

What's Driving This Project?

- The I-5 Interstate Bridge across the Columbia River is actually two bridges side-by-side, built in 1917 and 1958. They work in combination with the I-205 Columbia River Bridge. There are congestion and safety issues today. What about tomorrow?
- A world-class economy in the Vancouver/Portland region needs world-class infrastructure. Businesses continually cite freight and commuter congestion and safety as top regional issues.
- Two states are involved, and the issues are shared. Strong commitment exists from both sides of the river to move ahead with improvements in the Columbia River Crossing area.

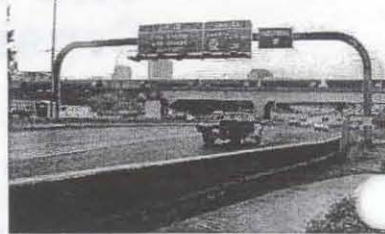
Where We've Been...

1999-2002

In 1999, regional business leaders joined in the Portland/Vancouver I-5 Trade Corridor Study to identify corridor congestion problems. They responded strongly that reducing congestion and improving movement of people and goods are critical to the region's economy. The Partnership Task Force developed a Strategic Plan with findings and recommendations regarding the seven components below. The first four components are advancing for further study and evaluation within the framework of the Columbia River Crossing Project. It is anticipated that the other three components will be addressed in other venues.

I-5 Transportation and Trade Partnership Components

- Transit
- Interstate 5
- Environmental Justice
- Finance
- Additional Rail Capacity
- Land Use
- Transportation Demand and System Management



Where We Are Now...

2004-Mid 2005

Technical analyses will start to answer questions and add detailed information to help define project alternatives in mid-2005 and build a strong foundation for the Environmental Impact Statement.

Areas for Analysis

- Conceptual Engineering and Environmental
 - Design requirements and technical information
 - Environmental issues
 - Key engineering considerations

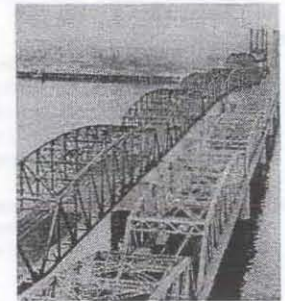
Consultants: Kittelson & Associates, with Parsons Brinckerhoff, CH2MHill, Right of Way Associates, Howell Consulting, and JD White Company
- Finance and Tolling Feasibility
 - Tolling options and development of assumptions for DEIS
 - Financing strategies

Consultants: David Evans and Associates, with Parisi Associates, Vollmer Associates LLP, and The Larkin Group
- Traffic and Transit
 - Travel and traffic analyses
 - Modeling assumptions and model options
 - Effects of tolling on traffic/transit

Consultants: David Evans and Associates, with Parisi Associates and Vollmer Associates LLP
- Regulatory Requirements
 - Federal, state, regional, and local statutory and regulatory frameworks

Consultants: The Larkin Group, with Siegel Consulting, Underhill Company LLC, and Daniels Consulting
- Public Communications and Outreach
 - Public outreach and engagement

Consultants: HNTB, with EnviroIssues, JD White Company, Markgraf Associates, Jeanne Lawson Associates, and Northwest Strategies



Joint Project Team Makes Progress

Since the last Joint Commission Subcommittee meeting, the project team has:

- Framed joint team management structure – named and co-located project co-directors.
- Agreed on how to manage the project as one project team – developed ODOT/WSDOT project team MOU and draft charter for advisory task force.
- Continued discussions with regional partners, including FHWA, FTA, and MPO's, transit agencies, ports, cities, and counties, at elected, leadership and staff levels.

What's Coming Up...

Mid-2005

- Environmental scoping
 - Transit options
 - Bridge and highway options
 - Finance options
- Corridor-wide public involvement

2005-2007

- Evaluate most reasonable and promising alternatives
- Prepare Draft Environmental Impact Statement

Making Progress On Work Products

To date, the project team has completed work in the following major areas:

- **Memorandum of Understanding between ODOT and WSDOT**
Draft MOU defining project management presented under today's Agenda Item #2
- **Columbia River Crossing Task Force Charter**
Proposed project oversight structure presented under today's Agenda Item #3
- **Tolling**
Work in final or draft form includes:
 - Introduction to tolling and survey of tolling experience in the U.S., Canada and Europe
 - Analyses of state and federal tolling statutes and their effects on this project
 - Identification and evaluation of toll plaza models
 - Evaluation of the availability and usability of existing data to screen tolling options
- **Travel Characteristics and Trends**
Work in final or draft form includes an analysis of trends in traffic and travel characteristics and an evaluation of the availability and usability of existing travel and traffic data.

Cost Status 2004-2005

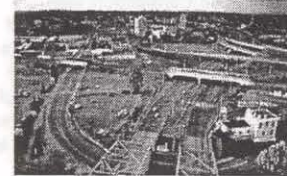
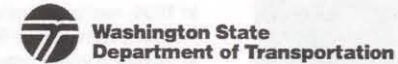
| Funding for Pre-EIS Work | Available | Obligated ¹ | Remaining |
|--------------------------|-------------|------------------------|------------------------|
| Oregon | \$3,900,000 | \$3,300,000 | \$600,000 |
| Washington | \$3,000,000 | \$2,250,000 | \$750,000 ² |

| Contract Scope | Lead Consultant | Authorized Budget | Billed through July |
|---|------------------------|------------------------|---------------------|
| Project Management & Technical Analysis | The Larkin Group | \$1,251,890 | \$300,109 |
| Traffic & Tolling | David Evans Associates | \$639,147 | \$36,089 |
| Conceptual Engineering & Environmental | Kittelson & Associates | \$213,845 ³ | — |
| Metro-Data | Metro | \$15,500 | — |
| Communications & Outreach | HNTB/EnviroIssues | \$110,000 | 7,877 |
| Freight Movement | Cambridge Systematics | \$10,300 | \$8,065 |
| Total | | \$2,240,682 | \$372,140 |

¹Estimated to complete pre-EIS phase.
²Balance from TEA-21 extension or TEA-21 reauthorization.
³Phase one only (through late September); to be amended.

Learn More About The Columbia River Crossing Project

Contacts: Doug Ficco, WSDOT Project Director - 360-905-2006, FiccoD@wsdot.wa.gov
 Rob DeGraff, ODOT Project Director - 503-731-8461, rob.degraff@odot.state.or.us



Prepared for September 2, 2004 Meeting of the
 Joint Commission Subcommittee

The Columbia River Crossing Project

Report on Project Status

- Where we've been
- Where we are now
- What's coming up

In May 2004, the Joint Commission Subcommittee heard about preliminary work to kick off the Columbia River Crossing Project. Now, the WSDOT and ODOT joint project team will brief the Subcommittee on significant progress - in work activities, contractual milestones, and technical work products.



**Parsons
Brinckerhoff
Quade &
Douglas, Inc.**

400 SW Sixth Avenue
Suite 802
Portland, OR 97204
503-274-8772
Direct: 503-417-9359
Fax: 503-274-1412
snyder@pbworld.com

Gregg Snyder, AICP

Professional Associate
Project Manager

Supervising Transportation/Traffic Planner



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