

**WASHINGTON DEPARTMENT OF TRANSPORTATION
AND
OREGON DEPARTMENT OF TRANSPORTATION
INTERAGENCY MEMORANDUM OF UNDERSTANDING**

COLUMBIA RIVER CROSSING PROJECT (CRCP)

This is a MEMORANDUM OF UNDERSTANDING entered into this ____ day of _____ 2004 between the Washington State Department of Transportation, hereinafter referred to as "WSDOT" and the Oregon Department of Transportation, hereinafter referred to as "ODOT."

PURPOSE

- The Columbia River Crossing Project (CRCP) is one of a finite list of projects recognized by the Oregon and Washington Departments of Transportation as being significant to the future of the Pacific Northwest.
- The CRCP addresses the bottleneck in the I-5 corridor caused by the river crossing.
- By modernizing this aging infrastructure, the CRCP will contribute to the economic and freight mobility needs of Oregon and Washington.
- The CRCP is a product of the I-5 Partnership Strategic Plan adopted in 2002.
- That Plan articulates a 20 to 30-year vision for the I-5 corridor that will be implemented in phases with the Columbia River Crossing being part of the first phase.
- WSDOT and ODOT have formed a Project Team for the CRCP to manage the project as one team that works on behalf of both departments of transportation.
- The following provisions outline how this Project Team will interact and manage the project.

NOW THEREFORE IT IS MUTUALLY AGREED between the parties hereto as follows:

1. **DECISION MAKING.** The CRCP project team will strive toward building consensus through the following decision making process described below:
 - **State Transportation Commissions.** The Oregon and Washington transportation commissions have formed the Joint Commission Subcommittee to provide oversight of the CRCP. The Project Team will report progress to the Joint Commission Subcommittee as well as provide briefings to the full Commissions.
 - **Joint Commission Subcommittee.** The Project Team will report to the Joint Subcommittee regarding the progress of the project. The purpose of the Subcommittee is to ensure that the efforts of the two state transportation departments in planning for improvements to the Columbia River crossing are well coordinated, that maximum value is obtained from the federal grants received for project planning, and that public officials and citizens in both states are kept abreast of progress.
 - **Project Team.** The Project Team will consist of Senior leadership and Project Directors. Senior leadership will consist of the ODOT Deputy Director, Highway Division and Region 1 Manager, and the WSDOT Assistant Secretary,

Engineering and Regional Operations and Southwest Region Administrator. These individuals will provide project oversight and implementation of this MOU. They will resolve issues and provide guidance to the Project Directors. These Senior leaders will also interact with key stakeholders during the course of the project.

The ODOT Deputy Director, Highway Division and the WSDOT Assistant Secretary, Engineering and Regional Operations will meet quarterly with the Project Team to assist with key decisions and receive project updates. The ODOT Region 1 Manager and WSDOT Southwest Region Administrator will meet with the WSDOT/ODOT Project Directors bi-weekly to oversee project progress.

The WSDOT and ODOT Project Directors are co-directors of the project and are responsible for overall scope, schedule and budget. They will be responsible for staffing the Columbia River Crossing Task Force and the Project Technical Committee. The WSDOT Project Director and ODOT Project Director will provide Senior leadership with bi-weekly project updates.

- Columbia River Crossing Task Force. The Task Force's role will be to provide input into the CRCP. Within the context created by the Strategic Plan, the Task Force will: respond to and advise the joint Project Team on technical data and its policy implications leading to an Environmental Impact Statement (EIS); provide advice to the Joint Commission Subcommittee throughout the EIS until the issuance of the Record of Decision; represent and report back to their representative organizations.
- Project Technical Committee. The Project Team will create a technical committee to assist in the technical analysis of the EIS and related work products.

OTHER PARTIES - The Project Team will work to include other key stakeholders, jurisdictions and agencies in the project. The Project Team recognizes the legal responsibilities of the FHWA, FTA and MPO's regarding inclusion of the project within their planning and authorization processes.

2. COMMUNICATION. Communication regarding the CRCP will be open, regular, and inclusive. The Project Team will provide regular updates and include input throughout the project.
3. CO-LOCATION. The Project Directors are currently co-located. It is the intent to co-locate the entire team as the project progresses including other agencies and project consultants.
4. PROJECT DELIVERY. ODOT and WSDOT are committed to implementing this Project on an expedited basis as compared to more traditional approaches to project delivery.
5. ENVIRONMENTAL IMPACT STATEMENT (EIS) PREPARATION. The purpose of the pre-EIS phase is to advance the CRCP to a full EIS. During this phase, technical data will be collected and documented on the crossing concepts, technical and financial gaps will be identified and filled, and the most promising concepts

will be identified in preparation for an EIS. The pre-EIS work activities are summarized below:

- "Scope" Assumptions, Alternatives and Issues for the DEIS
 - Project Intergovernmental Coordination Plan
 - Coordinate with Innovative Partnership Program
 - Traffic and Tolling Analysis
 - Communication and Outreach
 - Conceptual Engineering and Environmental Analysis
 - Analyze Tolling Options
 - Prepare Financial Analyses
 - Analyze Federal and State Administrative and Statutory Requirements and Procedures
 - Cost Estimating Validation Process
6. FUNDING PLAN. ODOT has dedicated \$3.9M (\$3.5M federal earmark, \$400K state funds) and WSDOT has dedicated \$3M (federal earmark) for the Project. These funds will be used to advance the project into the EIS phase. The Project Team will coordinate federal funding strategies for the project through the EIS. Finally, a financial operations plan will be developed as additional funds are made available to the CRCP.
7. FUTURE REVISIONS TO THE MOU. It is understood that mutually agreed upon changes may occur to this MOU. The MOU will be updated as needed.
8. PUBLIC PRIVATE PARTNERSHIP. This MOU is not an agreement, pursuant to OAR 731-070-0050(5), allowing ODOT to consider unsolicited proposals for a public private partnership under ORS 367.800 to 367.826.

The undersigned hereby acknowledges, agrees, and accepts the provisions as set forth in this MEMORANDUM OF UNDERSTANDING.

Bruce Warner, Director, Oregon Department of Transportation

Douglas MacDonald, Washington State Secretary of Transportation

Draft 8-17-04

