

Special Transportation Planning Study Agreement Work by Planning Organization - Actual Cost		Organization and Address Regional Transportation Council PO Box 1366 Vancouver, WA 98662
Agreement Number GCA 5647	Total Amount Authorized \$202,345.00	Project Title and Description Work elements will consist of project administration, project controls, transportation planning, data and analysis, travel demand modeling.
Project Manager Doug Ficco	Agreement Expiration Date March 31, 2009	

This AGREEMENT, made and entered into this 3rd day of January, 2008, between the STATE OF WASHINGTON, Department of Transportation, acting by and through the Secretary of Transportation, hereinafter called the "STATE," and the above named organization, hereinafter called the "PLANNING AGENCY."

WHEREAS, the STATE and the PLANNING AGENCY recognize the need for the transportation planning project, described above, and

WHEREAS, it is deemed in the best interest of the STATE to participate in funding said project for the mutual benefit of local and state roadway planning in the area of the project, and

WHEREAS, the STATE and the PLANNING AGENCY now wish to define responsibility for preparation of the transportation planning project.

NOW THEREFORE, it is mutually agreed as follows:

**I
Scope of Work**

The PLANNING AGENCY shall undertake the Transportation Planning Project described above, which shall include the tasks set forth in Exhibit "A," attached hereto.

**II
Schedule**

The project period shall commence upon execution of this agreement and shall last until the expiration date listed above.

**III
Payment**

The STATE agrees to reimburse the PLANNING AGENCY's actual direct and related indirect costs of the project. The maximum amount that the STATE shall reimburse the PLANNING AGENCY shall not exceed the "Total Amount Authorized" listed above. Payment by task shall be made as set forth in Exhibit "A." All costs must be consistent with the Federal cost principles contained in OMB Circular A-87.

The PLANNING AGENCY shall submit to the STATE requests for funds as they are expended on the project, but not to exceed one such request every month. Such requests for reimbursement shall document the amount of funds that have been expended during the period for the total project, as well as for the current billing period. The STATE shall review and approve each request for payment in an expeditious manner and shall make payment within 30 days after approval of the payment request.

**IV
Reports**

The PLANNING AGENCY shall, from time to time during the progress of the work, confer with the STATE. The PLANNING AGENCY shall prepare and present to the STATE an annual progress report. The report shall be completed and submitted to the STATE within 30 calendar days following the end of each fiscal year. The STATE however, reserves the right to request an interim report(s) during the fiscal year. The interim report(s) is due to the STATE within 21 calendar days of being notified in writing by the STATE. The interim report(s) shall include a summary of work progress during the course of the fiscal year, costs incurred in accordance with the approved scope of work and budget, and progress to date, including any problems or work delays. The STATE may delay reimbursement of billings if the requested interim report(s) is not submitted in a timely manner.

Within 30 days after the conclusion of each fiscal year, the PLANNING AGENCY shall prepare and submit to the STATE an annual progress report. This annual report shall summarize work accomplished under the scope of work, costs incurred by work element, and shall identify any carryover of funds.

A final report documenting the planning project, including interim and task reports which provide documentation of all technical data and their analysis, shall be prepared by the PLANNING AGENCY. The PLANNING AGENCY shall submit five copies of the final report to the STATE for acceptance. This requirement for a final report may be waived in writing by the STATE.

V
Modifications

Either party may request changes in these provisions. Such changes which are mutually agreed upon shall be incorporated as written amendments to this Agreement. No variation or alteration of the terms of this Agreement shall be valid unless made in writing and signed by authorized representatives of the parties hereto.

VI
Audits, Inspection, and Retention of Records

All project records in support of all costs incurred and actual expenditures kept by the PLANNING AGENCY are to be maintained in accordance with procedures prescribed by the Division of Municipal Corporations of the State Auditor's Office, the U.S. Department of Transportation, and the STATE.

The STATE, and any of its representatives, shall have full access to and the right to examine, during normal business hours and as often as they deem necessary, all of the PLANNING AGENCY's records with respect to all matters covered by this contract. Such representatives shall be permitted to audit, examine, and make excerpts or transcripts from such records and to make audits of all contracts, invoices, materials, payrolls, and other matters covered by this contract. All documents, papers, accounting records, and other material pertaining to costs incurred in connection with the project shall be retained by the PLANNING AGENCY for three years after the STATE's written notice that the project is complete and the Agreement is terminated. Copies thereof shall be furnished if requested.

In accordance with OMB Circular A-128 regulations, the PLANNING AGENCY is required to arrange for audit of funds expended.

VII
Termination

If it is considered in the best interests of the STATE, the STATE may terminate this Agreement upon giving ten (10) days notice in writing to the PLANNING AGENCY. If this Agreement is so terminated prior to fulfillment of the terms stated herein, the PLANNING AGENCY shall be reimbursed only for actual expenses and noncancelable obligations, both direct and indirect, incurred to the date of termination.

VIII
Legal Relations

The PLANNING AGENCY shall comply with all Federal, State and Local Laws and Ordinances applicable to the work to be done under this Agreement.

Each party to this Agreement shall be responsible for damage to persons or property resulting from the negligence on the part of itself, its employees, its agents, or its officers. Neither party assumes any responsibility to the other party for the consequences of any act or omission of any person, firm, or corporation not a party to this Agreement.

IX
Subcontracting

The services of the PLANNING AGENCY are to be directed by the Project Manager identified above. The PLANNING AGENCY shall not assign, sublet, or transfer any of the work provided for under this Agreement without prior written approval from the STATE, and the STATE shall review and approve the PLANNING AGENCY's consultant agreement prior to execution. The PLANNING AGENCY shall comply with all Federal and State laws and regulations governing the selection and employment of consultants. The State reserves the right to appoint a representative to serve on the Consultant Selection Committee. Subcontracts greater than \$10,000 must contain all the required provisions of this contract.

X
Travel

Any out-of-state travel must have prior written approval of the STATE to be eligible for reimbursement. Current STATE travel regulations and rates shall apply to all in-state and out-of-state travel for which reimbursement is claimed during the term of this Agreement.

XI
Liability

No liability shall attach to the STATE or the PLANNING AGENCY by reason of entering into this Agreement except as expressly provided herein.

XII
Independent Contractor

The PLANNING AGENCY shall be deemed an independent contractor for all purposes and the employees of the PLANNING AGENCY or any of its contractors, subcontractors, and the employees thereof, shall not in any manner be deemed to be employees of the STATE.

XIII
Equal Employment Opportunity

The PLANNING AGENCY agrees to abide by all State and Federal regulations with respect to employment. This includes, but is not limited to, equal opportunity employment, nondiscrimination assurances, project record keeping, audits, inspection, and retention of records and will adhere to all of the nondiscrimination provisions set forth in Exhibit "C" attached hereto.

XIV
Severability

If any covenant or provision in this Agreement shall be adjudged void, such adjudication shall not affect the validity, obligation, or performance of any other covenant or provision which in itself is valid, if such remainder would then continue to conform to the terms and requirements of applicable law and the intent of this contract.

XV
Equipment

All equipment to be purchased under this Agreement shall be listed in the scope of work. All equipment must be purchased, managed, and disposed of in accordance with OMB Circular A-102 Attachment N.

Exhibit C
Title 6, Civil Rights Act of 1964


During the performance of this Agreement, the Planning Agency, for itself, its assignees, and successors in interest, hereinafter referred to as the "Consultant," agree as follows:

1. **Compliance With Regulations:** The Consultant will comply with the Regulations of the Department of Transportation relative to nondiscrimination in Federally-assisted programs of the Department of Transportation Title 49, Code of Federal Regulations, Part 21, hereinafter referred and made a part of this Agreement.
2. **Nondiscrimination:** The Consultant, with regard to the work performed by it after award and prior to completion of the contract work, will not discriminate on the grounds of race, color, or national origin in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The Consultant will not participate either directly or indirectly in the discrimination prohibited by Section 8.4 of the Regulations, including employment practices when the contract covers a program set forth in Appendix A-11 of the Regulations.

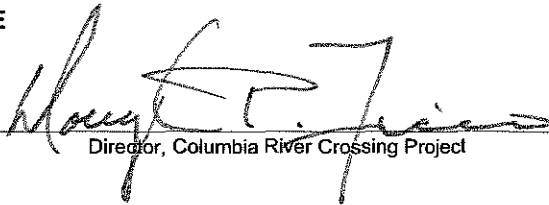
3. Solicitations for Subcontracts, Including Procurements of Materials and Equipment: In all solicitations either by competitive bidding or negotiation made by the Consultant for work to be performed under a subcontract, including procurements of materials or equipment, each potential subcontractor or supplier shall be notified by the Consultant of the Consultant's obligations under this contract and the Regulations relative to nondiscrimination on the grounds of race, color, or national origin.
4. Information and Reports: The Consultant will provide all information and reports required by the Regulations, or orders and instructions issued pursuant thereto, and will permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the State Transportation Department or the Federal Highway Administration to be pertinent to ascertain compliance with such regulations, orders, and instructions. Where any information required of the Consultant is in the exclusive possession of another who fails or refuses to furnish this information, the Consultant shall so certify to the State Transportation Department, or the Federal Highway Administration as appropriate, and shall set forth what efforts it has made to obtain the information.
5. Sanctions for Noncompliance: In the event of the Consultant's noncompliance with the nondiscrimination provisions of this contract, the State Transportation Department shall impose such contract sanctions as it or the Federal Highway Administration may determine to be appropriate, including, but not limited to:
 - a. Withholding of payment to the Consultant under the contract until the consultant complies, and/or
 - b. Cancellation, termination, or suspension of the contract, in whole or in part.
6. Incorporation of Provisions: The Consultant will include the provisions of paragraphs (1) through (6) in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Regulations, order, or instructions issued pursuant thereto. The consultant will take such action with respect to any subcontract or procurements as the State Transportation Department or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance. Provided, however, that in the event the consultant becomes involved in, or is threatened with litigation with a subcontractor or supplier as a result of such direction, the consultant may request the State to enter into such litigation to protect the interest of the United States.

IN WITNESS WHEREOF, the parties hereto have executed this AGREEMENT on the day and year last written below.

PLANNING AGENCY

By: 
 Title: Transportation Director
 Date: Jan 3, 2008

STATE

By: 
 Director, Columbia River Crossing Project
 Date: 1-3-2008

COLUMBIA RIVER CROSSING PROJECT

EXHIBIT A

Task AD SCOPE OF WORK

For

Region Transportation Council (RTC)

ASSUMPTIONS

- Only RTC staff at the Project Development Team level and below will be reimbursed by CRC for work on the project. RTC participation on the Task Force, and Sponsor Agency Senior Staff and other related groups is assumed as ongoing agency responsibilities for senior staff and will not be compensated by CRC.
- The RTC tasks described below detail RTC's participation in the Columbia River Crossing Project and are in accordance with the work elements described in the consultant's Scope of Work for Task AD. RTC's involvement in the project will include: local agency liaison, day-to day project development and direction, transportation planning, data and analysis, and travel demand modeling.
- The duration of this work scope and budget is fourteen months, from January 1, 2007 to February 28, 2009 through the Record of decision for the CRC Project.

WORK ELEMENTS

1.0 PROJECT MANAGEMENT

1.2 Project Coordination Meetings

RTC will participate in the project development team meetings to provide input and guidance to the project team, and will assist in development of submittals, identify project issues, and develop solutions. RTC may act as a liaison to local Clark County agencies and for regional coordination and feedback as needed.

RTC will assist and participate in an ongoing basis in project team coordination meetings with the Federal Highway Administration and the Federal Transit Administration to ensure that the overall CRC project meets the differing NEPA and New Starts requirements.

1.3 Intergovernmental Agreements

RTC will support preparation and review of scopes of work and budgets for initial and supplementary agreements for negotiations with the STATES.

2.6 Monthly Invoice and Progress Reports

RTC will provide monthly reporting of agencies activities, progress and accomplishments.

3.0 FINANCIAL STRUCTURES

The purpose of this work element is to advance the development of (a) coordinated financial plans for the highway and transit components of the CRC project and (b) institutional arrangements required for the CRC Project.

3.3 Resolve Institutional, Intergovernmental, and Administrative/Regulatory/Statutory Issues Affecting the Financing of the CRC Project

RTC will provide review regarding financial structures. RTC will assist in oversight of project methodologies, analysis approach and criteria in the discussion and resolution of policy issues with emphasis in the following areas:

- Discussion and analysis of tolling and finance institutional structures and the identification of critical issues.
- Ownership and operations issues between the CRC Team, agency partners, and the transit districts, including cost and revenue responsibility issues from the transit financial analyses.
- Contribute to discussions between transit operators on capital project and O&M roles and responsibilities to be used in the DEIS finance plan, LPA report, and PE application
- Provide review and assessment of the DEIS financial plan and identify its potential affect on institutional arrangements
- RTC will assist in the discussion and evaluation of institutional tolling proposals including identify policy, administrative, and statutory/regulatory needs to integrate CRC toll proposals alternatives

3.4 Tolling: Capital, Operating and Maintenance Costs; Revenue Projections; and Financial Capacity

RTC will work with the CRC and agency partners to will evaluate, facilitate discussion, and document the toll rate structure(s), system(s), operations, capital and O&M costs, and financial structures to be used in analyses for the DEIS, LPA selection, and PE application. Emphasis for this task will be in the following areas:

- RTC will assist in the discussion and assessment of tolling policy requirements including: tolling I-5 and I-205, and/or I-5 only and tolling strategy and participation
- RTC will participate in review and discussion of the toll revenues, traffic diversion, toll-related capital costs, operating costs, financial capacity, and other benefits and challenges of the tolling options

3.4.1 Travel Demand Modeling Support and Toll Traffic Demand Projections

The toll modeling runs and data will assume tolling on I-5 and possibly on I-5 and I-205. In addition, the modeling outputs related to the bridge crossing will be initially post-processed by the project team under Work Element 5.0.

RTC will provide direct support to Metro and the CRC regarding tolling assumption and methodology to be used in the travel model to best reflect distribution, travel demand and facilities use changes resulting from various tolling scenarios.

Assist Metro and the project team to develop 2015 land use as well as transit and roadway network assumptions for the base year revenue forecast.'

3.4.2 Toll Revenue Projections

Toll revenues will be estimated for each project alternative and toll scenario based on the traffic estimates resulting from other work elements.

- RTC will provide review of toll rate structures for use in conjunction with the traffic modeling and sensitivity analyses to project potential gross toll revenues for the facility.
- RTC will provide input to estimates of gross toll revenues for each project alternative and toll scenario, up to a 10 total scenarios, by year over the duration of the planning period, net of initial ramp-up impacts and other revenue adjustments.

3.4.3 Toll Collection Capital and Operating and Maintenance Cost Estimates

RTC will provide full support to the CRC regarding the financial analysis and development of the highway financial plan, capital and ongoing operations and maintenance costs for toll collection and related customer service functions. RTC will also provide review of the capital costs will be estimated on a prototypical program of component elements and technologies; including all elements of toll equipment costs, customer service centers, collection costs, maintenance costs, and operating costs..

3.5 Financial Analysis and Finance Plan Development

This task will develop analyses and plans to meet the financial plan requirements of the DEIS, LPA selection and PE application to FTA. The financial plan will ultimately be structured as an integrated, comprehensive plan for the CRC project, separate highway and transit components will be developed.

- RTC will provide review and input into capital funding assumption, including division of costs between highway and transit elements.
- RTC will participate and assist in analysis and recommendation on the level of federal New Starts or other federal discretionary and formula funding to be assumed in DEIS capital funding plan for the transit element(s).
- RTC will review work on the use and applicability of toll credits for the transit element of the CRC project.

- RTC will provide input to the CRC team regarding RTC Metropolitan Transportation Improvement Program (MTIP) to be assumed in DEIS capital funding plan for the transit element(s)
- RTC will contribute to and review all aspects of the development of the transit operations funding plan and review transit ridership forecasts and related passenger revenues.
- RTC will participate in the development and review of a highway capital finance plan and transit capital and operations finance plan to be included in DEIS and LPA Report and the financial-related components of New Starts submittal

3.6 Cost Benefit Analysis

- This task will generally address the range of potential economic evaluation approaches and their pros and cons for the CRC project. It may include: evaluation of construction-related impacts; evaluation of “permanent” localized business and development impacts; and aA qualitative assessment of the larger social and regional economic effects.
- RTC will review and comment on activities under this task.

4.0 COMMUNICATIONS

The purpose of this work element is to provide timely and accurate information to stakeholders and the general public in Oregon and Washington to engage their interest, enhance their understanding, and gain their support for the project development process.

4.2 Group Support

- RTC will provide support as needed to various groups under this task. This includes working through the PDT and the working groups, to provide input and review in the development of the agenda materials, review presentation materials for consistency with regional transportation polices, for the Task Force, InterCEP, the EJWG and others.

4.3 Communications Materials

- RTC will provide review and comment on materials, including newsletters and other written materials, developed by the communications team prior to release to the broader public to insure consistency with regional policies and other to regional transportation planning efforts.

4.5 Public Outreach and Engagement

- RTC will assist the Project Team and participate in outreach for the public involvement process. These will include staff participation in open houses/workshops, and special issue workshops. RTC will provide technical expertise and regional knowledge at the events for the public and stakeholders.
- RTC will also be available for other events as requested by CRC staff.

4.7 Market Research

- RTC will participate in the initial input on the purpose and objective of the scientific surveys; provide review and feedback on methodology and the development of questions for scientific surveys. RTC will also provide review and comment on the focus group development and subsequent findings.

5.0 TRANSPORTATION PLANNING

The purpose of this work element is to provide multimodal transportation planning and traffic engineering to evaluate one future No Build and up to two future Build alternatives for the DEIS. Major elements of this work element include alternatives design refinement, travel demand forecasting and traffic operations analysis for the alternatives, and development of technical studies to support the DEIS.

RTC will provide a wide range of assistance for the sub elements in task 5 which are described below.

5.3 Alternatives Design Refinement

RTC will work closely with the CRC Team as well as the agency partners to refine the initial alternatives developed in Phase I and to identify final Build alternatives that will be evaluated in the DEIS. This task involves extensive coordination with the highway and transit work groups and detailed evaluation of the various alternatives, assessing factors such as mainline and interchange area traffic operations, right-of-way impacts, costs, environmental resource impacts, constructability, and travel speeds. RTC will coordinate with Metro regarding the preparation of networks for further travel forecasting.

5.4 Traffic Methods and Data Report, Traffic Data Plan and Safety Analysis

- RTC will provide review and input on the Traffic Methods and Data Report (MDR) developed by the CRC Team.
- RTC will assist in the identification of data collection needs for the project and provide a description of local and regional transportation data available through the RTC Traffic Count Program and the RTC Congestion Management Monitoring System. RTC will also compile and provide data, as requested, for the project team.

5.5 Regional Travel Demand Modeling

- RTC will prepare networks for integration with Metro's networks and import to VISSUM and will collaborate with Metro to review bi-state regional networks for accuracy and debugging. RTC will also be responsible for the Clark County portion of the network.
- RTC, based on alternative assumptions provided by the CRC team, will act as the lead agency responsible for conducting model inputs needed for running the emme/2 travel model for highway and transit, including transit itineraries, line frequencies, coverage factors, park and ride sheds, and other model inputs. RTC will also coordinate with

other Clark County agencies on assumptions and refinements to networks and other model assumptions.

- RTC will work with Metro to prepare model outputs and analysis. In addition, Metro and RTC will conduct travel demand modeling work in coordination with the consultant team. RTC will also coordinate with Work Groups and others as needed to inform them of travel forecasting results and key issues.

5.6 Transportation Analysis

- RTC will act as lead Clark County agency to review and assist in developing and conducting the transportation analyses for the alternatives
- RTC will provide input and review of the transportation performance analysis for No Build and Build alternatives. In addition, this will also include transportation performance analysis for up to two distinct tolling scenarios. Scope of the operational analysis for review consists of I-5 at Pioneer Street as well as detailed micro simulation analysis for the freeways in the study area. Interchanges in the bridge influence area and intersections in the corridor will also be analyzed.
- RTC will also provide review and assist in the analysis of VISSIM results and will be responsible for coordination of traffic operations analysis with local jurisdictions and RTC committees for review and feedback.

5.7 IJR, IAMP, and IMR Draft Reports

RTC will review draft reports prepared by the CRC Team for draft corridor Interchange Justification Report (IJR) for I-5 Bridge Influence Area interchanges in Washington, and will prepare a draft corridor Interchange Area Management Plan (IAMP) as they are completed.

5.8 Special Technical Studies

RTC will assist and review as needed on special studies that may include: traffic, freight, managed lanes, pedestrian and/or bicycle conditions. The special technical studies will be conducted on an as-needed basis.

5.9 Alternatives Evaluation and DEIS Preparation

RTC will provide thorough review and input into all elements of the reports prepared by the CRC Team for inclusion in the DEIS. This includes the finding of the alternatives evaluation for incorporation into the administrative and draft DEIS documents and development of the traffic information for the DEIS.

6.0 ENVIRONMENTAL

RTC's primary participation under Task 6 will be through input and review on the Environmental Work Group and the project development team. RTC will assist in the refinement of alternatives and ensuring that the EIS approach is consistent with both the FTA and FHWA processes.

For the environmental analysis, RTC will also be most directly involved and will assist in review and input on the air quality, land use, traffic and transit elements of the DEIS as well as coordination and liaison with regional partner agencies on the DEIS elements.

6.4 Regulatory Agency Coordination and Compliance

- Through the FTA/FHWA Conference meetings and other means, RTC will assist the environmental team to ensure that regular communication between them the FTA is maintained.
- RTC will assist, as needed, with environmental work group and the InterCEP group process.

6.5 Cultural and Related Resources Coordination

Under this work element, RTC will provide input and review to the environmental team regarding their coordination with cultural and related resources.

6.6 Alternatives Refinement

RTC's participation in alternatives refinement will occur primarily under Task 5. RTC will contribute to ongoing on-going review and input on the alternatives to be developed, refined, and carried forward into the DEIS.

6.7 DEIS Framework

RTC will provide detailed review and input to the CRC Team on the DEIS framework including: a high level outline on the DEIS major sections, design and graphic format, and overall format and look.

6.8 Technical Reports

- RTC will review and comment on the technical reports produced in preparation for DEIS

RTC will assist in the analysis and more detailed review of land use evaluation report that will address the project's impacts to local land use and compliance with local, regional, and state land use plans, primarily in the area of long-term land use impacts. This will include further evaluation of impacts to land use will include a review of the literature and modeling outputs regarding the possibility of induced growth, especially where it may be inconsistent with growth plans.

6.9 Other Technical Reports and DEIS Support

- RTC will also review technical reports prepared to support the DEIS that includes: Air Quality, Archaeology, Economics, Noise and Vibration. RTC will provide mobile emissions model assumption for the regional emissions analysis and will assist in the analysis of short- and long-term impacts to air quality and will describe potential mitigation measures for impacts.

6.10 Draft Environmental Impact Statement

RTC will participate in all the phases of the DEIS development and will provide thorough and timely review and comment of all phases and drafts of DEIS documentation and development. DEIS elements include: 1) purpose of and need for action; 2) alternatives, including the proposed action; 3) the affected environment; and 4) environmental consequences. This review process will work toward the goal of approval Official drafts for review consist of:

- Annotated Outline
- First Review Draft
- Second Review Draft
- Third Review Draft
- Draft for Publication

6.13 Sustainability Plan

RTC will review and comments on the sustainability developed by the project team, with the following objectives:

- Establish sustainability principles and goals for the project.
- Develop sustainability strategies to evaluate and improve the sustainability of project alternatives.
- Utilize sustainability principles, goals and strategies to enhance the sustainability of the preferred alternative.

7.0 TRANSIT PLANNING & ENGINEERING

The purpose of this work element is to advance the Columbia River Crossing multimodal transit alternatives through Phase 2 and to develop a LPA as part of the AA/DEIS. Major elements of the work element are 1) satisfy the Alternatives Analysis requirements of the FTA, 2) develop a locally preferred alternative through the DEIS process, and 3) provide collaborative technical support to other tasks.

7.3 Alternatives Design Refinement

- The purpose of this work element is to further refine the two Build alternatives to be advanced into the DEIS. Factors such as operations, right-of-way impacts, cost, environmental resource impacts, constructability, and travel speeds will be analyzed. RTC will assist the project in evaluating differing alignment options which may include Main Street, a refined representative alignment, and a refined park-and-ride space distribution among others. This will include providing input to identify key associated with the refinements, including the potential impact on feeders bus service and HCT patronage.
- RTC will assist in the identification of trade offs between alignments and modes in Vancouver.

- RTC will also review the results of the transit VE results from in Task 8 for the transit recommendations and work with the team and other agencies to address them.
- RTC will coordinate with Metro to provide additional networks for use in the regional model with up to three new modeling packages within the alternatives design refinement timeline. RTC will also support Metro in the model runs as needed.

7.4 FTA New Starts Products and Coordination

The purpose of this work element is to satisfy the financial, organizational, environmental and administrative regulations which must be met during the AA/DEIS phase in order to advance the project to the Preliminary Engineering (PE)/FEIS phase of the FTA project development process.

- RTC will participate in and provide guidance on the New Starts process and products under this task.
- RTC will continue management of the bi-weekly New Starts Work Group and co-management of the bi-weekly FTA/FHWA Conference meetings. The first group involves specific New Starts discussion among agencies partners and the project team. The second group provides a direct forum for discussing the New Starts process with the federal partners, including FTA.

RTC will assist in the following key activities to support the New Starts process:

- Prepare Detailed Definition of the Alternatives report
- Prepare Final Definition of the Alternatives report
- Provide support for a Revised Modeling White Paper
- Prepare FTA Baseline Alternative Memorandum
- Review Operating and Capital cost models
- Project Management Oversight (PMO) Coordination
- Monitor changes in FTA New Start and NEPA rules and procedures, assess impact on this project, and offer strategic advice to consultant team and client
- Prepare FTA New Starts Section 5309 PE Application (FTA templates and land use rating)

7.5 Transit Service Planning and Analysis

- RTC will work with the CRC Team as well as the Transit Working Group, and will assist TriMet and C-TRAN in developing the service plans and technical information to support the DEIS analysis. This task includes the initial alternative definition and the optimization of the alternatives based on analysis of travel forecasting results and the analysis of the SUMMIT results.
- RTC will coordinate with the CRC team to identify service plans will include routes, termini, and headway assumptions, park and ride locations and sizes at a level of detail so that RTC, who is leading the travel demand network model, can prepare the alternatives for use by Metro.

- RTC will participate with the CRC team and Metro in conducting a QA/QC check on transit patronage and station volumes for each alternative.
- RTC will review post-processed the model results and support a round of alternative optimization model runs to fine tune the draft and final locally preferred alternative as well as the FTA Baseline Alternative.
- RTC is responsible for the preparation of networks and coding of the transit sections for the modeling packages for the No Build, FTA Baseline, and two Build Alternative packages (three modeling packages each for the Build alternatives and FTA Baseline for a total of 12)
- Participation, input and analysis of SUMMIT output and assistance in assuring results are reasonable.
- RTC will participate and review of transportation benefits report developed for the transit alternatives.
- RTC will prepare transit networks and coding for the modeling packages in the LPA Optimization process, which includes the LPA (eight runs), the FTA Baseline (three runs), and the 2030 No Build alternative (one run) for a total of 12 runs
- RTC will coordinate with the CRC Team and the agency partners in the identification and evaluation of the minimum operating segment and will provide review and input on the implementation memo

7.6 Transit Conceptual Engineering

The transit conceptual engineering will be a level of detail so that the physical definition of the alternatives will be sufficient to support DEIS-level decisions regarding transit mode, alignment, profile, and station location.

RTC will provide ongoing review and input into the conceptual design of the transit alternatives. This review process will occur in the regular PDT and transit work group meetings, but will also include separate meetings for more detailed discussion. RTC will also work with the CRC team to schedule special workshops for jurisdictions in Clark County.

Some of the elements of this task include:

- Concept designs for each station type
- Intersections in the vicinity of park-and-ride stations will be analyzed and compared to the level of service standards of the local jurisdictions.
- O&M and capital cost estimates
- Transit alignment aesthetics
- Capital facilities design
- Alignments and profiles
- Station area planning and land uses, including station area market assessment and conceptual TOD plans for Mill District station

- Transit alignment aesthetics.
- Construction phasing.

7.7 Preliminary Engineering

RTC will review and comment on the WBS and management plan developed by the CRC team under this task.

7.8 Alternatives Evaluation and DEIS Preparation

This task consists of the preparation of technical reports and other materials in support of the DEIS and the locally preferred alternative. The transit alternatives evaluation will be to lead to a major transit investment in the corridor. It will also document the alternatives evaluation and the methodology used for incorporation into the administrative and draft DEIS documents for review. The AA/DEIS process and the work under this work element would culminate in the selection of a locally preferred alternative.

RTC will work closely with the project team and the agency partners on the DEIS and LPA reports. RTC will provide input, guidance and thorough review of documents developed under this task including:

- DEIS alternatives preparation
- Transit Methods and Data Reports
- Transit technical report following MDR procedure
- Prepare transit information for the various DEIS drafts as described in Task 6.1
- Prepare locally preferred alternative report and implementation memo

8.0 HIGHWAY PLANNING AND ENGINEERING

RTC will provide input and review in Task 8 as needed. RTC will participate through the PDT and other special meetings regarding engineering issues. RTC will also participate in stakeholder with Washington jurisdictions and with federal agencies when needed.

8.3 Alternatives Design Refinement

RTC will keep informed of and receive briefings on the design refinement of the build alternatives and will provide feedback to the design team on interchange modifications, operations, right-of-way impacts, cost, environmental resource impacts, constructability, and construction staging.

8.6 Conceptual Structural Engineering

RTC will provide input and review to the design team, where appropriate on conceptual engineering such as structures, highway, transit and bike/pedestrian facilities, traffic management, construction constraints, and type, size and location of facilities.

8.10 River Crossing and Landside Aesthetics Assessment

RTC will provide input and feedback in design workshops for roadway, bridge, and transit for items relating to architectural elements for project aesthetics and architecture.

8.11 CEVP/Value Engineering

RTC will provide extensive feedback to the CRC team on both the CEVP and the VE processes and recommendations resulting from them.

9.0 IMPLEMENTATION PLAN

- RTC will assist the CRC team in reviewing implementation strategies that consider alternative delivery systems and related work required to advance the project to construction. Emphasis will be placed on developing a draft decision report on the project procurement process for agency review by mid 2008. Included in this effort is constructability, project phasing and a draft implementation plan.

Columbia River Crossing
Washington State Department of Transportation / Oregon Department of Transportation
RTC Task Budget
January 1, 2007 to February 28, 2009

RTC							
Task Description	Dean Lookingbill	Bob Hart	Shinwon Kim	Mark Harrington	Dale Robins	Lynda David	Hours by Task
Work Element 1.0: Project Management		375					375
Work Element 3.0: Financial Structures		65				20	85
Work Element 4.0: Communications		25					25
Work Element 5.0: Transportation Planning		180	305	20		20	525
Work Element 6.0: Environmental		70				15	85
Work Element 7.0: Transit Planning/Engineering		270	670		20		960
Work Element 8.0: Design Engineering		40					40
Total Hours		1025	975	20	20	55	2095
Total Budget							\$202,345