EXHIBIT A

Vancouver – Columbia River Crossing

Vancouver, Washington

(November 2009)

The Washington State Department of Transportation (WSDOT) proposes to construct the Columbia River Crossing, an approximately $5 billion multimodal project that includes replacement of Interstate 5 (I-5) bridges, new interchanges, variable electronic tolls across the new bridge, park-and-ride lots, and an extension of the existing light rail system. Partner agencies include the Oregon Department of Transportation, Tri-County Metropolitan Transportation District (TriMet), Southwest Washington Regional Transportation Council (the metropolitan planning organization for Clark County), Portland Metro (the metropolitan planning organization for the Portland region), Clark County Public Transit Benefit Area Authority (C-TRAN), and the cities of Vancouver and Portland. The transit portion of the project includes a 2.9-mile extension of TriMet's Yellow Line from the existing Expo Station in north Portland to Clark College in downtown Vancouver. The line includes an elevated transit structure over the North Portland Harbor, an elevated structure over the Columbia River via the new multimodal bridge and an at-grade portion in Vancouver. It also includes procurement of 16 light rail vehicles (LRVs) and construction of five stations and approximately 2,900 park-and-ride spaces. In addition, TriMet's current maintenance facility at Ruby Junction in the City of Gresham would be expanded. TriMet would operate the service under contract to C-TRAN.

I-5 is the primary north/south highway and the only crossing of the Columbia River in the corridor. It includes two drawbridges. Currently, congestion on I-5 reduces bus travel speeds and reliability. Congestion worsens when the bridges open to allow large river vessels to pass through. The LRT line would connect Portland and Vancouver – and link the region's largest and most concentrated employment area (downtown Portland) with the commercial and residential areas of Clark County. The transit project would provide direct links to the region's other LRT lines, streetcar lines, aerial tram, Amtrak passenger rail service and most TriMet and C-TRAN bus routes.

Summary Description	
Proposed Project:	Light Rail Transit 2.9 Miles 5 Stations
Total Capital Cost ($YOE):	$945.75 Million (Includes $116.00 million in finance charges)
Section 5309 New Starts Share ($YOE):	$750.00 Million (79.3%)
Annual Forecast Year Operating Cost:	$4.36 Million
Ridership Forecast (2030):	19,700 Average Weekday Boardings 10,900 Daily New Riders
Opening Year Ridership Forecast (2018):	13,800 Average Weekday Boardings
FY 2011 Local Financial Commitment Rating:	**Medium**
FY 2011 Project Justification Rating:	**Medium**
FY 2011 Overall Project Rating:	**Medium**

Project Development History and Current Status

In 1993, FTA, in cooperation with Portland Metro began studying high-capacity transit in the "South/North Corridor" from Clackamas and Milwaukie, Oregon to Vancouver, Washington. The Draft Environmental Impact Statement (DEIS) was published in 1998 that identified a variety of LRT

alignments. Subsequent funding challenges, including a failed voter referendum in 1998, did not allow construction of the entire corridor to occur, but did allow for implementation of TriMet's Yellow Line through North Portland in 2004. The Governors of Washington and Oregon appointed a bi-state task force in 2001 to address concerns about congestion on I-5 between Portland and Vancouver. In June 2002, a Final Strategic Plan to improve transportation in the I-5 corridor between the I-405 interchange in Portland and the I-205 interchange in North Vancouver was adopted. A Draft EIS for the Columbia River Crossing project was published in May 2008. The Vancouver and Portland metropolitan planning organizations adopted the locally preferred alternative into their fiscally constrained long range transportation plans in July 2008. The U.S. Department of Transportation designated the multimodal project as a "high priority project" under Executive Order 13274 for Environmental Stewardship and Transportation Infrastructure Reviews.

FTA notified Congress of its intent to approve the project into preliminary engineering in November 2009 and took formal approval action in December 2009. The Final EIS is anticipated to be published in June 2010, with receipt of a Record of Decision anticipated in August 2010.

Project Justification Rating: Medium

The project justification rating is based on the weighted average of the ratings assigned to each of the following criteria: the cost-effectiveness criterion is weighted 20 percent; the transit supportive land use criterion is weighted 20 percent; the economic development criterion is weighted 20 percent; the mobility improvements criterion is weighted 20 percent; the environmental benefits criterion is weighted 10 percent; and the operating efficiencies criterion is weighted 10 percent.

Cost Effectiveness Rating: Medium

The cost effectiveness rating reflects the level of travel-time benefits (6,100 hours each weekday) relative to the project's annualized capital and operating costs based on a comparison to a baseline alternative.

Cost Effectiveness	
	New Start vs. Baseline
Cost per Hour of Transportation System User Benefit	$22.40*
Incremental Cost per Incremental Trip	$13.82

*Indicates that measure is a component of Cost Effectiveness rating

Transit-Supportive Land Use Rating: Medium

The land use rating reflects the population and employment densities within ½-mile of proposed station areas.

- Station area population densities average 2,400 persons per square mile. Including Yellow Line segments that are existing or under construction, the project would provide a one-seat ride to nearly 43,000 residents and over 145,000 jobs.
- Three of the five proposed stations are in the Vancouver, WA Central Business District (CBD), the second largest in the region after Portland, OR, which features a grid street pattern, complete sidewalk network, and numerous pedestrian amenities, and contains over 12,000 jobs, over 95 percent of which would be within 1/2 mile of a station. The Clark College Station area is well-served by trails and sidewalks but lacks a grid street network, and most of the land uses closest to the station are athletic fields or open space. The Hayden Island Station is surrounded by a major highway interchange, massive shopping mall, and some low- to medium-density housing.

Economic Development Rating: High

The Economic Development rating is based upon the average of the ratings assigned to the subfactors below.

Transit-Supportive Plans and Policies: High

- Oregon's comprehensive planning system has existed for more than 30 years and land use laws play a major role in determining how cities and regions grow. Portland Metro's Urban Growth Management Functional Plan requires that cities and counties define minimum densities for all residential zones, with typical policy targets of 45 to 60 persons per acre in transit station areas designated as growth centers. Portland updated its comprehensive plan and implemented ordinances in order to comply with regional requirements.
- On the Washington side, state, county, municipal, and district plans and policies all promote transit- and pedestrian-friendly design and development character. Compact, mixed-use downtowns, complete streets, and downtown pedestrian amenities are all reflected in the Community Framework Plan as well as the Comprehensive Plan for Vancouver and the Vancouver City Center Vision & Subarea Plan. The city's Transit Overlay District imposes minimum densities, increased maximum densities, and parking maximums. The Downtown District Plan also limits parking facilities, designates pedestrian corridors, and permits increased building heights.
- The City of Vancouver offers a multi-family housing tax exemption in the downtown area. The city has also designated two Revenue Development Areas (RDAs) which can be used to finance infrastructure improvements and has worked with private developers on large developments in both RDAs. Developments within the Transit Overlay District are eligible for up to 24 percent in transit impact fee reductions if certain conditions are met. Vancouver is also implementing an expedited permitting process.

Performance and Impacts of Policies: High

- TriMet estimates that light rail in the region has spurred over $6.0 billion in investment along corridors in the Portland region. Metro's Transit Oriented Development Program has assisted 29 development projects currently under construction or completed.
- In Vancouver, most of the land area within 1/2 mile of the four proposed stations falls within the CBD. A number of new projects in the southern part of downtown have already been completed, and many have taken advantage of reduced parking requirements and density bonuses allowed in the Transit Overlay District. Development goals, supported by a recent development capacity study, aim for over 3.5 million square feet of new commercial and institutional space, and 1,400 new residential units, in downtown Vancouver by 2023.

Mobility Improvements Rating: Medium	
	New Start vs. Baseline
Transportation System User Benefit Per Passenger Mile (Minutes)	9.9
Number of Transit Dependents Using the Project	2,100
Transit Dependent User Benefits per Passenger Mile (Minutes)	9.7

Environmental Benefits Rating: Medium		
Criteria Pollutant Status	**EPA Designation** Maintenance or Attainment Area for all pollutants	
Operating Efficiencies Rating: Medium		
	Baseline	**New Start**
System Operating Cost per Passenger Mile (current year dollars)	0.35	0.29

Local Financial Commitment Rating: Medium

The local financial commitment rating is based on the weighted average of the ratings assigned to each of the following criteria: the New Starts share of project costs is weighted 20 percent; the strength of the capital finance plan is weighted 50 percent; and the strength of the operating finance plan is weighted 30 percent.

Section 5309 New Starts Share of Total Project Costs: 79.3%
Rating: High

Section 173 of the FY 2010 Transportation, Housing and Urban Development Appropriations Act directs FTA to base the New Starts share rating for interstate, multi-modal projects located in an interstate highway corridor on the unified finance plan for the multi-modal project rather than only on the transit element of the plan. While the New Starts percentage reflected above and in the table below is calculated based solely on the transit project, the rating assigned reflects the legislative language, which lowers the New Starts share to 18.3 percent of the total cost of the multi-modal project ($4,096.1 million).

Locally Proposed Financial Plan		
Source of Funds	**Total Funds ($million)**	**Percent of Total**
Federal:		
Section 5309 New Starts	$750.00	79.3%
Section 5307 Urbanized Area Formula Funds	$57.34	6.1%
State:		
Transportation Partnership Account	$10.02	1.1%
Toll Revenue Bonds	$128.38	13.5%
Total:	**$945.75**	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.

Capital Finance Plan Rating: Medium

The capital finance plan rating is based upon the weighted average of the ratings assigned to each of the subfactors below. The agency capital condition is weighted 25 percent, the commitment of capital funds is weighted 25 percent, and the capital cost estimate, planning assumptions and capital funding capacity subfactor is weighted 50 percent.

Agency Capital Condition: Medium

- The average age of TriMet's bus fleet is 10.6 years, which is older than the industry average. The average age of C-TRAN's bus fleet is 6.4 years, which is in line with the industry average.
- WSDOT's good bond ratings, which were issued in July 2008, are as follows: Fitch AA, Moody's Investors Service A1, and Standard & Poor's Corporation AA+.

Commitment of Capital Funds: Medium

- Approximately five percent of the non-New Starts funding for the transit project is committed or budgeted. Funding sources include Washington Transportation Partnership funds, toll revenues and bond proceeds, and as yet-to-be-determined state and/or local funds.

Capital Cost Estimates, Planning Assumptions, and Financial Capacity: Medium-Low

- The interest rates and financing terms used were reasonable when the submittal was prepared. However, given current market conditions, the assumptions are now optimistic.
- The capital cost estimate is consistent with TriMet's methodologies, protocols, and unit costs, which are based on its recent experience completing the I-205/Portland Mall LRT project. Risks must be closely monitored as project development continues.

Operating Finance Plan Rating: Medium

The operating finance plan rating is based upon the weighted average of the ratings assigned to each of the subfactors listed below. The agency operating condition is weighted 25 percent, the commitment of operating funds is weighted 25 percent, and the operating cost estimates, planning assumptions and operating funding capacity subfactor is weighted 50 percent.

Agency Operating Condition: Medium-High

- TriMet's current ratio of assets to liabilities as reported in its most recent audited financial statement is 3.1. However, this includes assets and liabilities that are restricted to the Wilsonville to Beaverton Commuter Rail and I-205/Portland Mall LRT projects. After adjusting for these restricted items, the adjusted current ratio is 1.6. C-TRAN's current ratio of assets to liabilities as reported in its most recent audited financial statement is excellent at 9.23.
- TriMet has covered annual cash flow shortfalls during a prolonged regional recession with local funding sources and cash reserves. TriMet has increased paratransit and rail service significantly in the last few years along with minor increases in fixed route bus service. CTRAN has also increased service in recent years.

Commitment of Operating Funds: High

- Over 75 percent of operating funding, including fare revenues, sales tax revenues, operating grants, miscellaneous revenue (advertising), and interest income, for both TriMet and CTRAN is committed.

Operating Cost Estimates, Planning Assumptions, and Financial Capacity: Medium-Low

- Several assumptions supporting the operating and maintenance cost estimates and revenue forecasts are optimistic relative to historical experience, especially in the short term.

Vancouver - Columbia River Crossing

Vancouver, Washington

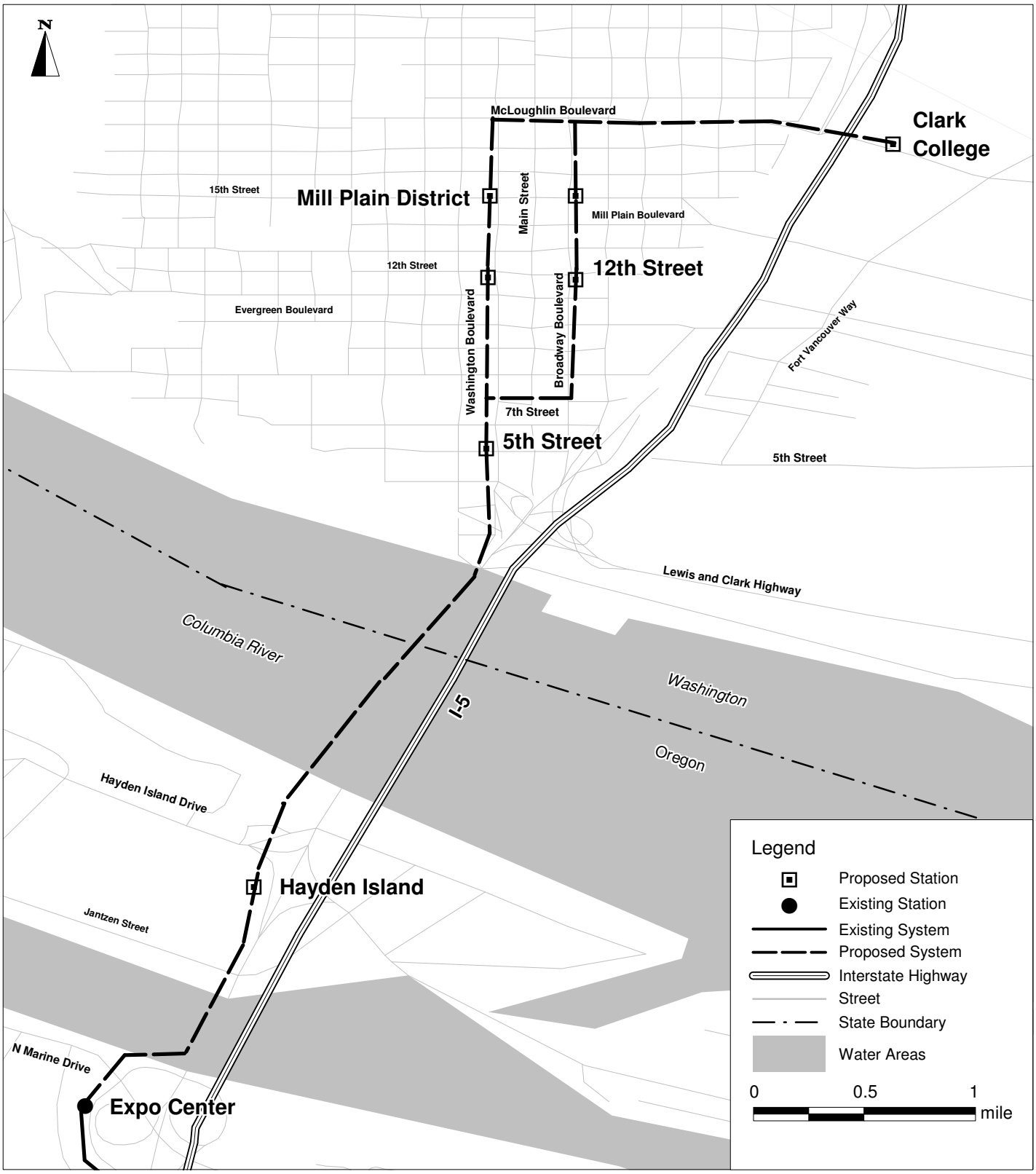

EXHIBIT B

Columbia River Crossing Project
Vancouver, Washington
Preliminary Engineering
(Based upon information received by FTA in December 2010)

Summary Description	
Proposed Project:	Light Rail Transit 2.9 Miles, 5 Stations
Total Capital Cost ($YOE):	$3,565.02 Million (includes $54.3 million in finance charges)
Section 5309 New Starts Share ($YOE):	$850.00 Million (23.8%)
Annual Forecast Year Operating Cost:	$8.02 Million
Ridership Forecast (2030):	21,400 Average Weekday Boardings 4,400 Daily New Riders
Opening Year Ridership Forecast (2019):	13,700 Average Weekday Boardings
Overall Project Rating:	Medium-High
Project Justification Rating:	Medium-High
Local Financial Commitment Rating:	Medium

Project Description: The Washington State Department of Transportation (WSDOT) proposes to construct the Columbia River Crossing multimodal project that includes replacement of Interstate 5 (I-5) bridges, new interchanges, variable electronic tolls across the new bridge, park-and-ride lots, bike and pedestrian improvements and an extension of the existing light rail system. Partner agencies include the Oregon Department of Transportation, Tri-County Metropolitan Transportation District (TriMet), Southwest Washington Regional Transportation Council (the metropolitan planning organization for Clark County), Portland Metro (the metropolitan planning organization for the Portland region), and Clark County Public Transit Benefit Area Authority (C-TRAN). The transit portion of the project includes an extension of TriMet's Yellow Line from the existing Expo Station in north Portland to Clark College in downtown Vancouver. The line includes an elevated transit structure over the North Portland Harbor, an elevated structure over the Columbia River via the new multimodal bridge and an at-grade portion in Vancouver. It also includes the procurement of 19 light rail vehicles (LRVs) and construction of approximately 2,900 park-and-ride spaces. In addition, TriMet's current maintenance facility at Ruby Junction in the City of Gresham would be expanded and improvements to Portland's Steel Bridge for speed and reliability would occur. TriMet would operate the service under contract to C-TRAN.

Project Purpose: FTA and FHWA as the Federal co-leads on this multi-modal project have worked with the project partners on the development plan to replace the bridge and supporting infrastructure along I-5, which is the primary north/south highway from California to Canada, and the only crossing of the Columbia River in the corridor. It includes two drawbridges. Currently, congestion on I-5 reduces bus travel speeds and reliability. Congestion worsens when the bridges open to allow large river vessels to pass through. The light rail transit line would connect Portland and Vancouver and link the region's largest and most concentrated employment area (downtown Portland) with the commercial and residential areas of Clark County. The transit project would provide direct links to the region's other LRT lines, streetcar lines, aerial tram, Amtrak passenger rail service and most TriMet and C-TRAN bus routes.

Project Development History, Status and Next Steps: FTA approved the Columbia River Crossing project into preliminary engineering in December 2009. Publication of the Final Environmental Impact Statement is anticipated in August 2011, and issuance of the Record of Decision in October 2011. WSDOT anticipates receiving approval to enter final design in February 2012, a Full Funding Grant Agreement during 2013, and start of revenue operations in 2019.

Locally Proposed Financial Plan		
Source of Funds	**Total Funds ($million)**	**Percent of Total**
Federal:		
Section 5309 New Starts	$850.00	23.8%
FHWA Discretionary Funds: Existing Combined Funds from OR and WA	$18.57	0.5%
FHWA Projects of National and Regional Significance Funding Program	$400.00	11.2%
State:		
Oregon DOT Existing Funds	$24.30	0.7%
Washington State DOT Existing Funds	$13.30	0.4%
Oregon DOT Anticipated Legislative Funds	$450.00	12.6%
Washington State DOT Anticipated Legislative Funds	$450.00	12.6%
Local:		
Anticipated Toll Bond Proceeds from Interstate 5	$1,358.84	38.1%
Total:	**$3,565.02**	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.

WA Vancouver, Columbia River Crossing Project
FY2012 Financial Assessment Summary prepared December 2010

Factor	Rating	Comments
Local Financial Commitment Rating	**Medium**	
Non-Section 5309 New Starts Share (20% of summary financial rating)	**High**	The New Starts share of the project is 24.0 percent. This percentage reflects Section 173 of the Transportation, Housing and Urban Development Appropriations Act of 2010, which directs FTA to base the New Starts share and New Starts share rating for interstate, multi-modal projects located in an Interstate highway corridor on the unified finance plan for the multi-modal project rather than only on the transit element of the plan. Furthermore, Section 173 directs FTA to base the project justification rating on the transit element of the plan.
Project Capital Financial Plan (50% of summary financial rating)	**Medium**	
Capital Condition (25% of capital plan rating)	Medium	The average age of the Tri-County Metropolitan Transportation District of Oregon's (TriMet) bus fleet is 12.2 years, which is older than the industry average. The most recent TriMet bond ratings, issued in 2009, are as follows: Moody's Investors Service Aa3 and Standard & Poor's Corporation AAA. The average age of the Clark County Public Transportation Benefit District Area (C-TRAN) bus fleet is 6.5 years old, which is in-line with the industry average. C-TRAN has not issued debt and does not have a credit rating. The most recent Oregon Department of Transportation (ODOT) bond ratings, issued in 2010, are as follows: Moody's Investors Service Aa3 and Standard & Poor's Corporation AA+. The most recent Washington State Department of Transportation (WSDOT) bond ratings, issued in 2010, are as follows: Moody's Investors Service Aa1 and Standard & Poor's Corporation AA+.
Commitment of Funds (25% of capital plan rating)	Medium	Less than 5 percent of the non-Section 5309 New Starts funds are committed. Sources of funds include Federal discretionary highway funds, ODOT and WSDOT state funds, and toll bond proceeds.

Capital Cost Estimates, Assumptions and Financial Capacity (50% of capital plan rating)	Medium-Low	WSDOT's capital cost assumptions for the light rail element are consistent with TriMet's historical experience. TriMet revenue assumptions are consistent with historical data. TriMet and WSDOT need to develop plans to cover cost increases or funding shortfalls equal to at least 10 percent of the estimated project costs. C-TRAN revenue assumptions are consistent with historical.
Project Operating Financial Plan (30% of summary financial rating)	**Medium-High**	
Operating Condition (25% of operating plan rating)	Medium-High	TriMet's current ratio of assets to liabilities as reported in its most recent audited financial statement is 1.44. C-TRAN's current ratio of assets to liabilities as reported in its most recent audited financial statement is 9.9.
Commitment of Funds (25% of operating plan rating)	Medium-High	All of TriMet's operating funding is committed. The main revenue sources are passenger revenue, local payroll and self-employment taxes, state payments in-lieu-of payroll tax receipts, advertising revenues, cigarette tax revenues, Section 5307 Urbanized Area Formula Program, Section 5309 Fixed Guideway Modernization funds, CMAQ funds, Job Access and Reverse Commute funds, and New Freedom funds. None of C-TRAN's operating funding is committed. The main revenue sources are passenger revenue, existing local sales taxes and planned local sales tax increments.
O&M Cost Estimates, Assumptions, and Financial Capacity (50% of operating plan rating)	Medium	Assumed growth in TriMet operating expenses is appropriate or conservative compared to historical experience. Assumed TriMet farebox collections and sales tax revenues are consistent with historical experience. Projected TriMet cash balances and reserve accounts are 16.4 percent of annual system-wide operating expenses. Assumed growth in C-TRAN operating expenses is appropriate compared to historical experience. Assumed C-TRAN farebox collections and sales tax revenues are optimistic compared to historical experience. Projected cash balances and reserve accounts are 51 percent of annual system-wide operating expenses.

Columbia River Crossing Project
Vancouver, Washington
Preliminary Engineering
(Land Use and Economic Development Rating based upon Information accepted by FTA in November 2009)

LAND USE RATING: Medium

The land use rating reflects the population and employment densities within ½-mile of proposed station areas:

- Station area population densities average 2,400 persons per square mile. Including Yellow Line segments that are existing or under construction, the project would provide a one-seat ride to nearly 43,000 residents and over 145,000 jobs.
- Three of the five proposed stations are in the Vancouver, WA Central Business District (CBD), the second largest in the region after Portland, OR, which features a grid street pattern, complete sidewalk network, and numerous pedestrian amenities, and contains over 12,000 jobs, over 95 percent of which would be within 1/2 mile of a station. The Clark College Station area is well-served by trails and sidewalks but lacks a grid street network, and most of the land uses closest to the station are athletic fields or open space. The Hayden Island Station is surrounded by a major highway interchange, massive shopping mall, and some low- to medium-density housing.

ECONOMIC DEVELOPMENT RATING: High

Transit-Supportive Plans and Policies: High
(50 percent of Economic Development Rating)

- Oregon's comprehensive planning system has existed for more than 30 years and land use laws play a major role in determining how cities and regions grow. Portland Metro's Urban Growth Management Functional Plan requires that cities and counties define minimum densities for all residential zones, with typical policy targets of 45 to 60 persons per acre in transit station areas designated as growth centers. Portland updated its comprehensive plan and implemented ordinances in order to comply with regional requirements.
- On the Washington side, state, county, municipal, and district plans and policies all promote transit- and pedestrian-friendly design and development character. Compact, mixed-use downtowns, complete streets, and downtown pedestrian amenities are all reflected in the Community Framework Plan as well as the Comprehensive Plan for Vancouver and the Vancouver City Center Vision & Subarea Plan. The city's Transit Overlay District imposes minimum densities, increased maximum densities, and parking maximums. The Downtown District Plan also limits parking facilities, designates pedestrian corridors, and permits increased building heights.
- The City of Vancouver offers a multi-family housing tax exemption in the downtown area. The city has also designated two Revenue Development Areas (RDAs) which can be used to finance infrastructure improvements and has worked with private developers on large developments in both RDAs. Developments within the Transit Overlay District are eligible for up to 24 percent in transit impact fee reductions if certain conditions are met. Vancouver is also implementing an expedited permitting process.

Performance and Impacts of Policies: High
(50 percent of Economic Development Rating)

- TriMet estimates that light rail in the region has spurred over $6.0 billion in investment along corridors in the Portland region. Metro's Transit Oriented Development Program has assisted 29 development projects currently under construction or completed.
- In Vancouver, most of the land area within 1/2 mile of the four proposed stations falls within the CBD. A number of new projects in the southern part of downtown have already been completed, and many have taken advantage of reduced parking requirements and density bonuses allowed in the Transit Overlay District. Development goals, supported by a recent development capacity study, aim for over 3.5 million square feet of new commercial and institutional space, and 1,400 new residential units, in downtown Vancouver by 2023.

Burnt Bridge Creek
39TH
33RD
ST JOHNS BLVD
KAUFFMAN
VANCOUVER
FOURTH PLAIN BLVD
LINCOLN
MAIN ST
SIMPSON
Fourth Plain Interchange
MCLOUGHLIN BLVD
17TH ST
20TH
15TH ST
13TH ST
WASHINGTON ST
BROADWAY ST
Mill Plain Interchange
MCLOUGHLIN BLVD
EVERGREEN
8TH ST
E RESERVE ST
MILL PLAIN BLVD
SR 14/City Center Interchange
E 5TH ST
COLUMBIA HOUSE BLVD
SE COLUMBIA WAY
HAYDEN ISLAND
Hayden Island Interchange
N JANTZEN AVE
N MARINE DR
Expo Center
Marine Drive/Bridgeton Interchange
N MARINE DR
UNION
33RD
PORTLAND
MARTIN LUTHER KING JR
Columbia Slough
N COLUMBIA BLVD
Highway Improvements
Existing Highway and Bridge
Proposed Light Rail Alignment
Proposed Light Rail Station
Existing MAX Yellow Line
Proposed Park and Ride
Interchange Improvements

EXHIBIT C

Columbia River Crossing Project
Vancouver, Washington
Preliminary Engineering
(Rating Assigned November 2011)

Summary Description	
Proposed Project:	Light Rail Transit 2.9 Miles, 5 Stations
Total Capital Cost ($YOE):	$3,507.87 Million (includes $69.5 million in finance charges)
Section 5309 New Starts Share ($YOE):	$850.00 Million (24.2%)
Annual Forecast Year Operating Cost:	$8.35 Million
Ridership Forecast (2030):	22,000 Average Weekday Trips 4,100 Daily New Trips
Opening Year Ridership Forecast (2019):	13,700 Average Weekday Trips
Overall Project Rating:	Medium-High
Project Justification Rating:	Medium-High
Local Financial Commitment Rating:	Medium

Project Description: The Washington State Department of Transportation (WSDOT) proposes to construct the Columbia River Crossing multimodal project that includes replacement of Interstate 5 (I-5) bridges, new interchanges, variable electronic tolls across the new bridge, park-and-ride lots, bike and pedestrian improvements, and an extension of the existing light rail transit (LRT) system. Partner agencies include the Oregon Department of Transportation, Tri-County Metropolitan Transportation District (TriMet), Southwest Washington Regional Transportation Council (the metropolitan planning organization for Clark County), Portland Metro (the metropolitan planning organization for the Portland region), and Clark County Public Transit Benefit Area Authority (C-TRAN). The transit portion of the project includes an extension of TriMet's Yellow Line LRT from the existing Expo Station in north Portland to Clark College in downtown Vancouver. The line would include an elevated transit structure over the North Portland Harbor, an elevated structure over the Columbia River via the new multimodal bridge, and an at-grade portion in Vancouver. It would also include the procurement of 19 light rail vehicles (LRVs) and construction of approximately 2,900 park-and-ride spaces. In addition, TriMet's current maintenance facility at Ruby Junction in the City of Gresham would be expanded and improvements for speed and reliability to Portland's Steel Bridge would occur. TriMet would operate the service under contract to C-TRAN.

Project Purpose: Interstate 5(I-5) is the primary north/south highway from California to Canada, and the only crossing of the Columbia River in the corridor. It includes two drawbridges. Currently, congestion on I-5 reduces bus travel speeds and reliability. Congestion worsens when the bridges open to allow large river vessels to pass through. The light rail transit line would connect Portland and Vancouver and link the region's largest and most concentrated employment area (downtown Portland) with the commercial and residential areas of Clark County. The transit project would provide direct links to the region's other LRT lines, streetcar lines, aerial tram, Amtrak passenger rail service, and most TriMet and C-TRAN bus routes.

Project Development History, Status and Next Steps: A Draft Environmental Impact Statement (EIS) for the Columbia River Crossing project was published in May 2008. The Vancouver and Portland metropolitan planning organizations adopted the locally preferred alternative into their fiscally-constrained long-range transportation plans in July 2008. FTA approved the project into preliminary engineering in December 2009. Publication of the Final EIS occurred in September 2011, and issuance

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.

Columbia River Crossing Project
Vancouver, Washington
Preliminary Engineering
(Rating Assigned November 2009)

LAND USE RATING: Medium

The land use rating reflects the population and employment densities within ½-mile of proposed station areas:

- Average population density across all station areas is 2,400 persons per square mile. Total employment served is at least 300,000. Including Yellow Line segments that are existing or under construction, the project would provide a one-seat ride to nearly 43,000 residents and over 145,000 jobs.
- Three of the five proposed stations are in the Vancouver, WA Central Business District (CBD), the second largest in the region after Portland, OR, which features a grid street pattern, complete sidewalk network, and numerous pedestrian amenities, and contains over 12,000 jobs, over 95 percent of which would be within 1/2 mile of a station. The Clark College Station area is well-served by trails and sidewalks but lacks a grid street network, and most of the land uses closest to the station are athletic fields or open space. The Hayden Island Station is surrounded by a major highway interchange, massive shopping mall, and some low- to medium-density housing.

ECONOMIC DEVELOPMENT RATING: High

Transit-Supportive Plans and Policies: High
(50 percent of Economic Development Rating)

- Oregon's comprehensive planning system has existed for more than 30 years and land use laws play a major role in determining how cities and regions grow. Portland Metro's Urban Growth Management Functional Plan requires that cities and counties define minimum densities for all residential zones, with typical policy targets of 45 to 60 persons per acre in transit station areas designated as growth centers. Portland updated its comprehensive plan and implemented ordinances in order to comply with regional requirements.
- On the Washington side, state, county, municipal, and district plans and policies all promote transit- and pedestrian-friendly design and development character. Compact, mixed-use downtowns, complete streets, and downtown pedestrian amenities are all reflected in the Community Framework Plan as well as the Comprehensive Plan for Vancouver and the Vancouver City Center Vision & Subarea Plan. The city's Transit Overlay District imposes minimum densities, increased maximum densities, and parking maximums. The Downtown District Plan also limits parking facilities, designates pedestrian corridors, and permits increased building heights.
- The City of Vancouver offers a multi-family housing tax exemption in the downtown area. The city has also designated two Revenue Development Areas (RDAs) which can be used to finance infrastructure improvements and has worked with private developers on large developments in both RDAs. Developments within the Transit Overlay District are eligible for up to 24 percent in transit impact fee reductions if certain conditions are met. Vancouver is also implementing an expedited permitting process.

Performance and Impacts of Policies: High
(50 percent of Economic Development Rating)

- TriMet estimates that light rail in the region has spurred over $6.0 billion in investment along corridors in the Portland region. Metro's Transit Oriented Development Program has assisted 29 development projects currently under construction or completed.
- In Vancouver, most of the land area within 1/2 mile of the four proposed stations falls within the CBD. A number of new projects in the southern part of downtown have already been completed, and many have taken advantage of reduced parking requirements and density bonuses allowed in the Transit Overlay District. Development goals, supported by a recent development capacity study, aim for over 3.5 million square feet of new commercial and institutional space, and 1,400 new residential units, in downtown Vancouver by 2023.

WA Vancouver, Columbia River Crossing Project
(Rating Assigned October 2011)

Factor	Rating	Comments
Local Financial Commitment Rating	**Medium**	
Non-Section 5309 New Starts Share (20% of summary financial rating)	**High**	The New Starts share of the project is 24.0 percent. This percentage reflects Section 173 of the Transportation, Housing and Urban Development Appropriations Act of 2010, which directs the Federal Transit Agency (FTA) to base the New Starts share and New Starts share rating for interstate, multi-modal projects located in an Interstate highway corridor on the unified finance plan for the multi-modal project rather than only on the transit element of the plan. Furthermore, Section 173 directs FTA to base the project justification rating on the transit element of the plan.
Project Capital Financial Plan (50% of summary financial rating)	**Medium**	
Capital Condition (25% of capital plan rating)	Medium	The average age of the Tri-County Metropolitan Transportation District of Oregon's (TriMet) bus fleet is 12.2 years, which is older than the industry average. The most recent TriMet bond ratings, issued in 2009 and reaffirmed in 2010, are as follows: Moody's Investors Service, Aa2; and Standard & Poor's Corporation, AAA. The average age of the Clark County Public Transportation Benefit District Area (C-TRAN) bus fleet is 6.5 years old, which is in-line with the industry average. C-TRAN has not issued debt and does not have a credit rating. The most recent Oregon Department of Transportation (ODOT) bond ratings, issued in 2010, are as follows: Fitch Ratings AA+, Moody's Investors Service Aa1 (senior lien) and Aa2 (subordinate lien), and Standard & Poor's Corporation AAA (senior lien) and AA+ (subordinate lien). The most recent Washington State Department of Transportation (WSDOT) bond ratings, issued in 2010, are as follows: Moody's Investors Service, Aa1; and Standard & Poor's Corporation, AA+.
Commitment of Funds (25% of capital plan rating)	Medium	Approximately six percent of the non-Section 5309 New Starts funds are committed. Sources of funds include Federal Highway Administration (FHWA) funds, a Transportation Infrastructure Finance and Innovation Act (TIFIA) loan, ODOT and WSDOT state funds, toll revenues, and toll revenue bond proceeds.

Capital Cost Estimates, Assumptions and Financial Capacity (50% of capital plan rating)	Medium-Low	TriMet revenue assumptions are consistent with historical data. C-TRAN revenue assumptions are consistent with historical data. The capital cost estimate is considered reasonable. WSDOT has the financial capacity to cover cost increases or funding shortfalls equal to less than 10 percent of estimated project costs.
Project Operating Financial Plan (30% of summary financial rating)	**Medium-High**	
Operating Condition (25% of operating plan rating)	Medium-High	TriMet's current ratio of assets to liabilities as reported in its most recent audited financial statement is 1.44. There have been only minor service cutbacks and no cashflow shortfalls in recent years. C-TRAN's current ratio of assets to liabilities as reported in its most recent audited financial statement is 9.7. There have been only minor service cutbacks and no cashflow shortfalls in recent years.
Commitment of Funds (25% of operating plan rating)	Medium-High	All of TriMet's operating funding is committed. The main revenue sources are passenger revenue, local payroll and self-employment taxes, state funds from in-lieu-of payroll tax receipts, advertising revenues, cigarette tax revenues, FHWA's Congestion Mitigation and Air Quality funds, Section 5307 Urbanized Area Formula Program, Section 5309 Fixed Guideway Modernization funds, Section 5317 Job Access and Reverse Commute funds, and Section 5317 New Freedom funds. None of C-TRAN's operating funding is committed. The main revenue sources are passenger revenue and existing local sales and use taxes.
O&M Cost Estimates, Assumptions, and Financial Capacity (50% of operating plan rating)	Medium	Assumed growth in TriMet operating expenses, farebox collections and sales tax revenues is consistent with historical experience. Projected TriMet cash balances and reserve accounts equal 13 percent of annual system-wide operating expenses. Assumed growth in C-TRAN operating expenses is consistent with historical experience. Assumed C-TRAN farebox collections and sales tax revenues are optimistic compared to historical experience. Projected C-TRAN cash balances and reserve accounts equal 28 percent of annual system-wide operating expenses.

Columbia River CROSSING Project Area Map

PROJECT PARTNERS Washington State Department of Transportation · Oregon Department of Transportation · Federal Transit Administration • Federal Highway Administration · City of Vancouver • City of Portland • SW Washington Regional Transportation Council • Metro • C-TRAN • TriMet

EXHIBIT D

From: Tiffany Couch
Sent: Tuesday, August 07, 2012 11:06 AM
To: 'CRC Public Records (publicrecords@columbiarivercrossing.com)'
Subject: Public Records Request

Importance: High

Dear CRC Project Office,

According to the FTA's Preliminary Engineering Documents for the Columbia River Crossing (see the most recent profile, dated November 2011, here: http://www.fta.dot.gov/documents/WA_Vancouver_Columbia_River_Crossing_Profile_final_pdf.pdf); the project description includes the following language:

"In addition [to the expanded light rail line from the Expo Center], TriMet's current maintenance facility at Ruby Junction in the City of Gresham would be expanded and improvements for speed and reliability to Portland's Steel Bridge would occur."

Please provide the expected (i.e. budgeted) costs for:

- Ruby Junction facility
- Steel Bridge expansion and improvement

Best regards,
Tiffany

Tiffany R. Couch, CPA/CFF, CFE
Principal

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M: 360.601.4151
E: tcouch@acuityforensics.com
www.acuityforensics.com

'Whenever you see a successful business, someone once made a courageous decision." - Peter Drucker

EXHIBIT E

From: Tiffany Couch
Sent: Thursday, August 16, 2012 11:12 AM
To: 'CRC Public Records (publicrecords@columbiarivercrossing.com)'
Cc: 'Boyd, Nancy'; 'Phillips, Rick'; 'Ford, Tim (ATG)'; 'mike.armstrong@leg.wa.gov'; 'Ann Rivers (ann.rivers@leg.wa.gov)'
Subject: OUT OF COMPLIANCE FW: Public Records Request

Importance: High

Dear CRC Project Office,

According to RCW 42.56.520, you are out of compliance with the public records request I made last Tuesday, August 7th (see my email below).

As per the RCW:

> *Within five business days of receiving a public record request, an agency, the office of the secretary of the senate, or the office of the chief clerk of the house of representatives must respond by either (1) providing the record; (2) providing an internet address and link on the agency's web site to the specific records requested, except that if the requester notifies the agency that he or she cannot access the records through the internet, then the agency must provide copies of the record or allow the requester to view copies using an agency computer; (3) acknowledging that the agency, the office of the secretary of the senate, or the office of the chief clerk of the house of representatives has received the request and providing a reasonable estimate of the time the agency, the office of the secretary of the senate, or the office of the chief clerk of the house of representatives will require to respond to the request; or (4) denying the public record request.*

To-date, I've received no word from you acknowledging my request. I have sent countless public records requests to this same address, and have always received a response.

I respectfully request that you comply with Washington State Public Records Law by acknowledging my request.

Most sincerely,
Tiffany

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Principal

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Subject: Public Records Request
Importance: High

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EXHIBIT F

From: CRC Public Records [publicrecords@columbiarivercrossing.com]
Sent: Thursday, August 16, 2012 2:00 PM
To: Tiffany Couch
Cc: Boyd, Nancy; Phillips, Rick; Ford, Tim (ATG); mike.armstrong@leg.wa.gov; ann.rivers@leg.wa.gov; Columbia River Crossing; CRC Public Records
Subject: RE: Out of Compliance FW: Public Records Request
Attachments: COUCH - Initial Response.pdf

Dear Ms. Couch,

CRC Public Records has received your August 7, 2012 email request for:

> "…the expected (i.e. budgeted) costs for… [the] Ruby Junction facility [and the] Steel Bridge expansion and improvement."

Absent a request for specific identifiable existing records, the CRC will address your August 7, 2012 email as a request for information only and not as a formal public disclosure request. Your request has been forwarded to CRC Public Information staff. CRC Public Information staff will provide you with the information you requested. That information will be sent to you via feedback@columbiarivercrossing.org.

Best regards,

Michael A. Williams, PE
Business Manager
Columbia River Crossing

From: Tiffany Couch [mailto:TCouch@acuityforensics.com]
Sent: Thursday, August 16, 2012 11:12 AM
To: CRC Public Records
Cc: Boyd, Nancy; Phillips, Rick; 'Ford, Tim (ATG)'; 'mike.armstrong@leg.wa.gov'; 'Ann Rivers(ann.rivers@leg.wa.gov)'
Subject: OUT OF COMPLIANCE FW: Public Records Request
Importance: High

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Sent: Tuesday, August 07, 2012 11:06 AM
To: 'CRC Public Records (publicrecords@columbiarivercrossing.com)'
Subject: Public Records Request
Importance: High

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EXHIBIT G

From: Tiffany Couch
Sent: Thursday, August 16, 2012 2:09 PM
To: 'CRC Public Records'
Cc: 'Boyd, Nancy'; 'Phillips, Rick'; 'Ford, Tim (ATG)'; 'mike.armstrong@leg.wa.gov'; 'ann.rivers@leg.wa.gov'; 'Columbia River Crossing'
Subject: RE: Out of Compliance FW: Public Records Request

I asked for a budget. This is a specific document, asking for specific items on such a document. Since the CRC has specifically identified to the Federal Government that these costs would be part of the CRC plan, I would imagine that a budget document would include these costs. If for some reason, I have not requested the specific document that includes this information, please accept my apologies. If you would inform me what specific document this information resides on, I would be happy to revise my public records request to ensure I'm asking for the correct document.

Furthermore, I specifically indicated that this was a public records request. Playing semantics between a "request for information" and a "request for documents" does not negate the fact that you did not respond timely to my request within the required 5 days.

Tiffany R. Couch, CPA/CFF, CFE
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From: CRC Public Records [mailto:publicrecords@columbiarivercrossing.com]
Sent: Thursday, August 16, 2012 2:00 PM
To: Tiffany Couch
Cc: Boyd, Nancy; Phillips, Rick; Ford, Tim (ATG); mike.armstrong@leg.wa.gov; ann.rivers@leg.wa.gov; Columbia River Crossing; CRC Public Records
Subject: RE: Out of Compliance FW: Public Records Request

Dear Ms. Couch,

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Business Manager
Columbia River Crossing

From: Tiffany Couch [mailto:TCouch@acuityforensics.com]
Sent: Thursday, August 16, 2012 11:12 AM
To: CRC Public Records
Cc: Boyd, Nancy; Phillips, Rick; 'Ford, Tim (ATG)'; 'mike.armstrong@leg.wa.gov'; 'Ann Rivers(ann.rivers@leg.wa.gov)'
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Importance: High

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Most sincerely,
Tiffany

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From: Tiffany Couch
Sent: Tuesday, August 07, 2012 11:06 AM
To: 'CRC Public Records (publicrecords@columbiarivercrossing.com)'
Subject: Public Records Request
Importance: High

Dear CRC Project Office,

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- Ruby Junction facility
- Steel Bridge expansion and improvement

Best regards,
Tiffany

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EXHIBIT H

From: CRC Public Records [publicrecords@columbiarivercrossing.com]
Sent: Thursday, August 16, 2012 2:41 PM
To: Tiffany Couch
Cc: King, James
Subject: CRC PDR D00536 - Couch - Acknowledgment Letter
Attachments: D00536 - COUCH - Acknowledgment Letter.pdf

Dear. Ms. Couch,

Thank you for the clarification of your August 7, 2012 request.

In accord with the Washington State Public Disclosure Act, RCW 42.56, this letter acknowledges receipt of your request for records, dated and received August 16, 2012 via email, for:

> "…a budget document [which includes] …the expected (i.e. budgeted) costs for… [the] Ruby Junction facility [and the] Steel Bridge expansion and improvement ."

In accord with all applicable statutes, and within thirty days of receipt of your request for records, the CRC will search for, prepare and provide any existing responsive records.

Best regards,

Michael A. Williams, PE
Business Manager
Columbia River Crossing

EXHIBIT I

From: CRC Public Records [publicrecords@columbiarivercrossing.com]
Sent: Thursday, September 06, 2012 4:38 PM
To: Tiffany Couch
Cc: Skinner, Claire Rourk
Subject: CRC PDR D00536 - Couch - Closure and Provision
Attachments: 4.1 CRC Finance Plan.pdf; AH8169-2011-08-17.pdf; 7.1 CRC SCC.xls; D00536 - COUCH - Closure Letter.pdf

Dear Ms. Couch,

In accord with the Washington State Public Disclosure Act, RCW 42.56, this letter responds to your request dated August 7, 2012, and clarified August 16, 2012, for:

> "…a budget document [which includes] …the expected (i.e. budgeted) costs for… [the] Ruby Junction facility [and the] Steel Bridge expansion and improvement."

Ruby Junction and Steel Bridge costs are included in the overall project cost estimate. The current cost estimate, Columbia River Crossing CEVP (August 2011), is attached. Based on the cost estimate process, there are often not specific costs for specific project components calculated with risk and into year of expenditure dollars as outputs. Thus, you will not find specific costs for the Ruby Junction facility or the Steel Bridge expansion and improvement as line items in the cost estimate report.

However, cost estimate reporting to the Federal Transit Administration is structured differently to address FTA requirements. Costs are reported by Standard Cost Category (SCC) code. The definition of SCC code 30.02 is Light Maintenance Facility. For the CRC project, the light maintenance facility category is Ruby Junction work and in the attached SCC workbook, this category includes all costs to design and build the facility. Steel Bridge expansion and improvement costs are grouped with other costs in this report and thus cannot be found in a specific SCC code. For context of the SCC workbook, the CRC annual New Starts Finance Plan submittal for 2011 is also attached.

Accompanying this communication are the records responsive to your request. With the provision of the above information and the accompanying records your request dated August 7, 2012, and clarified August 16, 2012, is now closed with all available responsive records provided.

Best regards,

Michael A. Williams, PE
Business Manager
Columbia River Crossing

EXHIBIT J

Attachment 3
Baseline Cost Estimate

Project Sponsor Name
Project Name

Table 1 - BCE by Standard Cost Category

Applicable Line Items Only	YOE Dollars Total (X000)
10 GUIDEWAY & TRACK ELEMENTS (route miles)	**1,340,167**
10.01 Guideway: At-grade exclusive right-of-way	604
10.02 Guideway: At-grade semi-exclusive (allows cross-traffic)	0
10.03 Guideway: At-grade in mixed traffic	13,900
10.04 Guideway: Aerial structure	1,209,913
10.05 Guideway: Built-up fill	0
10.06 Guideway: Underground cut & cover	3,338
10.07 Guideway: Underground tunnel	0
10.08 Guideway: Retained cut or fill	85,534
10.09 Track: Direct fixation	7,978
10.10 Track: Embedded	9,362
10.11 Track: Ballasted	3,820
10.12 Track: Special (switches, turnouts)	5,386
10.13 Track: Vibration and noise dampening	332
20 STATIONS, STOPS, TERMINALS, INTERMODAL (number)	**133,979**
20.01 At-grade station, stop, shelter, mall, terminal, platform	18,002
20.02 Aerial station, stop, shelter, mall, terminal, platform	1,460
20.03 Underground station, stop, shelter, mall, terminal, platform	0
20.04 Other stations, landings, terminals: Intermodal, ferry, trolley, etc.	0
20.05 Joint development	0
20.06 Automobile parking multi-story structure	114,517
20.07 Elevators, escalators	0
30 SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS	**50,608**
30.01 Administration Building: Office, sales, storage, revenue counting	0
30.02 Light Maintenance Facility	50,608
30.03 Heavy Maintenance Facility	0
30.04 Storage or Maintenance of Way Building	0
30.05 Yard and Yard Track	0
40 SITEWORK & SPECIAL CONDITIONS	**731,522**
40.01 Demolition, Clearing, Earthwork	77,617
40.02 Site Utilities, Utility Relocation	52,062
40.03 Haz. mat'l, contam'd soil removal/mitigation, ground water treatmen	13,915
40.04 Environmental mitigation, e.g. wetlands, historic/archeologic, parks	38,273
40.05 Site structures including retaining walls, sound walls	0
40.06 Pedestrian / bike access and accommodation, landscaping	14,118
40.07 Automobile, bus, van accessways including roads, parking lots	204,946
40.08 Temporary Facilities and other indirect costs during construction	330,590
50 SYSTEMS	**98,010**
50.01 Train control and signals	13,734
50.02 Traffic signals and crossing protection	19,554
50.03 Traction power supply: substations	4,047
50.04 Traction power distribution: catenary and third rail	18,491
50.05 Communications	20,653
50.06 Fare collection system and equipment	17,248
50.07 Central Control	4,283
Construction Subtotal (10 - 50)	**2,354,286**
60 ROW, LAND, EXISTING IMPROVEMENTS	**217,171**
60.01 Purchase or lease of real estate	217,171
60.02 Relocation of existing households and businesses	0
70 VEHICLES (number)	**123,200**
70.01 Light Rail	123,200
70.02 Heavy Rail	0
70.03 Commuter Rail	0
70.04 Bus	0
70.05 Other	0
70.06 Non-revenue vehicles	0
70.07 Spare parts	0
80 PROFESSIONAL SERVICES (applies to Cats. 10-50)	**490,908**
80.01 Preliminary Engineering	132,993
80.02 Final Design	137,013
80.03 Project Management for Design and Construction	156,530
80.04 Construction Administration & Management	56,782
80.05 Professional Liability and other Non-Construction Insurance	3,314
80.06 Legal; Permits; Review Fees by other agencies, cities, etc.	0
80.07 Surveys, Testing, Investigation, Inspection	0
80.08 Start up	4,275
Subtotal (10 - 80)	**3,185,564**
90 UNALLOCATED CONTINGENCY	**252,847**
Subtotal (10 - 90)	**3,438,411**
100 FINANCE CHARGES	**69,461**
Total Project Cost (10 - 100)	**3,507,872**

EXHIBIT K

Sandy B.

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION
FEDERAL TRANSIT ADMINISTRATION

GRANT AGREEMENT
(FTA G-6, October 1, 1999)

Upon execution of this Grant Agreement by the Grantee named below, the Grantee affirms the U.S. Department of Transportation, Federal Transit Administration (FTA) Award covering the Project described below and enters into this Grant Agreement with FTA. The following documents are incorporated by reference and made part of this Grant Agreement:
(1) "Federal Transit Administration Master Agreement," FTA MA(6), October 1, 1999, [Internet Address: http://www.fta.dot.gov/library/legal/agreements/2000/ma.html]; and
(2) Any Award notification containing special conditions or requirements, if issued.

FTA OR THE FEDERAL GOVERNMENT MAY WITHDRAW ITS OBLIGATION TO PROVIDE FINANCIAL ASSISTANCE IF THE GRANTEE DOES NOT EXECUTE THIS GRANT AGREEMENT WITHIN 90 DAYS AFTER THE OBLIGATION DATE OF THE FTA AWARD.

FTA AWARD

FTA hereby awards a Federal grant as follows:

Project No.: OR-03-0076

Grantee: Tri-County Metropolitan Transportation District of Oregon (Tri-Met)

Citation of Statute(s) Authorizing Project: 49 USC Section 5309 (a)(1)

Maximum Federal Financial Contribution: $257,500,000

Estimated Total Eligible Cost: $350,000,000

Maximum FTA Amount Approved [Including All Amendments]: $0.00

Amount of This FTA Award: $0.00

Maximum Percentage of Federal Section 5309 New Start Participation: Seventy-Three (73%)

Date of Department of Labor Certification(s) of Transit Employee Protective Arrangements:

Original Project or (Amendment Number)	Certification Date
OR-03-0076	May 23, 2000

Project Description: The funds approved in this agreement will assist in financing the design and construction of the Interstate Max (IMAX) Light Rail Transit (LRT) Project. The Interstate Max LRT Project is an approximate 5.8-mile north/south LRT line, along Interstate Avenue between the Rose Quarter and Exposition and Recreation Center (Expo) in the Portland, Oregon metropolitan area. The IMAX Project will include 17 LRT vehicles, ten (10) new stations, two (2) park-and-ride lots for a total of approximately 600 vehicles and modifications to the existing Ruby Junction rail operations facility. See Attachments 1 and 2 for a more detailed description of the project.

Revenue Operation Date: September 30, 2004

Special Requirement:

The Grantee agrees to comply with applicable Federal statutory provisions prohibiting the use of Federal assistance funds for activities designed to influence Congress or a State legislature on legislation or appropriations, except through proper, official channels.

Conditions of Award:

The maximum Federal contribution of $257,500,000 of New Start (49 U.S.C. Section 5309) funding is based on the addition of $24,000,000 of Congestion Mitigation and Air Quality Improvement (23 U.S.C. Section 149) and Surface Transportation Program (23 U.S.C. Section 133) funds and $68,500,000 in local funds for the Estimated Total Eligible project cost of $350,000,000 as shown on Attachment 3a to the Full Funding Grant Agreement.

Obligation Date: SEP 22 2000

Signature: Nuria I. Fernandez

Name: Nuria I. Fernandez

Title: Acting Administrator

INTERSTA1 AX LIGHT RAIL PROJECT ATTACHMENT 3A PROJEC JDGET

PROJECT NO.: OR-03-0076

Jun-00		Section 5309 Federal	Section 5309 Local	Section 5307 Federal	Section 5307 Local	Total Amounts Federal	Total Amounts Local	Total Amounts Total
SCOPE								
131000	NEW START ROLLING STOCK							
131320	Purchase expansion rail cars	$42,407,948	$9,661,651	$5,000,000	$572,272	$47,407,948	$10,233,923	$57,641,871
SCOPE								
132000	TRANSITWAY LINES							
132203	Acquisition - track materials	$6,252,820	$1,410,318	$750,000	$85,841	$7,002,820	$1,496,159	$8,498,979
132303	Construction - line and equipment	$74,466,487	$17,834,461	$8,000,000	$915,636	$82,466,487	$18,750,097	$101,216,584
SCOPE								
133000	STATIONS, STOPS, TERMINALS							
133206	Acquire fare collection equipment	$1,259,642	$173,879	$250,000	$28,614	$1,509,642	$202,493	$1,712,135
133208	Acquire furniture and graphics	$2,386,905	$467,373	$350,000	$40,059	$2,736,905	$507,432	$3,244,337
133302	Construction - stations	$4,727,561	$1,308,191	$350,000	$40,059	$5,077,561	$1,348,250	$6,425,811
133304	Construction - park and ride lots	$1,771,361	$413,423	$200,000	$22,891	$1,971,361	$436,314	$2,407,675
SCOPE								
134000	SUPPORT AND EQUIPMENT FACILITIES							
134403	Renovation- maintenance facility	$6,735,003	$1,583,529	$750,000	$85,841	$7,485,003	$1,669,370	$9,154,373
SCOPE								
135000	ELECTRIFICATION POWER DIST.							
135201	Traction power - acquisition	$12,354,802	$3,323,678	$1,000,000	$114,454	$13,354,802	$3,438,132	$16,792,934
SCOPE								
136000	SIGNAL & COMMUNICATION							
136201	Train control/signal system acquisition	$9,926,679	$3,510,172	$50,000	$5,723	$9,976,679	$3,515,895	$13,492,574
136202	Communications system acquisition	$3,603,950	$1,016,009	$250,000	$28,614	$3,853,950	$1,044,623	$4,898,573
SCOPE								
137000	OTHER CAPITAL PROGRAM							
137102	Final engineering - civil and systems	$16,594,258	$3,732,135	$2,000,000	$228,909	$18,594,258	$3,961,044	$22,555,302
137104	Construction management	$1,804,839	$425,450	$200,000	$22,891	$2,004,839	$448,341	$2,453,180
137105	Insurance	$4,318,436	$994,056	$500,000	$57,227	$4,818,436	$1,051,283	$5,869,719
137111	Other contracted services / IGA	$2,566,122	$531,752	$350,000	$40,059	$2,916,122	$571,811	$3,487,933
137112	Capital cost of contracting (interim finance)	$5,690,940	$1,346,832	$500,000	$57,227	$6,190,940	$1,404,059	$7,595,000
137300	Contingencies	$25,547,704	$8,089,623	$976,000	$111,708	$26,523,704	$8,201,331	$34,725,035
137591	Acquisition - real estate	$4,764,513	$875,683	$750,000	$85,841	$5,514,513	$961,524	$6,476,037
137592	Relocation - real estate	$11,036	$2,293	$1,500	$170	$12,536	$2,463	$14,999
137593	Demolition - real estate	$45,733	$8,070	$7,500	$858	$53,233	$8,928	$62,161
137594	Appraisal - real estate	$73,571	$15,284	$10,000	$1,145	$83,571	$16,429	$100,000
137600	Other - real estate	$38,441	$8,237	$5,000	$572	$43,441	$8,809	$52,250
137900	Project administration (support services)	$26,010,066	$8,507,581	$750,000	$85,841	$26,760,066	$8,593,422	$35,353,488
137900	Project administration (start up)	$3,064,060	$405,099	$750,000	$85,841	$3,814,060	$490,940	$4,305,000
SCOPE								
139000	TRANSIT ENHANCEMENTS							
139304	Public art - construction	$1,077,123	$108,314	$250,000	$28,614	$1,327,123	$136,928	$1,464,050
	Total	$257,500,000	$65,753,093	$24,000,000	$2,746,907	$281,500,000	$68,500,000	$350,000,000
			$323,253,00		$26,746,907			
		79.66%	20.3	89.73%	10.27%	80.43%	19.57%	$350,0 0

INTERSTATE MAX LIGHT RAIL PROJECT
TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT
SUMMARY SCHEDULE
ATTACHMENT 4

	Early Start	Early Finish
Civil Construction	Nov-00	Sep-03
Insurance	Nov-00	Sep-04
Track Materials	Aug-00	Nov-01
Transit Vehicles	Aug-00	Jul-03
Operations Facilities	Nov-00	Aug-02
Traction Electrification System/Signals	Mar-01	Jul-04
Communications/ Fare Collection	Mar-01	Jul-04
Right-of-Way / Real Estate	Mar-00	Oct-01
Engineering & Administration	Feb-00	Sep-04
Contingency	Jul-00	Sep-04
Interim Financing	Jul-00	Sep-04
Start-Up	Oct-02	Sep-04
Revenue Service		Sep-04

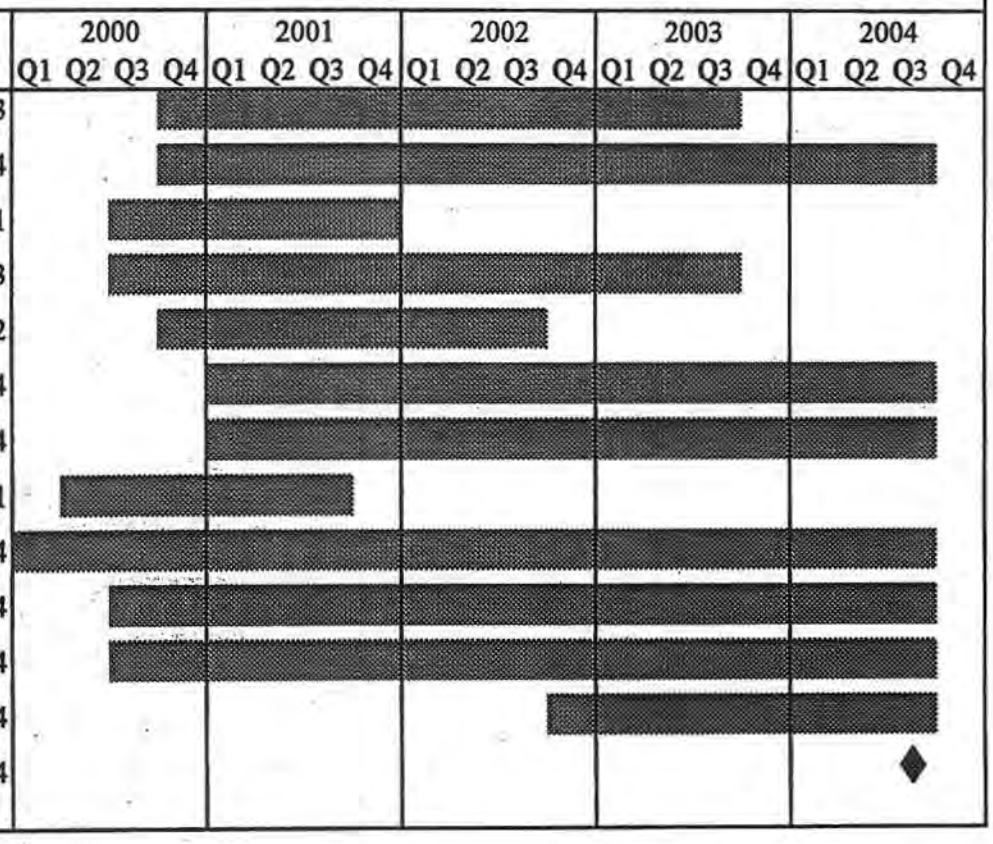

EXHIBIT L

S. EXECUTIVE SUMMARY

CHAPTER CONTENTS

S.1 PORTLAND-MILWAUKIE CORRIDOR S-3
S.2 PROJECT HISTORY AND DECISION-MAKING PROCESS S-3
S.3 PURPOSE AND NEED S-5
S.4 ALTERNATIVES S-6
S.5 TRANSPORTATION IMPACTS S-16
S.6 ENVIRONMENTAL CONSEQUENCES S-18
S.7 EVALUATION OF THE ALTERNATIVES S-24
S.8 SOCIAL EQUITY CONSIDERATIONS S-27
S.9 PROJECT IMPLEMENTATION S-28

The Portland-Milwaukie Light Rail Project Final Environmental Impact Statement (FEIS) examines a proposal to develop a light rail transit extension to connect downtown Portland, Oregon, the City of Milwaukie, and north Clackamas County. Figure S-1 shows the regional setting for the proposed project.

The project is part of a larger high-capacity transit corridor known as the South/North Corridor, which extends from Clackamas County to downtown Portland and north to the Columbia River and Vancouver, Washington. Figure S-2 shows the regional high-capacity transit system serving this area. In 1998, the Federal Transit Administration (FTA), Metro, and the Tri-County Metropolitan Transportation District (TriMet) released the *South/North Corridor Project Draft Environmental Impact Statement* (DEIS). The Supplemental DEIS (SDEIS) prepared for this project in May 2008 augmented the *South/North DEIS* by updating information on the purpose and need, alternatives considered, affected environment, and anticipated environmental impacts for the Portland-Milwaukie Corridor to reflect the changed conditions since the *South/North DEIS* was published. It also incorporated findings developed through the *South Corridor Supplemental Draft Environmental Impact Statement*, issued in December 2002. This FEIS presents the proposed light rail project and updated estimates of impacts compared to a No-Build Alternative, and presents and responds to the public and agency comments received by the project.

This FEIS has been prepared in compliance with the National Environmental Policy Act (NEPA). The FTA is the federal lead agency for this FEIS, and Metro is the project's local lead agency, working in cooperation with TriMet. The purpose of this FEIS is to present details of the Locally Preferred Alternative (LPA) and its environmental and transportation performance. When the LPA was adopted in 2008, it included a recommendation for a Minimum Operable Segment (MOS) if funding could not be secured to construct the full LPA alignment to SE Park Avenue. In addition, the FEIS evaluates a phasing option (the LPA Phasing Option) that allows the project to be completed to SE Park Avenue at a lower cost by deferring or modifying some features of the LPA. The FEIS also addresses an expansion of the Ruby Junction maintenance facility in Gresham, Oregon. Streetcar and roadway facilities in and around the Willamette River bridge crossing that are associated with, but not funded by, the project are also included in this FEIS. These related projects complement the Portland-Milwaukie Light Rail Project, but they are each independent.

LPA Phasing Option

The LPA Phasing Option differs from the LPA by eliminating or deferring the elements of the LPA noted above in order to reduce the project cost. TriMet is seeking additional funding for the project to proceed with the LPA, but may need to implement some of the cost-reduction elements identified in the LPA Phasing Option. In this Final EIS, TriMet, Metro and FTA fully evaluate the environmental and community impacts of all of these elements as part of the LPA, and also consider the impacts of their deletion from the project as part of the LPA Phasing Option. If after the environmental Record of Decision has been issued by FTA, TriMet's financial plan requires additional deferral or elimination of project elements not identified in the ROD, TriMet, Metro and FTA will follow the environmental procedures defined in 23 CFR Part 771.129, and FTA may issue an amended ROD to identify the modified elements and any additional commitments to mitigate environmental and community impacts for such amended project.

S.4.2 Minimum Operating Segment (MOS) to Lake Road

The MOS to Lake Road would be the same as the LPA to Park Avenue except that it would have an initial southern terminus at SE Lake Road. The MOS to Lake Road would allow the project to be developed in phases if there is not sufficient funding to fully extend the project to SE Park Avenue. The MOS would still be designed to accommodate a future extension to the south. A downtown Milwaukie station would be located at SE Lake Road, similar to the LPA to Park Avenue, but there would be a third track at the terminus and a park-and-ride with 275 parking spaces located north of Kellogg Lake between SE Washington Street and SE McLoughlin Boulevard. In addition, the capacity of the Tacoma Park-and-Ride would increase to accommodate up to 1,000 spaces.

S.4.3 Related Facilities

Ruby Junction

The Portland-Milwaukie Light Rail Project would also require expanding the existing Ruby Junction Operations and Maintenance Facility in Gresham to store and service the additional light rail vehicles and supporting maintenance activities associated with the project.

Related Bridge Area Transportation Facilities

This FEIS also evaluates streetcar facility improvements designed to connect with the shared transitway over the Willamette River bridge, as well as related street modifications. On the west side, this would involve raising and reconstructing a portion of SW Moody Avenue to include double tracks in the median for the existing Portland Streetcar line serving the South Waterfront. On the east side, the improvements would complete the streetcar connection between the shared transitway and the Portland Streetcar Loop Project streetcar line (now under construction) at OMSI, which would also involve realigning a portion of SE Water Avenue.

- **System Fiscal Feasibility Analysis** focuses on whether there are adequate resources to operate and maintain the entire transit system, including operations of the Portland-Milwaukie Light Rail Project, between now and the year 2030 and, if not, the options for resolving the system's financial needs. System costs include all transit operation and maintenance (O&M) costs and all transit capital expenditures to the year 2030, except for the capital costs of the Portland-Milwaukie Light Rail Project accounted for in the Project Capital Financial Feasibility Analysis.

S.7.2 Costs

S.7.2.1 Project Capital Costs

As shown in Table S-3, LPA to Park Avenue is estimated to cost about $1.548 billion in YOE dollars, about $57 million more than the LPA Phasing Option and almost $167 million more than the MOS to Lake Road. The LPA Phasing Option is estimated to cost about $109 million (YOE dollars) more than the MOS to Lake Road.

Table S-3
Capital Costs of Portland-Milwaukie Light Rail Project
In Millions of 2010 and Year-of-Expenditure (YOE) Dollars

	LPA to Park Ave	LPA Phasing Option	MOS to Lake Rd
Insurance, Special Condition	$49.6	$49.3	$44.3
Utilities/street construction	$76.5	$76.8	$69.6
Track Grade, Structures, Installation	$274.1	$270.2	$247.7
Stations/Park and Rides	$50.1	$34.8	$48.6
System	$69.9	$69.1	$64.9
Operations/Maintenance Facility	$8.1	$5.1	$7.8
Right-of-Way [3]	$204.0	$203.6	$196.8
Vehicles [1]	$87.1	$77.3	$69.9
Professional Services	$173.5	$166.3	$154.8
Unallocated Contingency	$161.0	$159.6	$139.3
Sub-Total (2010 Dollars)	$1,153.9	$1,112.1	$1,043.7
Escalation to Year-of-Expenditure on Sub-Total	$120.6	$116.2	$111.1
Finance Charges[2]	$273.4	$262.1	$226.4
Total in Year-of-Expenditure Dollars	$1,547.9	$1,490.4	$1,381.2

Source: TriMet, 2010; numbers may not add due to rounding.

[1] LPA to Park Avenue cost incorporates 20 vehicles; LPA Phasing Option incorporates 18 vehicles, and MOS to Lake Road cost incorporates16 vehicles.

[2] Includes interest payments for interim borrowing and net finance costs during the construction period on bonds issued to provide local match. Finance costs are based on assumption that annual appropriations of New Start funds for the project would not exceed $100 million in any one year. Finance costs and, therefore, total project costs would change if assumption regarding annual appropriation levels change during Final Design.

[3] Includes Land and right-of-way purchased plus value of land and right-of-way donated to project.

EXHIBIT M

Cost Estimate and Preliminary Engineering drawing set completed in April 2011. Labor, materials and equipments costs are based on current market prices in the project area.

In addition to base year costs, year-of-expenditure (YOE) cost estimates were developed for the financial analysis of the project. The YOE capital cost estimates are based on the project implementation schedule and escalation rates established by Metro for its Long Range Transportation Plan (LRTP). The expenditures are planned to occur between 2011 and 2020. Most of the major expenditures for construction of the major components of the project are expected to occur between 2013 and 2018. As the project schedule is developed further through the remainder of Preliminary Engineering, cash flow and YOE dollars will be updated.

Table 8-1 presents the estimated capital cost (in thousands of 2010 dollars) by SCC, total capital cost, and YOE capital costs for the revised LPA, which includes an extended below-grade section between Exposition Boulevard and 48th Street. The revised LPA is estimated to cost a total of $1.589 billion in 2010 dollars. The YOE capital costs are estimated to total $1.810 billion.

Table 8-1. Capital Cost Estimates
Refined LPA (with Incorporated Design Options to the Project Definition)
(Thousands 2010 Dollars)

SCC Code	Cost Categories	2010 Base Year Cost	YOE Costs
10	Guideway and Track Elements	$424,280	$487,608
20	Stations, Stops, Terminals, Intermodal	$128,337	$150,736
30	Support Facilities: Yards, Shops, Administrative Buildings	$65,732	$75,255
40	Sitework and Special Conditions	$242,392	$276,913
50	Systems	$111,013	$133,414
	Subtotal Construction (10-50)	$971,754	$1,123,926
60	Right-of-Way, Land, Existing Improvements	$133,913	$145,321
70	Vehicles	$87,780	$87,780
80	Professional Services	$255,982	$293,754
90	Unallocated Contingency	$115,525	$135,318
	Metro Planning/Environmental Costs	$24,200	$24,200
	Total Cost	$1,589,154	$1,810,299

Note-Project costs include the incorporation of the Partially-Covered LAX Trench Option.
Source: Hatch Mott McDonald, 2011.

Table 8-2 presents the estimate capital costs (in thousands of 2010 dollars and year of expenditure dollars) for each of the design options and MOSs. The cost estimates for the design options providing for the additional stations range from $9.42 million, or $11.58 million in YOE dollars, for the at-grade optional Aviation/Manchester Station to $106.31 million, or $130.74 million in YOE dollars, for the optional Crenshaw/Vernon Station. The cut-and-cover crossing at Centinela is estimated to cost $20.6 million, or $25.33 million in YOE dollars. The Partially-Covered LAX Trench Option would result in a cost savings of $41 million or $46.4 million in YOE. (Since consultation with FAA suggests that the

Train Control Systems

Train control includes signal houses, grade crossing, crossovers, wayside equipment, wiring, and vehicle interfaces. Communications and signaling (C&S) buildings house train control and communications for LRT operations in a central facility at each station. Each facility is an enclosure located within the station site area, typically adjacent to a station platform. The positioning of the C&S buildings must be done to provide clearances for maintenance and servicing, and to maintain sight lines for LRT operations. Crossovers are required to maintain flexibility and ensure the operational efficiency of the line. There are three crossovers included in the project. The southern crossover is located in a grade-separated configuration passing 111th Street. There is also a crossover in the median of Crenshaw Boulevard north of Slauson Avenue where the alignment is at grade. The northern crossover would be located south of the Crenshaw/King Station for the MOS and south of Rodeo Road in a below-grade configuration with the incorporation of Design Option 6.

Vehicles

The project transit services would use LRVs equivalent to those Metro operates on the existing Metro Blue, Green, or Gold Lines and the Expo LRT line (under construction) with compatible train subsystems. These vehicles are double-ended, articulated, six-axle LRVs capable of multiple unit operation in trains of up to three vehicles.

Based on the existing LRV vehicles Metro uses, each future vehicle would be approximately 90 feet long and would have 55 miles per hour maximum design speed, although capable of achieving 24 miles per hour average speed including normally-spaced stops and anticipated delays in street-running sections. The project would be designed to accommodate up to three-car trains. Each three-car train set could carry up to 500 passengers. Each vehicle would be equipped for independent two-way operation, with a driver's cab at each end and would have equal performance in either direction.

2.7.1.5 Maintenance Facility Site

The Crenshaw/LAX Transit Corridor Project would require a new maintenance and operations facility. The facility would provide LRV service and maintenance and storage for vehicles that are not in service. The facility would operate 24 hours a day, seven days a week. The facility would ultimately be large enough to support approximately 70 light rail vehicles. The ultimate facility size would be determined after the project operating plan is finalized.

Four maintenance facility site alternatives were evaluated in a Supplemental Draft Environmental Impact Statement/Recirculated Draft Environmental Impact Report (SDEIS/RDEIR) for the Crenshaw/LAX Transit Corridor Project. The Site #14 – Arbor Vitae/Bellanca Alternative was selected as the preferred maintenance facility site.

Site #14 – Arbor Vitae/Bellanca Alternative. This site is approximately 17.6 acres and is located in the City of Los Angeles. The site contains industrial uses, Dollar Car Rental, Avis Car Rental administrative offices, Barthco International, and Gourmet Trading Company. The site is bounded by Arbor Vitae Street to the north, Neutrogena

EXHIBIT N

Construction cost estimates and fund sources

Oregon Roadway and Interchanges	Cost	Funding Source
Oregon Roadway and Interchanges Total	$595 million	State and/ or federal funds

Columbia River Bridge and Approaches	Cost	Funding Source
Columbia River Bridge and Approaches Total	$1.2 billion	Tolls and State or Federal funds

Light Rail Transit Extension	Cost	Funding Source
Light Rail Transit Extension Total	$850 million	FTA New Starts

Washington Roadway and Interchanges	Cost	Funding Source
Washington Roadway and Interchanges Total	$435 million	State and/ or Federal Funds

Total costs based on 2011 CEVP and assume a 95-foot bridge height = $3.1 billion

Targeted Columbia River Crossing Funding Sources	Amount (billions)
FTA New Starts (light rail)	$0.85
FHWA	$0.4
Tolls	$0.9 - $1.3
OR/WA	$0.9
TOTAL FUNDING SOURCES	$3.05 - $3.45

Columbia River CROSSING