



PAYMENT VOUCHER

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DOT Form AM01-003 Rev (05/2009)

Kristopher W. Strickler Staple Supporting Documentation on Back

SW WA Regional Transportation Council PO Box 1366 Vancouver, WA 98666-1366

RIC

Invoice Number:

XV 449 009695 Invoice

Invoice Date:

Invoice Date: May 31, 2009

Page:

Voice: 360-397-6067 Fax: 360-397-6132

Sold To:

WSDOT, SW Region PO Box 1709 Vancouver, WA 98668-1709 RECEIVED

JUN 17 2009

Columbia River Crossing

Customer ID	Payment Terms	Sales Rep ID
WSDOT, SW Region	Due on Receipt	Patty

Invoice Date	Description	Amount
May 31, 2009 I-5 May, Bob 1	Description Columbia River Crossing (AD) Study (GCA 5647) 2009 Hart, 44 hours won Kim, 44 hours	Amount 9,082.24

OK to pay 6-22-09 Group 45 H

TOTAL DUE

9,082.24



360-397-6067 360-397-6132 fax http://www.rtc.wa.gov/ RECEIVED

JUN 17 2009

Columbia River Crossing

June 15, 2009

Member Jurisdictions

Clark County Skamania County Klickitat County City of Vancouver City of Camas City of Washougal City of Battle Ground City of Ridgefield City of La Center Town of Yacolt City of Stevenson City of North Bonneville City of White Salmon City of Bingen City of Goldendale C-TRAN Washington DOT Port of Vancouver Port of Camas-Washougal Port of Ridgefield Port of Skamania County

Metro
Oregon DOT
15th Legislative District
17th Legislative District
18th Legislative District
49th Legislative District

Port of Klickitat

Doug Ficco, Director Columbia River Crossing Project Vancouver Center 700 Washington Street, Suite 300 Vancouver, WA 98660-3177

Patty Roid

RE: I-5 Columbia River Crossing Study (GCA 5647)

Dear Doug,

Enclosed is our May 2009 invoice and progress report for the I-5 Columbia River Crossing Study (GCA 5647).

If you have any questions, please call me at 360-397-6067, ext. 5210.

Sincerely,

Patty Raedy Accountant

Encl:



RTC COLUMBIA RIVER CROSSING PROJECT Task AD PROGRESS REPORT SOUTHWEST WASHINGTON REGIONAL TRANSPORTATION COUNCIL May 2009

Key Activities

Management and Administration

RTC staff briefed the RTC Director on upcoming issues prior to the May SASS meetings. Key SASS items revolved around discussion and approach to tolling and financing, project phasing, selection of a performance measures development group, and the June PSC meeting.

RTC staff has had ongoing participation in the regular FTA/FHWA meetings. Items included a preview and discussion of the FTA June 4th quarterly meeting. Other items included status of the risk assessment process and review of the baseline schedule.

The New Starts Strategy Group met in May. Several items were initiated and discussed. The NSSG met to provide input to the MST on the need to develop a 2018 No Build alternative and related FTA requirements. It was determined that the NB is not needed for FTA reasons and may not be needed for the FEIS. This went forward for further discussion and review by the CRC project team to make a final determination.

NSSG also discussed the schedule for PE approval and the subsequent impact on the requirement for a 2009 New Starts submittal. The need for a submittal this year will rest on whether the project scope changes significantly from the 2008 submittal. Other significant items of discussion were the Vancouver Work Group and the park and ride location and capacity review process. The NSSG also began discussion of the shared use of BRT and LRT in downtown Vancouver and agreed that it needed further analysis.

Finance Structures

Had discussions with CRC and Metro staff to consider how the stated preference survey (SP) will be conducted and how the outreach effort for it will be coordinated with the travel behavior survey being led by RTC this fall. RTC reviewed and provided comment on the SP draft scope of work and worked to determine the application of the SP survey and expectations on use of the results on the regional travel model. The CRC team agreed to include RTC and Metro in future discussion about this issue.

Transportation and Transit

RTC participated in TDM work group meetings. Assisted in extensive discussion of key strategies for consideration in the TDM Plan. Provided input on best balance of TDM strategies for reducing vehicle trips across the river. Contributed direction on the next

RTC

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Element 4.0	8			\$	706.71	
Element 5.0	17			\$	1,501.75	
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Element 7.0	47			\$	4,151.90	
Element 8.0	4			\$	353.35	
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\$ 34,908.30

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Element 8.0	2			\$	201.57	
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\$ 24,930.51

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Element 7.0	46			\$	4,747.53	
Element 8.0	0			\$	-	
	88	\$	9,082.24	\$	103.21	Average/Hour

\$ 15,848.27