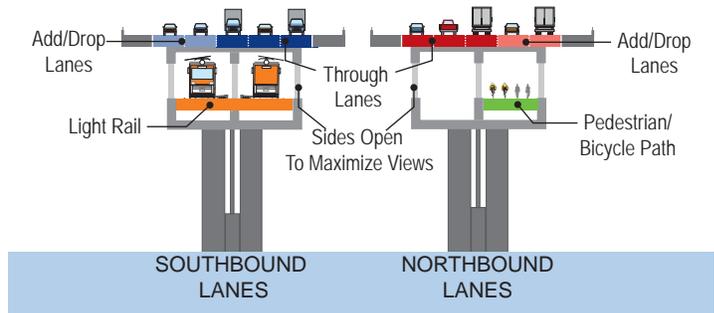
Moving Forward

Columbia River Crossing local partners have reached consensus on the major project elements.

- Replace the I-5 bridge
- Enhance pedestrian and bicycle paths
- Extend light rail to Vancouver
- Improve closely-spaced interchanges



The CRC project area is a five-mile segment of I-5 from Columbia Boulevard in Portland to SR 500 in Vancouver.



Current design calls for two structures with a total of 10 lanes and full safety shoulders.

Replacement I-5 Bridge

A new river crossing will replace the existing Interstate Bridge structures to carry I-5 traffic, light rail, pedestrians and bicyclists. The design calls for two structures with a total of 10 lanes (three through lanes plus two lanes to connect interchanges in each travel direction) and full safety shoulders. The new crossing will allow marine traffic to travel without bridge lifts and will meet current earthquake standards.

The project will add an architect to the project team and establish architectural specification for a design-build contractor to follow. The design community and public will be engaged in this next stage of the bridge design process.

Enhanced Pedestrian and Bicycle Routes

New and improved pathways will meet disability standards and provide a safer trip across the bridge and in the project area. The multiuse path on the I-5 bridge will be widened from its current four feet. The bridge path will have views looking east to Mt. Hood. The pathways, lanes and sidewalks on land in north Portland and in Vancouver will connect to regional trails and facilities.



Light Rail Extension

Light rail will be extended from Portland's Expo Center MAX station to Clark College in Vancouver. The 2.9-mile extension will include one station on Hayden Island, four transit stations in Vancouver and three Vancouver park and rides. This new extension will provide easier connections to the region's light rail and streetcar lines, Amtrak passenger rail and C-TRAN and TriMet bus routes. The route runs adjacent to I-5 from the Expo Center to the Columbia River. In downtown Vancouver, trains will travel north on Broadway Street and south on Washington Street in a dedicated lane. Trains will travel east and west on 17th Street. The terminus station will be located at a park and ride near Clark College and the Marshall/Luepke Center. CRC's community advisory groups are working closely with the project on transit-related issues, including safety, security and design.



Light rail station concept for downtown Vancouver.

Interchange Improvements

I-5 will be improved for safety and freight mobility within the five-mile project area. Plans call for improving links to and from arterials and state highways, connecting interchanges via merge lanes and lengthening on/off ramps. The following interchanges will be improved: Marine Drive, Hayden Island/Jantzen Beach, SR 14/City Center, Mill Plain and Fourth Plain.

Cost and Funding

Construction is expected to cost \$3.1 to \$3.5 billion (in year of expenditure dollars). Funding is expected from federal and state sources and tolling.

Electronic Tolling

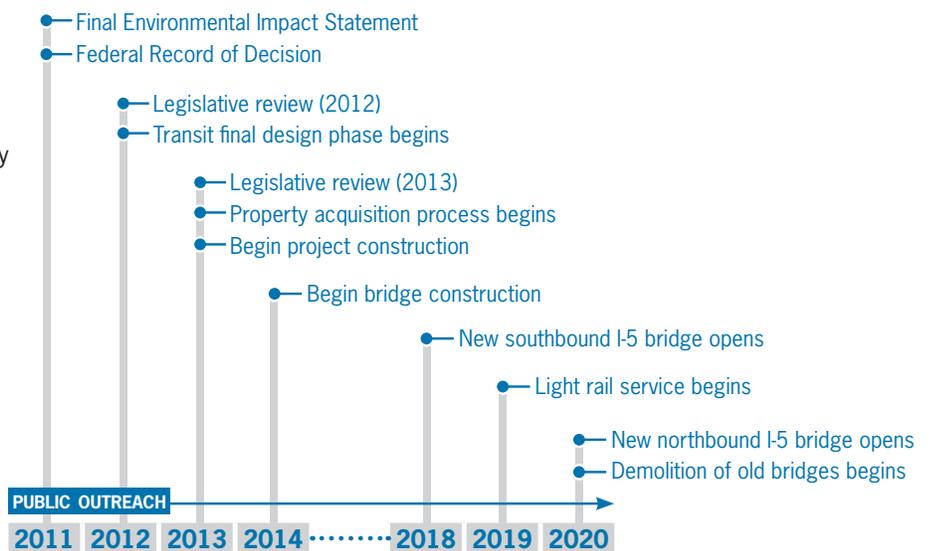
Tolls will be collected electronically, without the use of toll booths, to keep traffic moving. In addition, the project assumes the toll amount would vary by time of day with drivers traveling outside peak hours paying a lower toll. Toll rates and policies will be set in the future by the state legislatures and transportation commissions.

Schedule and Next Steps

In July 2008, local project partners reached consensus that a replacement bridge and light rail extension would best meet project goals and community needs. Since then, partner agencies have worked collaboratively to review and refine designs.

In December 2011, CRC federal oversight agencies selected an alternative for the project and signed a record of decision which validated the technical and public process to date.

CRC will continue to engage the community and local agencies as it finalizes designs and plans for construction. The record of decision enables CRC to apply for needed permits and seek construction funding.





Concept rendering of deck truss bridge for replacement I-5 bridge.

Agency Collaboration

The Columbia River Crossing (CRC) is jointly owned by the Oregon Department of Transportation (ODOT) and the Washington State Department of Transportation (WSDOT). Oversight of CRC rests with the governors and legislatures of both states. CRC works closely with its agency partners, including TriMet, C-TRAN, City of Portland, City of Vancouver, Metro and the Southwest Washington Regional Transportation Council on project development. Staff from each partner agency and the ports of Portland and Vancouver help the project team analyze options and advance designs.

Community Involvement

Since October 2005, CRC staff has had more than 30,000 face-to-face conversations at more than 1,000 events on evenings, weekends and work days. Public comments received as a result of this comprehensive outreach program were, and will continue to be, considered by the two states and local partners to inform project development.

CRC has received advice from several community advisory groups over the course of project development that represent diverse interests to inform decision-making.

Tribal Consultation

CRC is committed to government-to-government consultation with tribes that may be affected by this project. The CRC tribal consultation process is designed to encourage early and continued feedback from, and involvement by, tribes potentially affected by the project and to ensure their input is incorporated into the decision-making process.

HOW CAN I GET INVOLVED?

- Visit www.ColumbiaRiverCrossing.org to sign up for updates and view the project calendar
- Invite CRC staff to your group to discuss the project
- Contact the project office to talk with a staff member

E-mail: feedback@columbiarivercrossing.org

Mail: 700 Washington Street, Suite 300
Vancouver, WA 98660

Phone: 360-737-2726 or 503-256-2726

Fax: 360-737-0294



AMERICANS WITH DISABILITIES ACT (ADA) INFORMATION Materials can be provided in alternative formats: large print, Braille, cassette tape, or on computer disk for people with disabilities by calling the Columbia River Crossing (CRC) project office at (866) 396-2726. Persons who are deaf or hard of hearing may contact the CRC project through the Telecommunications Relay Service at 7-1-1.

TITLE VI NOTICE TO PUBLIC WSDOT and ODOT ensure full compliance with Title VI of the Civil Rights Act of 1964 by prohibiting discrimination against any person on the basis of race, color, national origin or sex in the provision of benefits and services resulting from its federally assisted programs and activities. For questions regarding WSDOT's Title VI Program, you may contact the Department's Title VI Coordinator at (360) 705-7098. For questions regarding ODOT's Title VI Program, you may contact the Department's Civil Rights Office at (503) 986-4350.

UPDATED: May 18, 2012

www.ColumbiaRiverCrossing.org

1 meeting of the oversight subcommittee. Reporting must include updated
2 information on cost estimates, rights-of-way purchases and procurement
3 schedules, and financing plans for the Columbia river crossing project,
4 including projected traffic volumes, fuel and gas price assumptions,
5 toll rates, costs of toll collections, as well as potential need for
6 general transportation funding. By January 1, 2013, the department
7 shall provide to the oversight subcommittee of the joint transportation
8 committee a phased master plan for the Columbia river crossing project.

9 ((~~(20)~~ \$107,000)) (18) Within the amounts provided for the Columbia
10 river crossing project (400506A), the department shall conduct a
11 traffic and revenue analysis for the Columbia river crossing project
12 that will lay the foundation for investment grade traffic and revenue
13 analysis. While conducting the analysis, the department must
14 coordinate with the Oregon department of transportation, the Washington
15 state transportation commission, and the Washington state legislative
16 oversight committee.

17 (a) The department's analysis must include the assessment and
18 review of the following variables within the project:

- 19 (i) Exemptions from tolls for vehicles with two or more occupants;
20 (ii) A variable toll where the tolls vary by time of day and day of
21 the week; and
22 (iii) A frequency-based toll rate for the facility.

23 (b) The analysis must also assess the following:

- 24 (i) The impact that light rail service in the corridor will have on
25 estimated toll revenues;
26 (ii) The level of diversion from the Interstate 5 corridor and the
27 impact on estimated toll revenues; and
28 (iii) The estimated toll revenues from vehicle trips originating
29 within the region and outside the region by vehicle type.

30 (c) The department must submit a report of findings to the
31 transportation committees of the legislature by July 1, 2013.

32 (19) \$309,000 of the motor vehicle account--federal appropriation
33 and (~~(\$27,000)~~) \$78,000 of the motor vehicle account--state
34 appropriation are provided solely for the SR 9/SR 204 Intersection
35 Improvement project (L2000040).

36 ((~~(21)~~ \$2,134,000)) (20) \$3,385,000 of the motor vehicle account--
37 federal appropriation and (~~(\$47,000)~~) \$50,000 of the motor vehicle