

**MEETING TITLE:** Project Sponsors Council  
**DATE:** November 4, 2008  
**LOCATION:** Washington State Department of Transportation, SW Region  
 11018 NE 51<sup>st</sup> Circle, Vancouver, Washington 98662

TIME	AGENDA TOPIC
1:00 - 1:10 p.m.	Welcome and Introductions
1:10 - 1:30 p.m.	Council Charter and Protocols
1:30 - 1:40 p.m.	Review Project Purpose and Need
1:40 - 1:55 p.m.	Review Major Points of Agreement <ul style="list-style-type: none"> <li>• Replacement Bridge</li> <li>• Light Rail</li> <li>• Three general purpose lanes plus the number of add/drop (auxiliary) lanes needed for safe operations</li> <li>• Tolling</li> </ul>
1:55 - 2:05 p.m.	Review Key Findings and Project Benefits
2:05 – 2:55 p.m.	Discussion: Identify Outstanding Issues and Necessary Steps for Project Success <ul style="list-style-type: none"> <li>• Number of add/drop (auxiliary) lanes for safe operation</li> <li>• Safety</li> <li>• Bridge: Aesthetic and Type</li> <li>• Financial Plan and Federal Strategy</li> <li>• Independent Analysis of Greenhouse Gas</li> <li>• Tolling</li> <li>• Bicycle and Pedestrian Facilities</li> <li>• Transportation Demand Management (TDM)</li> <li>• Other</li> </ul>
2:55- 3:00 p.m.	Next Steps and Next Meeting Topics: Project Schedule and Process
3:00 p.m.	Adjourn

**TRANSIT DIRECTIONS from PORTLAND:**

From Downtown Portland, take C-TRAN Express Bus #105 to the Broadway and 13<sup>th</sup> St in Downtown Vancouver. Transfer to Bus #4 (Fourth Plain) eastbound to the Vancouver Mall Transit Center. Transfer to Bus #80 (VanMall/Fisher's) eastbound to NE 112<sup>th</sup> Ave and NE 51 St. WSDOT SW Region Headquarters is 2 blocks north of this bus stop.

**TRANSIT DIRECTIONS from VANCOUVER:**

From Downtown Vancouver, take C-TRAN Bus #4 (Fourth Plain) eastbound to the Vancouver Mall Transit Center. Other buses to Vancouver Mall are #32, 72, 44 and 78. From the Mall Transit Center, transfer to Bus #80 (Van Mall/Fisher's) eastbound to 49th and 112th Avenue. WSDOT SW Regional Headquarters is 2 blocks north of this bus stop.

For detailed trip planning, please contact the two transit agencies: C-TRAN, [www.c-tran.com](http://www.c-tran.com), 360-695-0123, or TriMet, [www.trimet.org](http://www.trimet.org), 503-238-RIDE

Meeting facilities are wheelchair accessible and children are welcome. Individuals requiring reasonable accommodations may request written material in alternative formats or sign language interpreters by calling the project team at the project office (360-737-2726 or 503-256-2726 or TTY 711) one week before the meeting.



## **Project Sponsors Council Membership and Meetings List**

### **Members**

The following members have been appointed to the Project Sponsors Council (Council) by the governors of Oregon and Washington:

### **Co-Chairs**

- Hal Dengerink, Chancellor, Washington State University, Vancouver
- Henry Hewitt, Past Chair, Oregon Transportation Commission

### **Departments of Transportation**

- Matthew Garrett, Director, Oregon Department of Transportation
- Paula Hammond, Secretary, Washington State Department of Transportation

### **Cities**

- Sam Adams, Mayor-Elect, City of Portland
- Royce Pollard, Mayor, City of Vancouver

### **Metropolitan Planning Organizations**

- David Bragdon, President, Metro Council
- Steve Stuart, Vice Chair, Southwest Washington Regional Transportation Council

### **Transit Agencies**

- Fred Hansen, General Manager, TriMet
- Tim Leavitt, Chair of the Board of Directors, C-TRAN

### **Meetings**

The Council will begin meeting in November 2008 and is expected to continue meeting until construction begins.

Meetings will take place at least quarterly and will typically last for two hours. The meeting locations are still to be determined. Meeting venues will be accessible by public transit and meet ADA standards. Meeting agendas and materials will be posted on the CRC Web site one week prior to each meeting.

All Council meetings will be open to the public. Written comments will be received during Council meetings. Public comment, via mail, e-mail, fax or phone, is encouraged by the CRC project at any time. All public comments will be summarized and provided to the Council on a monthly basis.

### **Proposed Meeting Schedule:**

- 10:00 a.m. – 12:00 p.m., December 5, 2008 (Portland Building, 2<sup>nd</sup> floor, Rm. C, Portland, OR 97204)
- 1:00 – 3:00 p.m., January 30, 2009 (Vancouver location, TBD)
- 1:00 – 3:00 p.m., February 27, 2009 (Portland location, TBD)



# OFFICES OF THE GOVERNORS

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CHRISTINE O. GREGOIRE  
WASHINGTON

THEODORE R. KULONGOSKI  
OREGON

June 19, 2008

Columbia River Crossing Task Force  
700 Washington Street, Suite 300  
Vancouver, WA 98660

Dear Director Garrett, Secretary Hammond and Task Force Co-Chairs Hewitt and Dengerink:

First of all, we would like to offer both Hal and Henry our sincere appreciation for the countless hours they have spent leading the Columbia River Crossing Task Force over the past three years. Their leadership has helped increase awareness of the significance of this crossing not only to local neighborhoods and communities, but regionally, and nationally. We feel very strongly that now is the time to address this key bottleneck that not only links Portland and Vancouver but affects the economic vitality of the entire west coast.

The Task Force has continued a tradition of transparency and local government and citizen involvement in the CRC project, spanning many years of bi-state planning. In addition to their own visions and values each of the thirty-nine Task Force members brought to the table, you have received input from local, regional, state and federal agencies, as well as thousands of hours of community input from Oregon and Washington citizens. There is no other project in the Portland-Vancouver region that has engaged the public to the extent this project has.

The decision the Task Force is poised to reach at their final June 24<sup>th</sup> meeting will set a solid foundation for this project to move forward in a way that is consistent with local values voiced by citizens and governments on both sides of the river. The Task Force's decision will guide the state departments of transportation as the project moves forward into the design phase.

We are pleased that the U.S. Department of Transportation recognizes this project as one of a handful of projects of national significance in the country. Most recently, this was demonstrated by its designation as a Corridor of the Future and the award of federal funds for the next phase of project development.

Our strong support for this project is centered on the belief that it presents a huge opportunity for our two states. It is an opportunity to leverage federal funds to build a project that provides transportation options, improves safety, enhances freight mobility, and demonstrates to the nation how to build a green project that reflects the values of our region.

We firmly believe this can and should be the one of the most sustainable transportation projects in the country; one that incorporates high capacity transit, strategies that reduce vehicle miles traveled, tolling, electronic safety technologies, and world class bike and pedestrian facilities. We also believe we must use construction materials and methods that would minimize environmental impacts.

As you know, there are a number of advisory working groups that have had significant influence on the direction of the project, including groups dealing with aesthetics, bicycle and pedestrian facilities, freight movement, and community and environmental justice issues. We believe that it is important for these working groups to continue to meet and provide input to the project. However, simply extending the life of these working groups does not provide adequate involvement from the many sponsor agencies, as well as the diverse stakeholders that have been effectively engaged throughout the three year life of the Task Force.

To that end we are in the process of reconvening the Project Sponsor's Council to allow for high level formalized input to the Departments of Transportation. This council will continue to meet after the task force has convened their final meeting and provided direction on a locally preferred alternative (LPA). This Council will ensure that a structure is in place to provide guidance to the project as it transitions from planning to design and construction.

The Council will be made up of top level representatives from the Washington State Department of Transportation, the Oregon Department of Transportation, cities of Portland and Vancouver, Metro, SW Washington's Regional Transportation Commission, TriMet, and C-Tran.

Members will be appointed by the Governors of Oregon and Washington and the Council will be chaired by two citizens, one from each state, not directly associated with any participating agency.

The Council will be charged with advising the two departments of transportation and transit agencies on:

1. Completion of the Environmental Impact Statement (EIS),
2. Project design, including but not limited to: examining ways to provide an efficient solution that meets safety, transportation and environmental goals,
3. Timelines associated with project development,
4. Development and use of sustainable construction methods,

5. Ensuring the project is consistent with Oregon and Washington's statutory reduction goals for green house gas emissions, and
6. A finance plan that balances revenue generation and demand management.

Recommendations will be made, to the greatest extent possible, based on a consensus of the Council.

We look forward to supporting the States of Oregon and Washington in their efforts to build a bridge that can serve as a model for the nation.

Sincerely,



CHRISTINE O. GREGOIRE  
Governor of Washington



THEODORE R. KULONGOSKI  
Governor of Oregon



## **I-5 Columbia River Crossing Statement of Purpose and Need**

### **Project Purpose**

The purpose of the proposed action is to improve Interstate 5 corridor mobility by addressing present and future travel demand and mobility needs in the Columbia River crossing Bridge Influence Area (BIA). The BIA extends from approximately Columbia Boulevard in the south to SR 500 in the north. Relative to the No-build alternative, the proposed action is intended to achieve the following objectives: a) improve travel safety and traffic operations on the Interstate 5 crossing's bridges and associated interchanges; b) improve connectivity, reliability, travel times and operations of public transportation modal alternatives in the BIA; c) improve highway freight mobility and address interstate travel and commerce needs in the BIA; and d) improve the Interstate 5 river crossing's structural integrity.

### **Project Need**

The specific needs to be addressed by the proposed action include:

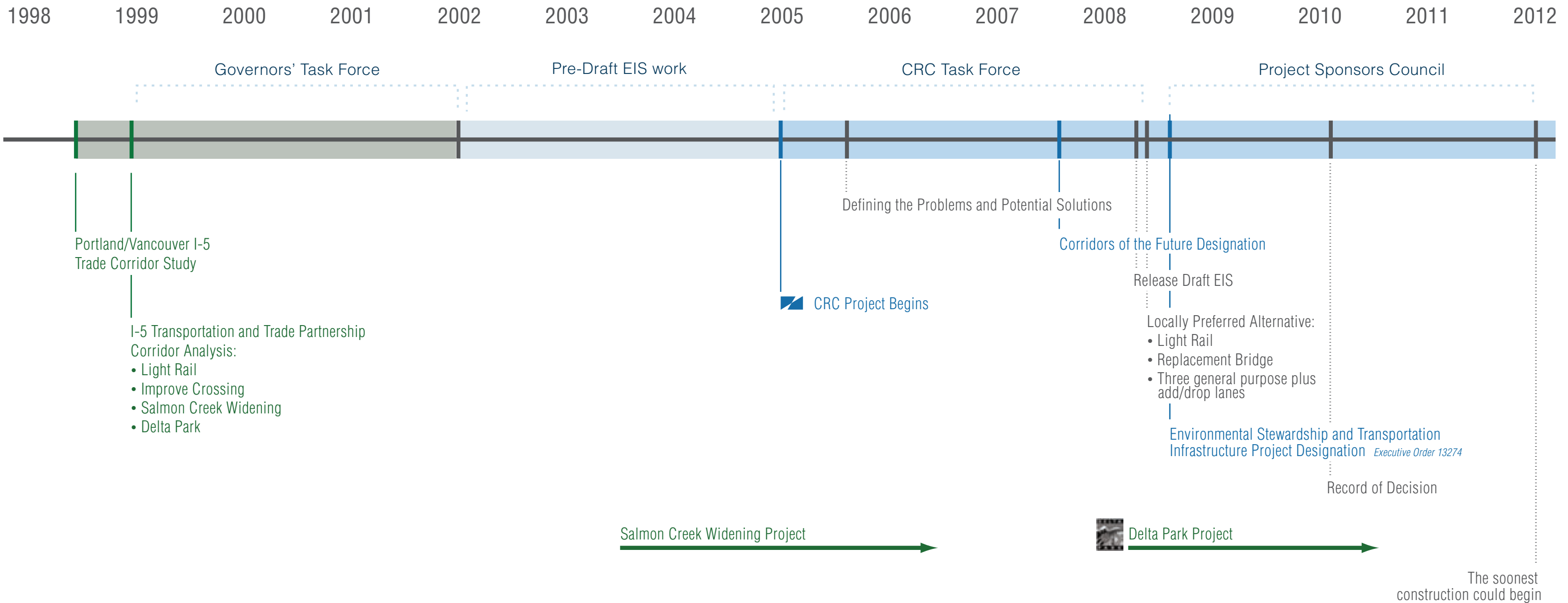
- **Growing Travel Demand and Congestion:** Existing travel demand exceeds capacity in the I-5 Columbia River crossing and associated interchanges. This corridor experiences heavy congestion and delay lasting 2 to 5 hours during both the morning and afternoon peak travel periods and when traffic accidents, vehicle breakdowns, or bridge-lifts occur. Due to excess travel demand and congestion in the I-5 bridge corridor, many trips take the longer, alternative I-205 route across the river. Spillover traffic from I-5 onto parallel arterials such as Martin Luther King Boulevard, and Interstate Avenue increases local congestion. The two crossings currently carry over 260,000 trips across the Columbia River daily. Daily traffic demand over the I-5 crossing is projected to increase by 40 percent during the next 20 years, with stop-and-go conditions increasing to at least 10 to 12 hours each day if no improvements are made.
- **Impaired freight movement:** I-5 is part of the National Truck Network, and the most important freight freeway on the West Coast linking international, national and regional markets in Canada, Mexico and the Pacific Rim with destinations throughout the western United States. In the center of the project area, I-5 intersects with the Columbia River's deep water shipping and barging as well as two river-level, transcontinental rail lines. The I-5 crossing provides direct and important highway connection to the Port of Vancouver and Port of Portland facilities located on the Columbia River as well as the majority of the area's freight consolidation facilities and distribution terminals. Freight volumes moved by truck to and from the area are projected to more than double over the next 25 years. Vehicle-hours of delay on truck routes in the Portland-Vancouver area are projected to increase by more than

90 percent over the next 20 years. Growing demand and congestion will result in increasing delay, costs and uncertainty for all businesses that rely on this corridor for freight movement.

- **Limited public transportation operation, connectivity and reliability:** Due to limited public transportation options, a number of transportation markets are not well served. The key transit markets include trips between the Portland Central City and the City of Vancouver and Clark County, trips between North/Northeast Portland and the City of Vancouver and Clark County, and trips connecting the City of Vancouver and Clark County with the regional transit system in Oregon. Current congestion in the corridor adversely impacts public transportation service reliability and travel speed. Southbound bus travel times across the bridge are currently up to three times longer during parts of the am peak compared to off peak. Travel times for public transit using general purpose lanes on I-5 in the bridge influence area are expected to increase substantially by 2030.
- **Safety and Vulnerability to Incidents:** The I-5 river crossing and its approach-sections experience crash rates nearly 2.5 times higher than statewide averages for comparable facilities. Incident evaluations generally attribute these crashes to traffic congestion and weaving movements associated with closely spaced interchanges. Without breakdown lanes or shoulders, even minor traffic accidents or stalls cause severe delay or more serious accidents.
- **Substandard bicycle and pedestrian facilities:** The bike/pedestrian lanes on the I-5 Columbia River bridges are 6 to 8 feet wide, narrower than the 10-foot standard, and are located extremely close to traffic lanes thus impacting safety for pedestrians and bicyclists. Direct pedestrian and bicycle connectivity are poor in the BIA.
- **Seismic vulnerability:** The existing I-5 bridges are located in a seismically active zone. They do not meet current seismic standards and are vulnerable to failure in an earthquake.



# CRC Project History





## Why is CRC important for the Portland-Vancouver region?

### Safer Travel and Improved Design

- Eliminates bridge lifts. Currently, the Interstate Bridge ranks as one of the worst impediments to freight mobility in the United States
- Eliminates ten high crash locations, reducing accidents and congestion
- Add/drop lanes, wider shoulders, and interchange improvements could result in 75 percent fewer accidents. There is an average of 300 accidents a year.
- New river crossing will be constructed to modern seismic standards providing a regional life-line for emergencies in the event of a major earthquake
- Improved interchange designs will remove non-standard features making I-5 safer for cars, buses and trucks

### More Commuter Choices and Community Connections

- Extends light rail from Portland to Vancouver adding about 20,000 daily transit riders across the Columbia River
- Reduces travel times, especially for afternoon and northbound travel resulting in a 23 minute shorter round-trip commute between Clark County fairgrounds area and the Rose Quarter
- Reduces auto trips across the river by 6,000 trips a day over No Build conditions by the year 2030
- Without light rail and tolls, there would be 225,000 auto trips per day crossing the river on a replacement bridge. With light rail and tolls there would be 178,000 trips per day on a replacement bridge
- Increases transit trips across the river from 2.5 million annual trips in the No Build to 6.7 million annual trips with light rail
- New wider pedestrian and bicycle path improves connections between regional trails in Oregon and Washington
- Results in 5-15 percent less congestion on local streets in North Portland and Vancouver
- Provides access to Hayden Island that doesn't exist today

### Jobs and the Economy

- Adds thousands of construction and non-construction jobs in the Portland-Vancouver region
- Reducing congestion, improving access, safety, and travel reliability would increase the overall competitiveness of the Portland-Vancouver metropolitan region to attract and retain businesses
- The region risks losing up to \$844 million and 6,500 jobs annually by 2025 without adequate investment in transportation improvements. It equates to 118,000 hours of vehicle travel per day – that's 28 hours of travel time per household annually
- Fewer hours of congestion keeps the region's freight economy competitive, helping businesses and jobs stay in the region

## **Environmental Protection**

- 30 million gallons of stormwater will be treated; currently, minimal stormwater is treated or collected
- In North Portland, the project would reduce emissions by up to 35 percent compared to No Build conditions
- Greenhouse gas emissions would be reduced by about 2 percent. Reductions come from reduced auto trips, increased transit ridership, and elimination of congestion caused by bridge lifts, accidents, and added auxiliary lanes
- Fewer piers in the Columbia River will improve fish habitat
- Supports existing regional land use policies by concentrating development around transit stations and existing transportation corridors

## **Community Livability**

- Even with one million more people expected in the region by the year 2030, a replacement bridge with light rail and tolls will result in fewer cars crossing the river and less hours of congestion compared to doing nothing
- Fewer cars backed up on Hayden Island streets improves air quality and makes walking and bicycling across the island safer
- Reduced cars idling on North Portland streets improves air quality and increases access to local businesses
- Replacing the Interstate Bridge and extending light rail to Vancouver supports the Vancouver City Center Vision goals for connectivity, downtown access and more dense urban development in the downtown area
- The project helps achieve the community objectives of better island connectivity, more residential and mixed use development outlined in the East Hayden Island Plan
- Light rail stations on Hayden Island and downtown Vancouver increase mobility for people with disabilities, the elderly and people without cars



## **Draft: Locally Preferred Alternative Issues Summary**

### **Number of Add/Drop (Auxiliary) Lanes**

- Safety
- Operations
- Capacity

### **Safety**

- Seismic vulnerability
- Eliminate substandard design features
- Reduce conditions that lead to collisions

### **Bridge**

- Aesthetics
- Avoid airspace and maritime conflicts
- Type

### **Financial Plan and Federal Strategy**

- Revenue generation
- Transportation demand management (TDM)

### **Independent Analysis of Greenhouse Gas**

- Reasonable assumptions for analysis
- Reasonable analysis conducted

### **Tolling**

- I-5 only vs. I-5 and I-205
- Toll rate
- Purpose: Revenue and TDM

### **Transportation Demand Management**

- Project solutions
- Regional solutions

### **Pedestrian and Bicycle Facilities**

- Connection with regional trails
- World class facility

### **Other**

- Freight mobility
- Community livability
- Sustainability

## Issues Raised by Project Partners in LPA Resolutions - Discussion Draft

Date	#	Resolution #	Request From	Issue	CRC Area
6/24/08	1	n/a	Task Force	Auxiliary Lanes - determine number for safety and functionality	Traffic
6/24/08	2	n/a	Task Force	Ped/Bike - should be world class, meet or exceed standards	Traffic
6/24/08	3	n/a	Task Force	Ped/Bike - study low powered scooters, mopeds, neighborhood electric vehicles	Traffic
6/24/08	4	n/a	Task Force	Bridge Design - aesthetically pleasing, cost efficient, sustainable	Design
6/24/08	5	n/a	Task Force	Environmental Justice - establish community enhancement fund in addition to impact mitigation costs	Policy
6/24/08	6	n/a	Task Force	Financial Plan - create a detailed plan of funding/financing sources and equity between the states	Financial
6/24/08	7	n/a	Task Force	Financial Plan - public vote to approve funding required to implement light rail	Financial
6/24/08	8	n/a	Task Force	Financial Plan - independent review of feasibility, risks, and relationship to other regional projects	Financial
6/24/08	9	n/a	Task Force	Greenhouse Gas - independent validation, including climate change, air quality, carbon emissions and VMT	Environmental
6/24/08	10	n/a	Task Force	Interchanges - design to meet state(s), federal safety standards, minimize impacts	Engineering
6/24/08	11	n/a	Task Force	Interchanges/Freight - design to be freight sensitive	Engineering
6/24/08	12	n/a	Task Force	Urban Design - ensure LPA reinforces density in urban core and pedestrian-friendly, compact development	Policy
6/24/08	13	n/a	Task Force	Mitigation - develop a mitigation plan with avoidance of adverse impacts where possible	Environmental
6/24/08	14	n/a	Task Force	Environmental Justice - continued study of health impacts indentified in Multnomah County Health Department submittal to Task Force	Environmental
6/24/08	15	n/a	Task Force	Sustainability - be a model of design and construction	Environmental
6/24/08	16	n/a	Task Force	Sustainability - create plan and form a working group	Environmental
6/24/08	17	n/a	Task Force	Sustainability - seek advice from Washington Climate Action Team and Oregon Global Warming Committee about how to achieve state goals	Environmental
6/24/08	18	n/a	Task Force	TDM - develop program to encourage more efficient use of road capacity	Traffic
6/24/08	19	n/a	Task Force	Tolls - on existing bridge as soon as legally & practicably permissible	Policy
6/24/08	20	n/a	Task Force	VMT - independent analysis of VMT per capita	Traffic
6/24/08	21	n/a	Task Force	Regional - Revisit recommendations in Strategic Final Plan of I-5 Transportation and Trade Partnership Study (Sept 2002)	n/a
6/24/08	22	n/a	Task Force	Regional - evaluate other system bottlenecks	n/a
6/24/08	23	n/a	Task Force	Regional - develop plan for bi-state TDM	n/a
6/24/08	24	n/a	Task Force	Regional - evaluate regional HOV lane system effectiveness	n/a
6/24/08	25	n/a	Task Force	Regional - develop regional freight plan that considers work of CRC Freight Working Group	n/a
6/24/08	26	n/a	Task Force	Regional - develop regional web-based transit trip planning resource	n/a
7/7/08	27	M-3663	City of Vancouver	Financial Plan - Federal funding should be prominent share	Financial
7/7/08	28	M-3663	City of Vancouver	Urban Design - project should support downtown development plans, neighborhood plans, VCCV - improve historical legacy, connections, and access for all travel modes	Policy
7/7/08	29	M-3663	City of Vancouver	Bridge Design - preference for stacked transit-highway bridge	Engineering
7/7/08	30	M-3663	City of Vancouver	Sustainability - highest standard in design and construction	Environmental
7/7/08	31	M-3663	City of Vancouver	Advisory Committees - support creation of formal oversight committee including city participation	Policy
7/7/08	32	M-3663	City of Vancouver	Mitigation - continue to develop mitigation plan; City plans and initiatives that are precluded must be addressed/mitigated	Environmental
7/7/08	33	M-3663	City of Vancouver	Mitigation - construction disruption must be mitigated with dedicated resources and expertise; pavement degradation to be addressed	Environmental
7/7/08	34	M-3663	City of Vancouver	Urban Design - use Urban Design Advisory Group report as starting point for refinement	Engineering
7/7/08	35	M-3663	City of Vancouver	Bridge Design - highest quality bridge design given engineering and cost limitations	Engineering
7/7/08	36	M-3663	City of Vancouver	Ped/Bike - shall include world class facilities and consider non-auto vehicle classes	Traffic
7/7/08	37	M-3663	City of Vancouver	Light Rail - high quality design that provides maximum rider comfort and community safety	Transit
7/7/08	38	M-3663	City of Vancouver	TDM - must be a central principle	Traffic
7/7/08	39	M-3663	City of Vancouver	Ped/Bike - access to transit stations should be facilitated	Traffic
7/7/08	40	M-3663	City of Vancouver	Light Rail - stations/park and rides must be active, secure facilities; consider multi-use and public/private development	Transit
7/7/08	41	M-3663	City of Vancouver	Light Rail - park and rides must integrate into surrounding facilities	Transit
7/7/08	42	M-3663	City of Vancouver	Light Rail - station area planning must engage the Vancouver community	Transit
7/7/08	43	M-3663	City of Vancouver	Interchanges - freeway access streets need additional traffic management/ITS	Engineering
7/7/08	44	M-3663	City of Vancouver	Traffic Forecasting - maintain multi-modal traffic circulation	Traffic
7/7/08	45	M-3663	City of Vancouver	Mitigation - mitigate direct impacts to the full extent practicable as required by laws and ordinances	Environmental
7/8/08	46	BR-08-019	C-TRAN	Auxiliary Lanes - seek the minimum number needed for functionality	Traffic
7/8/08	47	BR-08-019	C-TRAN	Financial Plan - light rail construction financing should be structured to not require a public vote	Financial
7/8/08	48	BR-08-019	C-TRAN	Financial Plan - light rail operation funding shall be submitted to C-TRAN voters	Financial
7/8/08	49	BR-08-019	C-TRAN	Financial Plan - light rail cost share proportional to length of track in each state	Financial
7/8/08	50	BR-08-019	C-TRAN	Light Rail - provide net service benefit, without diverting revenue from existing revenues	Financial
7/8/08	51	BR-08-019	C-TRAN	Light Rail - permit local bus access along alignment	Transit
7/8/08	52	BR-08-019	C-TRAN	Light Rail - do not use satellite park and ride lots	Transit
7/8/08	53	BR-08-019	C-TRAN	Light Rail - stations/terminus/alignment should be flexible and allow for future extensions and connections	Transit
7/8/08	54	BR-08-019	C-TRAN	Sustainability - project design should reflect principals of sustainability, cost efficiency and context sensitivity; avoid/minimize impact	Environmental
7/8/08	55	BR-08-019	C-TRAN	Advisory Committees - support creation of formal oversight committee	Policy
7/9/08	56	36618	City of Portland	Arterials - extend project arterial 600 ft. west of freeway ramp extension on Hayden Island/Jantzen Beach Drive (HI3)	Engineering
7/9/08	57	36618	City of Portland	Arterials - serve community needs and consider smaller versions (HI2)	Engineering
7/9/08	58	36618	City of Portland	Arterials - Tomahawk Lane designated as a community main street. Resolve clearances, access, stormwater, safety and aesthetics (HI4)	Engineering
7/9/08	59	36618	City of Portland	Auxiliary Lanes - further technical analysis on appropriate number (LPA3)	Traffic
2/29/00	60	36618	City of Portland	Ped/Bike - provide three separated, continuous facilities (north and south bound bike lanes and pedestrian) (PB1)	Traffic
7/9/08	61	36618	City of Portland	Ped/Bike - construct Bridgeton Trail (MD 3)	Traffic
7/9/08	62	36618	City of Portland	Ped/Bike - should meet or exceed standards set by world class facilities (LPA5, PB1)	Traffic
7/9/08	63	36618	City of Portland	Ped/Bike - should include rest areas or look out points on the bridge (PB2)	Traffic
7/9/08	64	36618	City of Portland	Ped/Bike - facilities should be continuous, and connect to the Hayden Island and Expo Center transit stations (PB3)	Traffic
7/9/08	65	36618	City of Portland	Ped/Bike - improve interchanges, connect Bridgeton to Hayden Island on east side of Portland Harbor with "urban standard" pedestrian facility (PB4, MD2)	Traffic
7/9/08	66	36618	City of Portland	Bridge Design - consider iconic design elements for North Portland Harbor span (UD4)	Design
7/9/08	67	36618	City of Portland	Bridge Design - reconsider constraints related to navigation and airspace (LPA4)	Design
7/9/08	68	36618	City of Portland	Bridge Design - signature distinction design given engineering and cost limitations (LPA4,UD1)	Design
7/9/08	69	36618	City of Portland	Contracting - at a minimum follow City MWESB requirements (LPA10)	Policy
7/9/08	70	36618	City of Portland	Environmental Justice - assess impact of tolls on low-income people (EJ1)	Policy
7/9/08	71	36618	City of Portland	Environmental Justice - assess access to affordable housing and employment for low-income and minority populations (EJ2)	Policy
7/9/08	72	36618	City of Portland	Environmental Justice - assess impacts on populations at or below poverty level (EJ3)	Policy
7/9/08	73	36618	City of Portland	Freight - consider long range plans for truck and rail improvements, including rail bridge and connection facilities (LPA9)	Traffic

## Issues Raised by Project Partners in LPA Resolutions - Discussion Draft

Date	#	Resolution #	Request From	Issue	CRC Area
7/9/08	74	36618	City of Portland	Interchange/Freight - develop Marine Drive with priority for freight, needs of Expo Center and wetland protection (MD1)	Engineering
7/9/08	75	36618	City of Portland	Financial Plan- discuss impact on other transportation projects' financing (LPA11)	Financial
7/9/08	76	36618	City of Portland	Financial Plan- present costs and sources of revenue (LPA11)	Financial
7/9/08	77	36618	City of Portland	Financial Plan - use State of Oregon share of gas tax revenue, not city or county allocation	Financial
7/9/08	78	36618	City of Portland	Greenhouse Gas - require an independent analysis (LPA12, PR1)	Environmental
7/9/08	79	36618	City of Portland	Interchange - adopt an interchange area management plan (HI6, MD5)	Engineering
7/9/08	80	36618	City of Portland	Interchange - reconfigure Marine Drive to strengthen property access to waterways (UD2)	Engineering
7/9/08	81	36618	City of Portland	Interchange - Evaluate a local connection to Kenton from Marine Drive (MD4)	Engineering
7/9/08	82	36618	City of Portland	Light Rail - Hayden Island station must be ultra high-quality & community focal point with safe/accessible ped/bike facilities, support Hayden Island Concept Plan (HI1, UD3)	Transit
7/9/08	83	36618	City of Portland	Mitigation - allow for reuse of areas north of Hayden Island Drive for stormwater, open space or habitat (HI5)	Engineering
7/9/08	84	36618	City of Portland	Sustainability- design and construction shall provide highest model including stormwater, fish, wildlife and watershed impacts (LPA6)	Environmental
7/9/08	85	36618	City of Portland	TDM - strategy should be comprehensive, including variable-priced tolls in perpetuity (LPA7)	Traffic
7/9/08	86	36618	City of Portland	Tolls - use variable-priced tolling in perpetuity (LPA7)	Policy
7/9/08	87	36618	City of Portland	Traffic Forecasting - require an independent analysis (LPA12)	Traffic
7/9/08	88	36618	City of Portland	VMT - project should contribute to a reduction per capita in bi-state metro area (LPA8)	Traffic
7/9/08	89	36618	City of Portland	Advisory Committees - continue existing advisory groups, consider combine design advisory group (PR2)	Policy
7/9/08	90	36618	City of Portland	Advisory Committees - Bi-state coordinating committee should review post-LPA project recommendations, update land use accord (PR3)	Policy
7/9/08	91	08-07-58	TriMet	Advisory Committees - create formal oversight committee that strives for consensus, public process	Policy
7/9/08	92	08-07-58	TriMet	Advisory Committees - LPA refinement through continued advisory group support (FWG, PBAC, UDAG, CEJG, and a new sustainability group)	Policy
7/9/08	93	08-07-58	TriMet	Light Rail - continue to develop downtown Vancouver alignment options and define impacts/costs in FEIS; balance long-term development opportunities with transit safety, efficiency, traffic movement and construction costs/impacts	Transit
7/9/08	94	08-07-58	TriMet	Light Rail - conduct further analysis on park and ride size and design	Transit
7/9/08	95	08-07-58	TriMet	Light Rail - stations, roadwork and other enhancements should be of a character consistent to downtown Vancouver	Transit
7/9/08	96	08-07-58	TriMet	Light Rail - station locations generally consistent with DEIS and finalized prior to FEIS; take into account safety, compatibility with surroundings, cost-effectiveness, efficiency	Transit
7/9/08	97	08-07-58	TriMet	Light Rail - adjacent alignment on Hayden Island to be consistent with Hayden Island Concept Plan	Transit
7/17/08	98	08-3960B	Metro	Interchanges - design must take into account impact on urban development potential	Traffic
7/17/08	99	08-3960B	Metro	Auxiliary Lanes - to be determined in separate process and amendment to Regional Transportation Plan	Traffic
7/17/08	100	08-3960B	Metro	Ped/Bike - prepare a more detailed plan of "world class" facilities	Traffic
7/17/08	101	08-3960B	Metro	Bridge Design - aesthetics is an important consideration	Design
7/17/08	102	08-3960B	Metro	Environmental Justice - propose mitigation for any potential adverse health impacts (existing and future/induced), including community enhancement projects	Policy
7/17/08	103	08-3960B	Metro	Freight - describe specific physical and fiscal methods to give trucks priority over SOVs	Traffic
7/17/08	104	08-3960B	Metro	Freight/Interchanges - ensure capacity at interchanges is not diminished by industrial land conversion	Engineering
7/17/08	105	08-3960B	Metro	Financial Plan - prepare and present to partners details with costs and revenues	Financial
7/17/08	106	08-3960B	Metro	Greenhouse Gas - require an independent analysis & display results in the Final EIS, including impact of auxiliary lanes	Environmental
7/17/08	107	08-3960B	Metro	Interchanges - preserve and improve functionality of Marine Drive and Expo Center	Engineering
7/17/08	108	08-3960B	Metro	Sustainability - ensure sustainable design and construction	Engineering
7/17/08	109	08-3960B	Metro	TDM Plan - develop state of the art techniques in addition to tolling	Traffic
7/17/08	110	08-3960B	Metro	Tolls - on existing bridge as soon as legally & practicably permissible	Policy
7/17/08	111	08-3960B	Metro	Tolls - Consideration given to traffic diversion to I-205 and potential for tolling both I-5 and I-205	Policy
7/17/08	112	08-3960B	Metro	Tolls - use for TDM & ongoing funding for construction and operations	Policy
7/17/08	113	08-3960B	Metro	Traffic Forecasting - independent analysis of induced automobile demand	Traffic
7/17/08	114	08-3960B	Metro	VMT Reduction - commitment to pursue to meet state greenhouse gas goals	Environmental
7/17/08	115	08-3960B	Metro	Advisory Committees - Create local oversight committee to succeed the Task Force	Policy
7/17/08	116	08-3960B	Metro	Light Rail - must be included in any alternative that is constructed	Transit
7/22/08	117	07-08-10	RTC	Auxiliary Lanes - number of lanes (2-3) to be determined through further analysis	Traffic
7/22/08	118	07-08-10	RTC	Financial Plan - prepare and present to partners/public details with costs and revenues	Financial
7/22/08	119	07-08-10	RTC	Financial Plan - funding for light rail operations shall be submitted for C-TRAN voter approval	Financial
7/22/08	120	07-08-10	RTC	Financial Plan - roadway and interchange costs in each state covered by each state	Financial
7/22/08	121	07-08-10	RTC	Financial Plan - bridge design and construction cost shared equally between the states	Financial
7/22/08	122	07-08-10	RTC	Financial Plan - light rail cost share proportional to length of track in each state	Financial
7/22/08	123	07-08-10	RTC	Greenhouse Gas - further analysis should be undertaken	Environmental
7/22/08	124	07-08-10	RTC	Sustainability - design of CRC should reflect principals of sustainability, cost efficiency and context sensitivity	Environmental
7/22/08	125	07-08-10	RTC	Tolls - limit revenue to fund the local share of construction of the CRC	Policy
7/22/08	126	07-08-10	RTC	Tolls - model a process after House Bill 3096/SR 520 to inform the public	Policy
7/22/08	127	07-08-10	RTC	Tolls - The Project Sponsor's Council should consider alternative methods to achieve greater funding equity	Policy
7/22/08	128	07-08-10	RTC	Advisory Committees - create formal oversight committee according to letter from governors	Policy
7/22/08	129	07-08-10	RTC	Direct Bi-State Coordination Committee to evaluate other bottlenecks within the system (e.g. I-405/I-5 loop, Rose Quarter, etc.)	Policy

# Project Schedule

2008 2009 2010 2011 2012

## KEY MILESTONES

Draft EIS Published

● May 2, 2008

Submitted New Starts/PE

● September 5, 2008

Permission from  
FTA to Enter PE

Begin Preliminary Engineering,  
LRT Alignment and Station Design

Draft FEIS Submittal

Publish Final EIS  
Includes Federal Review

Record of Decision  
Includes Federal Review

Final Design

Right of Way

Construction

« The soonest construction could begin »

## PUBLIC INVOLVEMENT

Advisory Group Input

Public Outreach

Project Sponsors Council

## **Independent Review of the CRC Travel Demand Model**

Four national travel demand model experts met October 13 – 14, 2008 in Portland, Oregon, to review the CRC travel demand model. The Travel Demand Model Review Panel reviewed materials and met with technical staff in order to develop findings and recommendations about the travel demand model. The panel’s final report is expected in November 2008.

## **What questions did the panel answer related to the Columbia River Crossing’s travel demand model?**

Specifically, the panel was asked to address the following questions related to Locally Preferred Alternative resolutions:

- Are fuel price and vehicle operating cost assumptions used in the model reasonable?
- Are the tolling methods used in the model reasonable?
- Are the traffic projections for I-5 and I-205 from the model reasonable?
- Are the vehicle miles travelled results reasonable?
- Are the bridge auxiliary lanes modeled correctly?
- Was the approach used to estimate induced growth reasonable?
- Were the induced growth findings reasonable?

## **Why was the panel created?**

The panel was tasked with reviewing and evaluating the assumptions implicit in the travel demand model for the CRC project. This review was requested by partner agencies in July 2008, as part of the selection of a Locally Preferred Alternative for the project. Resolutions passed by partner agencies made the following recommendations related to review of the CRC travel modeling assumptions:

- Further analysis is required of the greenhouse gas and induced automobile demand forecasts for this project. The results of the analysis must be prominently displayed in the Final Environmental Impact Statement. The analysis should include comparisons related to the purpose and function of the so-called “auxiliary” lanes. A reduction in vehicle miles traveled should be pursued to support stated greenhouse gas reduction targets as expressed by legislation in Oregon and Washington and by the Governors. (Metro Council, Resolution 08-3960B, July 17, 2008)



- The CRC project shall contract for an independent analysis of the greenhouse gas and induced automobile travel demand forecasts for the project. (City of Portland Council, Resolution 36618, Exhibit A, July 9, 2008)
- The CRC project shall contribute to a reduction of vehicle miles traveled (VMT) per capita in the bi-state metropolitan area. (City of Portland Council, Resolution 36618, Exhibit A, July 9, 2008)
- Independent validation of the greenhouse gas and climate change analysis conducted in the Draft Environmental Impact Statement to determine the project's effects on air quality, carbon emissions and vehicle miles traveled per capita (CRC Task Force, Resolution Recommendations, June 24, 2008)

The panel will provide an independent review of the key travel demand modeling inputs and results related to regional modeling and the CRC project. Their final report is expected in November 2008. Review of the greenhouse gas analysis requested in the resolution recommendations will be conducted as part of a separate process. This will occur after the travel demand model review process is complete.

## Who are the panel members?

Four experts, each with substantial experience in travel demand modeling in large metropolitan areas, will serve on the review panel. Each expert currently directs travel demand modeling for a metropolitan planning organization.

### **Maren Outwater, Chair**

Maren Outwater is the Director of Data Systems and Analysis at the Puget Sound Regional Council (PSRC). She specializes in the planning, evaluation, and modeling of land use, transportation and air quality systems. She has 23 years of experience in developing passenger forecast models for transit and highway systems, forecast models of goods movements, and land use forecasts for regional and state governments. She also has 18 years of progressive experience in managing complex multi-model development efforts. At PSRC, she is leading the current efforts to integrate land use, travel, and air quality modeling to improve the agency's ability to model climate change and address pricing studies. Prior to working at PSRC, Outwater was a Principal at Cambridge Systematics. She has a Masters of Urban Planning in Transportation Planning and a Bachelors of Science in Civil Engineering from the University of Michigan.

### **Bruce Griesenbeck**

Bruce Griesenbeck is the Principal Transportation Analyst for the Sacramento Council of Governments (SACOG). He serves as the team leader for the forecasting, model operations, and model development teams. He manages the development of an activity-based tour regional travel demand model, and supervises the land use and travel network

data inputs of this model. He managed the development of a “shortcut” version of the four-step travel demand model for use in modeling a citizen-defined transportation alternative in a series of 13 public workshops for the 2007 Metropolitan Plan. Prior to SACOG, Griensenbeck was the project manager for various transportation and analysis and planning projects including light rail extension feasibility studies. Griesenbeck holds a Bachelors of Arts in Sociology and Psychology from Swarthmore College and a Masters of Science in Civil Engineering and Master of City Planning, both from the University of California at Berkeley.

### **Arash Mirzaei**

Arash Mirzaei is the Travel Model Development Program Manager for the North-Central Texas Council of Governments (NCTCOG) in the Dallas/Fort Worth area, where he has worked for more than nine years. Arash Mirzaei is responsible for travel model development, data collection and analysis activities, and transportation application projects that involve traffic and revenue analysis, preparation of environmental documents, air quality and conformity applications, roadway corridor studies, transit alternative analysis, combined land use and transportation applications, environmental justice analysis and activity-based modeling examinations. Mirzaei has a Bachelors of Science and Masters of Science in Civil Engineering from Sharif University of Technology in Tehran, Iran, and a Masters of Science in Computer Science and Engineering from the University of Texas at Arlington.

### **Guy Rousseau**

Guy Rousseau has more than 20 years of experience working with and managing modeling and traffic engineering teams. He currently works as the Modeling Manager for the Atlanta Regional Commission (ARC). In this position, he oversees modeling of the long range transportation plan updates. This process involves network coding, trip generation, trip distribution, modal split, and traffic assignment and emissions analysis for a variety of network year analyses, as well as base year calibrations and validations involving the population synthesizer. Rousseau also manages the traffic modeling efforts feeding into air quality modeling and related emissions analysis, as well as some post-processing methodology and traffic micro-simulations. Rousseau has a Bachelors of Science in Civil Engineering from the University of Montreal, a Masters of Science in Civil Engineering from Laval University in Quebec, and has finished all coursework at Tulane / University of New Orleans toward a doctoral degree in civil engineering and transportation planning, with a dissertation remaining.