



Task Force Meeting
May 4, 2005, 4:00 – 6:30 pm
Clark County Hearing Room, 6th Floor
Clark County Public Service Center
1300 Franklin Street, Vancouver, Washington

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|---|---------------------------|
| I. Opening Remarks & Agenda Review – Hal Dengerink and Henry Hewitt, Co-Chairs | 10 minutes |
| II. Status Report – Doug Ficco, Project Co-Director | 10 minutes |
| III. Task Force Values & Vision – Katy Brooks, Facilitator | 1 hour, 15 minutes |
| IV. Project Update – Rob DeGraff/Doug Ficco, Co-Directors | 40 minutes |
| Technical Update – Funding: The project team made presentations to the Oregon and Washington Transportation Commissions in April in order to provide a base understanding of how tolls work and some preliminary analysis on how tolls potentially may be applied to this project | |
| V. Next Meeting, September 12, 2005 – Hal Dengerink, Co-Chair | 5 minutes |
| VI. Public Comment | 10 minutes |

Meeting Summary
Columbia River Crossing Task Force
February 3, 2005
Scheduled: 4–6:30 p.m.

Members Present:

Sam Adams, City of Portland
Rich Brown, Portland Business Alliance
Rex Burkholder, Metro
Bob Byrd, Identity Clark County
Lora Caine, Friends of Clark County
Serena Cruz, Multnomah County
Hal Dengerink, Washington State
University Vancouver (Task Force Co-
chair)
Elliot Eki, Oregon/Idaho AAA
Dave Frei, Arnada Neighborhood
Association
Jill Fuglister, Coalition for a Livable
Future
Lynne Griffith, C-TRAN
Brad Halverson, Overlook
Neighborhood Association
Henry Hewitt, Stoel Rives (Task Force
Co-chair)
Eric Holmes, City of Battle Ground
Monica Isbell, Portland Business
Alliance
Dean Lookingbill, Regional
Transportation Council
Ed Lynch, Vancouver National Historic
Reserve Trust
Dick Malin, Central Park Neighborhood
Association
Mark McCloud, Greater Vancouver
Chamber of Commerce
Wally Mehrens, Columbia Pacific
Building Trades
Bob Russel, Oregon Trucking
Association

Art Schaff, Washington State Trucking
Association
Jonathan Schleuter, Westside Economic
Alliance
Karen Schmidt, Washington Freight
Mobility Strategic Investment Board
Steve Stuart, Clark County
Walter Valenta, Bridgeton
Neighborhood Association
Scot Walstra, Vancouver Chamber of
Commerce
Tom Zelenka, Oregon Freight Advisory
Committee

Members' Substitutions Present:

Bob Applegate for Bill Wyatt, Port of
Portland
Addison Jacobs for Larry Paulson, Port
of Vancouver, USA
Neil McFarlane for Fred Hansen, TriMet

Project Team Members Present:

Katy Brooks, The JD White Company,
Inc. (JDW)
Kyle Brown, JDW
Rob DeGraff, Co-Project Director
Doug Ficco, Co-Project Director
Matthew Garrett, Project Team
Don Wagner, Project Team
Kris Strickler, Project Team

Absent Members:

Dr. Wayne Branch, Clark College
Fred Hansen, TriMet
Larry Paulson, Port of Vancouver, USA

Bart Phillips, Columbia River Economic
Development Council
Royce Pollard, City of Vancouver,

Janet Ray, Washington AAA
Dave Shields, City of Gresham
Jeri Sundval, Environmental Justice
Action Group

Introduction:

Henry Hewitt, Task Force Co-chair, began the meeting by thanking those in attendance. Some of the Task Force members have participated in other phases of the study and he appreciates their commitment to the effort. Previous efforts concluded that baseline transportation conditions on the I-5 bridge were not an option, however, there is no single solution that will satisfy everyone. Henry added that the project will likely require 3 years of study and he looks forward to working with other Task Force members. Henry also emphasized that this group's success will be measured by the degree to which we are able to develop consensus around a project that solves the problem. Thus, members should keep in mind that no one can get everything they want in an effort like this; that we need to look for solutions that appropriately balance varied interests for the benefit of the community.

Hal Dengerink, Task Force Co-chair, welcomed members. He noted that, while he does not have an extensive background in transportation, he understands the core issues and solutions that are needed. The community will benefit from the work of the Task Force and Hal thanked them for their commitment. The meeting was then turned over to Katy Brooks, The JD White Company, Inc. (JDW), who discussed meeting logistics and asked Task Force members to briefly introduce themselves.

Sam Adams, City of Portland, introduced himself and stated he is a City Commissioner and was pleased to be participating.

Eric Holmes, City of Battle Ground, introduced himself and stated that he is Battle Ground's City Manager.

Karen Schmidt, Washington Freight Mobility Strategic Investment Board, introduced herself and noted that she is the Board's Director.

Neil McFarlane, TriMet, stated that he was attending for Fred Hansen, who was on vacation.

Walter Valenta, Bridgeton Neighborhood Association, stated that he lives on a floating home on north Portland harbor. He is interested in transportation issues and is committed to making the project beneficial to his community.

Dick Malin, Central Park Neighborhood Association, stated that he lives in the Central Park Neighborhood in Vancouver, which will be affected by the project.

Ed Lynch, Vancouver National Historic Reserve Trust, stated that he is representing the Trust, which owns land on the north side of the river.

Bob Byrd, Identity Clark County, stated that he is representing an organization which focuses on civic issues in Vancouver.

Dave Frei, Arnada Neighborhood Association, introduced himself.

Monica Isbell, Portland Business Alliance, stated that she is head of a supply chain consulting company. Her perspective on the project will be from a freight mobility standpoint.

Rex Burkholder, Metro, stated that he represents the agency's elected council and is chair of the Joint Policy Advisory Committee on Transportation (JPACT) and serves on the Bi-State Transportation Committee.

Bob Applegate, Port of Portland, stated that he was attending for Bill Wyatt, who was away lobbying for the channel deepening project.

Rich Brown, Portland Business Alliance, noted that Bank of America (his employer) has clients and employees on both sides of the river and is interested in the outcome of the project.

Bob Russel, Oregon Trucking Association, stated that the project has impacts on the trucking industry and other modes of freight. He is most interested in multi-modal approaches to freight mobility.

Tom Zelenka, Oregon Freight Advisory Committee, introduced himself and stated that his organization operates on both sides of the river.

Wally Mehrens, Columbia Pacific Building Trades, introduced himself and stated that he is the organization's Executive Secretary.

Dean Lookingbill, Regional Transportation Council (RTC), stated that he is the Director of the organization and is representing the Board of Directors on the Task Force.

Scot Walstra, Vancouver Chamber of Commerce, stated that he is director of business development for NW Natural Gas and is also a member of the Vancouver Chamber of Commerce's Board of Directors. He added that NW Natural Gas has operations on both sides of the river and is interested in the project's outcome.

Art Schaff, Washington State Trucking Association, stated that he is the organization's Oregon District Manager, and that the organization has an interest in the outcome of the project.

Brad Halverson, Overlook Neighborhood Association, stated that he lives near Swan Island and works at Kaiser Permanente. He also chaired the Interstate MAX Advisory Committee and was a South/North Advisory Committee member.

Addison Jacobs, Port of Vancouver, USA, stated that she was attending for Larry Paulson while he was away representing the Port in New Zealand.

Elliot Eki, Oregon/Idaho AAA, introduced himself and stated that his region's membership totals approximately 620,000 and is interested in traffic mobility.

Jonathan Schleuter, Westside Economic Alliance, stated that his organization represents businesses in the western region of Portland.

Lynne Griffith, C-TRAN, stated that she is the organization's Executive Director and has served on the I-5 Trade Corridor Committee. She currently serves on the Bi-State Coordinating Committee and is an RTC board member.

Steve Stuart, Clark County, stated that he is a County Commissioner and represents its Bi-State transportation boards.

Lora Caine, Friends of Clark County, stated that her organization is concerned with smart growth in Clark County and she has represented the organization on the I-5 Trade Corridor Committee.

Jill Fuglister, Coalition for a Livable Future, stated that her organization is part of 60 non-profits that focus on regional planning and livability issues.

Serena Cruz, Multnomah County, stated that she is a County Commissioner for north Portland. Her interests in the project include her constituents as well as economic and business interests in the region. She served on the I-5 Trade Corridor Task Force and is a Bi-State Transportation Commission member.

Task Force Protocols:

Katy discussed Task Force protocols. She directed the attention of the Task Force members to the meeting principles which consist of:

- Be as succinct as possible.
- Be considerate of each other's input and refrain from interrupting.
- During discussions, strive to communicate your values, concerns and ideas, rather than taking a position.
- Represent your constituency.
- Respect differing opinions.

Katy presented the Task Force charter, which is as follows:

The Task Force's role will be to provide input into the Columbia River Crossing Project (CRCP). Within the context created by the Strategic Plan, the Task Force will:

- *Respond to and advise the joint project team on technical data and its policy implications leading to a Notice of Intent*
- *Provide advice to the Joint Commission Subcommittee throughout the Environmental Impact Statement (EIS) until the issuance of the Record of Decision.*
- *Represent and report back to their representative organizations*

Katy added that the Task Force will be considering project technical information and policy issues during the National Environmental Policy Act (NEPA) process, which will likely last between 3 and 4 years. The Federal Highway Administration (FHWA) has asked that the EIS process move quickly and the state DOTs have heeded that advice. She noted that the Task Force Co-chairs have agreed that having alternates attend for members is acceptable, but that they should refrain from voting. Lora asked whether alternates could bring votes to the Task Force. Henry responded that, at the outset, it would be preferable that Task Force alternates not vote. Tom stated that he is uncomfortable with the possibility of policies changing during the course of the Task Force. Henry responded that, while the I-5 Trade Corridor Task Force policy was that alternates could not vote, one alternate was attending 90% of the meetings which necessitated a policy change. Hal added that alternates should represent the constituency for which they are speaking and, if an organization sends an alternate, they should consistently send the same person (i.e. remain with one alternate throughout the process).

Rex noted that the meeting time was inconvenient due to conflicts with Metro's council meetings, and future meetings should be arranged with scheduling conflicts considered. Katy responded that the project team will be cognizant of scheduling and endeavor to minimize conflicts. She added that the Task Force will meet approximately once per quarter. Ed asked whether meetings could be scheduled for the next 2 years. Katy stated that the project team would consult members' schedules and attempt to schedule future meetings for the next 2 years. The project team will e-mail the Task Force with proposed dates. Task Force members indicated they agreed with the proposed solution.

Katy stated that the project team will provide ample notice of upcoming meetings and distribute materials via e-mail. The project team will also provide print copies of all materials at the meetings. Serena, Monica, and Sam all requested that print copies of meeting materials be sent to them prior to Task Force meetings, rather than receiving them via e-mail.

Katy noted that Task Force subcommittees will not be appointed. She added that some discussion may occur over e-mail rather than convening the entire Task Force.

Katy stated that members should indicate whether they wish to speak by standing their name placards on end. In addition, votes will be counted with members indicating, with their fingers, their level of agreement on a scale of one to five, with one being in total disagreement, and five indicating total agreement. Jill asked how the votes will be tallied. Katy stated that it will be a majority decision.

Doug Ficco, Co-Project Director, discussed a NEPA decision-making process diagram, which can be found in Appendix B—Presentation Materials. Henry noted that while the Task Force technically has no power, and no authority, it does have the ability to significantly influence the process and its outcome.

Project Briefing:

Jay Lyman, David Evans and Associates, presented an historical overview of the efforts leading up to the current project. Slides from his presentation can be found in Appendix B—Presentation Materials.

Following Jay's presentation, Rob DeGraff, Co-Project Director, presented an overview of the NEPA and how it pertains to the current project. Slides from his presentation can be found in Appendix B—Presentation Materials.

Rex asked how other studies conducted in the interim will fit into the current process. Rob responded that the agencies have undertaken additional work leading up to the scoping process which will help inform our decisions about what concepts advance into the EIS. Rob added that agencies have also been studying the regulatory framework which consists of Oregon, Washington, and federal statutes, which often are not complementary. The project team may need to speak with state and federal legislators to discuss areas where the statutes are not aligned. In addition, they will be exploring financing options so that the economic viability of the alternatives can be considered by the Task Force. Rob added that the project team will be working with local, state, and federal decision makers throughout the EIS process to properly coordinate funding options. Wally asked whether another group was working on the financing options and forming recommendations. Rob responded that the project team is working on the financing options and will bring information to the Task Force in order to receive members' input.

Wally asked whether the project could be funded through public-private partnerships. Rob stated that the project is a bi-state endeavor. Oregon has a law that allows ODOT to form public-private partnerships (i.e. Red Line MAX). Washington, however, has different guidelines, which complicates those types of funding opportunities for the current project. Washington and Oregon have agreed to refrain from forming public-private partnerships for the Columbia Crossing Project until a statutory framework has been developed.

Jonathan inquired regarding the shelf life of an EIS. Neil responded that an EIS has an approximate 3-year shelf life.

Hal noted that the scoping process should be thorough in considering the various alternatives in order to prevent the possibility of challenges later in the process. This also contributes to the length of an EIS. Rob responded that Hal's comments were accurate.

Walter asked whether funding has been earmarked for the project. Rob responded that the project team is working federal reauthorization for the project which would help pay for the EIS. Future reauthorization could also help fund further phases of the project. Walter asked whether the politicians realize the importance of the project. Rob stated that the project is not being

ignored and that its importance is realized. Henry added that the project is very attractive at a national level, which may allow it to receive preferential funding.

Brad asked about the projected goal for completion of the Draft Environmental Impact Statement (DEIS). Rob responded that the DEIS is expected to be completed by 2007.

Rex stated that there is an interest in developing new “bridges” across the Columbia River and the current project is an opportunity to form a bi-state compact, which can help alleviate dissimilar statutes by allowing the states to agree on comprehensive laws which would apply both equally.

Wally asked whether the information the Task Force receives could be shared with the public. Katy responded in the affirmative and in fact it is expected the members will share this information with the groups they represent. The Task Force meetings fall under public meeting law.

Katy discussed the next steps in the process. The Task Force will meet again in May 2005, when the project team will present:

- project purpose and need
- beginning of the scoping process
- project contractor
- key issues that will be addressed in the process

Henry stated that the purpose of the meeting was to provide background on the project and initiate the Task Force process. He encouraged members to ask questions of one another following the meeting and become better acquainted.

Public Comments:

No members of the public indicated that they wished to address the Task Force.

The meeting ended at 6:00 p.m.

Appendix A—Sign In Forms

DRAFT

Appendix B—Presentation Materials

DRAFT

Columbia River Crossing Project

Traffic and Tolling Analysis Summary

Don Wagner

Southwest Regional Administrator

Doug Ficco

Project Co-Director

Gerry Nielsten

Principal, Vollmer Associates LLP

Douglas B. MacDonald

Secretary of Transportation

Paula Hammond

Chief of Staff

Olympia, Washington

April 20, 2005



**Washington State
Department of Transportation**

Vollmer Associates LLP

- Gerry Nielsten, Principal, New York City
- Vollmer one of few firms recognized by bonding companies for performing investment grade tolling analysis in the United States
- Phase II analysis for CRC is “less than investment grade”

CRC Tolling Study Scope of Work

- Review Traffic Analysis
- Identify and prepare tolling model
- Identify toll rate structure and collection options, including Electronic Toll Collection (ETC)
- Evaluate toll alternatives and provide traffic and revenue

Basic Elements of a Tolling Study

- Regional model basis for traffic without tolls

- Toll model predicts new traffic with tolls
 - Assumptions made on percentages of HOV and trucks.
 - Assumptions include toll rates for different users and percentage using ETC

- Toll model predicts toll revenues

CRC Tolling Assumptions

- Feasibility analysis assumes:
 - If only I-5 is tolled, tolls would be collected in both directions for all vehicles crossing on I-5
 - If both I-5 and I-205 are tolled, tolls would be collected in one direction on all vehicles crossing the Columbia River

What Tolling Options Were Studied?

- Analyzed the possibility of several toll options:
 - Uniform toll rates for SOV, HOV, trucks with and without time of day differentials
 - Vehicle class tolling differentials with and without time of day differentials
 - Loyalty, HOV and ETC discounts
 - Toll escalation rates

Possible Toll Rate Policies




































- Passenger Cars
 - Vehicle occupancy
 - Frequent user discount
 - ETC discount
 - Time of day variations
 - Toll escalation

- Commercial Vehicles
 - Vehicle classification
 - Frequent user discount
 - ETC discount
 - Time of day variations
 - Toll escalation

Vehicle Class Rate Differentials

- Commercial vehicles
 - Larger vehicles pay higher tolls

- Differentials based on
 - Visual
 - Weight
 - Axle

<p>Class 1 (calculate toll)</p> <ul style="list-style-type: none">  Passenger car, taxi, ambulance, motorcycle, hearse  Light truck or van, 2 axles, 4 tires  Tractor, 2 axles  Motor home or recreational vehicle, 2 axles, 4 tires <p>Class 4 (calculate toll)</p> <ul style="list-style-type: none">  Pickup truck, 2 axles, 6 tires  Truck or motor home, 2 axles, 6 tires  Bus, 2 axles, 4 tires  Car, motor home or truck, 4 tires, with 2 axle trailer <p>Class 6 (calculate toll)</p> <ul style="list-style-type: none">  Tractor trailer, 3 axles  Auto transporter, 3 axles  Car, motor home or truck, 4 tires, with 3 axle trailer  Tractor-mobile home comb. with 4 axles  Truck or motor home 2 axles, 6 tires with 2 axle trailer  Bus with 3 axles  Tractor, 3 axles, with single saddle mount <p>Class 8 (calculate toll)</p> <ul style="list-style-type: none">  Truck, 3 axles  Tractor, 2 axles, with 1 axle mobile home  Motor home, 3 axles  Motor home or truck, 2 axles, 6 tires with 1 axle trailer <p><small>Racing Shells: Define appropriate classifications here.</small></p>	<p>Class 2 (calculate toll)</p> <ul style="list-style-type: none">  Car, motor home or truck, 4 tires, with 1 axle trailer  Tractor, 3 or more axles <p>Class 3 (calculate toll) Tandems see below*</p> <ul style="list-style-type: none">  Tractor Trailer with 5 or more axles, with 53 ft. trailer (Pay 2 Class 3 tolls) <p>Class 5 (calculate toll)</p> <ul style="list-style-type: none">  Tractor trailer with 5 or more axles  Stinger steered auto transporter 5 or more axles, greater than 65 but not exceeding 75 feet  Truck or tractor, 2 or more axles, with triple saddle mount <p>Class 7 (calculate toll) Tandems see below*</p> <ul style="list-style-type: none">  Tractor trailer, 4 axles  Auto transporter, 4 axles  Stinger steered auto transporter 4 or more axles, not to exceed 65 feet  Tractor-mobile home comb. with 5 or more axles  Motor home or truck, 2 axles, 6 tires with 3 or more axle trailer  Motor home or truck, 3 axles with 1 or more axle trailer  Truck or tractor, 3 axles, with double saddle mount  Truck, 3 axles, with single saddle mount <p>Class 8 (continued) (calculate toll)</p> <ul style="list-style-type: none">  Bus, 2 axles, 6 tires  Truck or tractor, 2 axles, with single saddle mount <p><small>*LANDER TRAILERS: Trailers over 20.5 feet are Class 7. Trailers 20.5 feet and under are Class 3. All Tandem Trailers will pay double the toll.</small></p>
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NYSTA Visual Classifications

Truck Tolls

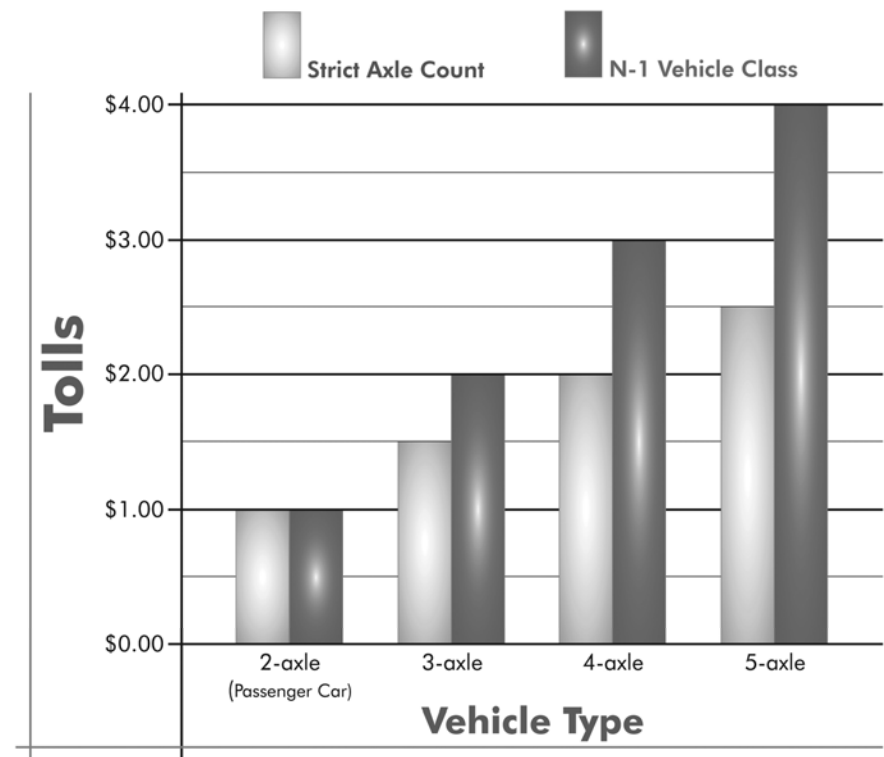
- How it might work - if the car toll is \$1.00 then the “per axle” toll is 50¢

Strict Axle Count

- Multiply number of axles times “per axle” toll.
- Example: 5 axle truck pays $5 \times 50¢ = \$2.50$

“Axles minus 1” (or “N-1”)

- Multiply one less than the number of axles times full car toll.
- Example: 5 axle truck pays $4 \times \$1.00 = \4.00



Possible truck tolling scenarios

Electronic Toll Collection (ETC)

- Several ETC Options Available
 - High speed collection
 - Toll plaza collection
 - License plate look-up with no transponder

- CRC Project Assumptions
 - ETC would be available with a mix of high speed and toll plaza collection
 - Transponders required for ETC
 - Manual toll collection would also be available for cash-paying customers

Discounts for ETC Customers

- Discounts encourage early ETC use
- Higher ETC market share increases the toll plaza throughput
 - High speed ETC = 2,000 vehicle per lane/hour
 - Toll plaza ETC = 1,200 vehicle per lane/hour
 - Manual collection = 200-400 vehicle per lane/hour depending on toll (full dollar amounts faster than odd coin amounts)
- CRC Project Assumptions
 - 15% car ETC discount
 - 15% truck ETC discount
 - 100% transit bus ETC discount
 - 50% HOV-3+ discount for ETC customers
- Alternative: No ETC Discounts

Toll Escalation Rates

- CRC evaluation assumed a 3% annual inflation rate with \$0.25 increments.

CRC Tolling Assumptions Summary

- Vehicle Classification
 - Truck rates are “axle minus 1” (N-1) times the passenger car toll
- Manual toll collection, as well as high speed and toll-booth ETC will be available
- ETC Discounts to encourage use
 - 15% car ETC discount
 - 15% truck ETC discount
 - 100% transit bus ETC discount
- 50% HOV-3+ discount applied to ETC customers
- 3% Annual inflation applied in \$0.25 increments

Tacoma Narrows Bridge Tolling Assumptions

- Vehicle Classification
 - Per axle charge: At \$3.00 toll, each axle is charged \$1.50. A five-axle truck pays five times \$1.50 or \$7.50

- ETC and HOV Discounts to be studied

- Opening day \$3.00
 - Raise \$1.00 every four years to a maximum of \$6.00
 - Caveat: Law requires sufficient revenue to repay bonds – tolls may be adjusted to meet requirement

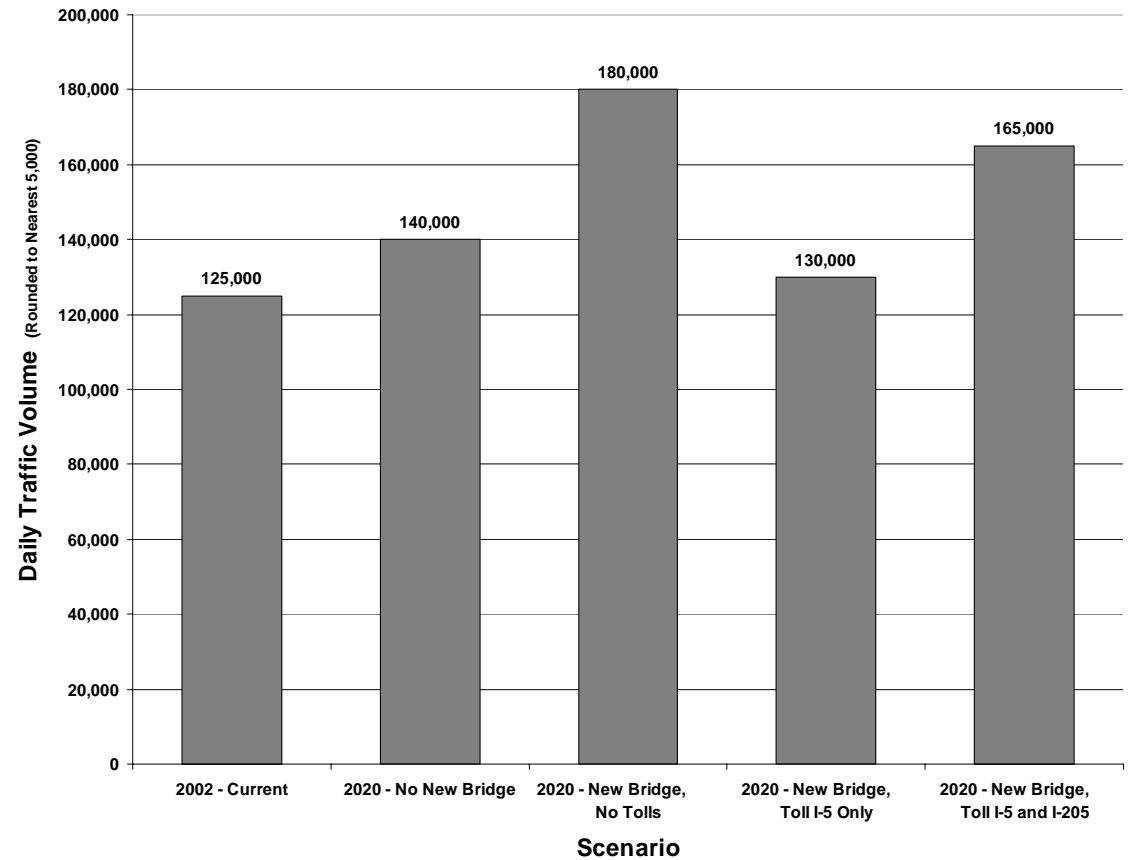
- ETC forecast share 55% opening day

Toll Revenues Using Tacoma Narrows Bridge Assumptions

- Revenues do not change very much
 - CRC assumptions yield lower revenues from ETC users because of discounts
 - CRC assumptions yield higher revenues from commercial vehicles because of higher rates

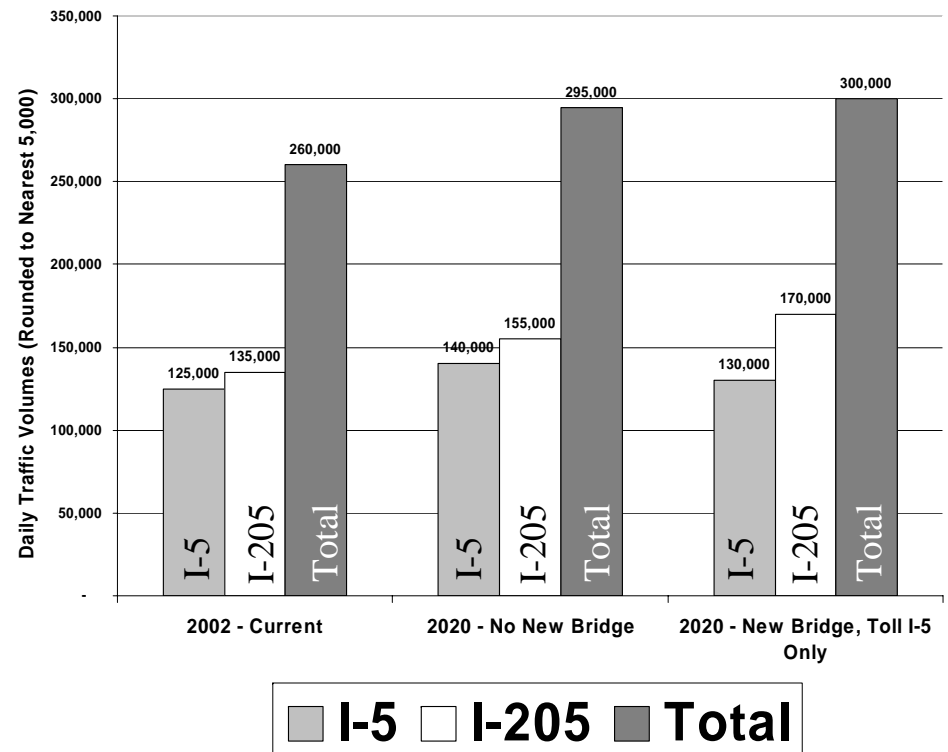
I-5 Traffic

- Daily Traffic Volumes for Possible Tolling Scenarios



Toll I-5 Only Scenario Traffic

- Assumptions
 - Build New I-5 Bridge
 - Toll I-5 Bridge
 - I-205 Bridge stays toll free
- Results for I-5
 - Tolled traffic on I-5 is less than toll free traffic if the bridge had not been built
- Results for I-205
 - Toll-free traffic on I-205 is more than if the I-5 bridge were toll free and expanded



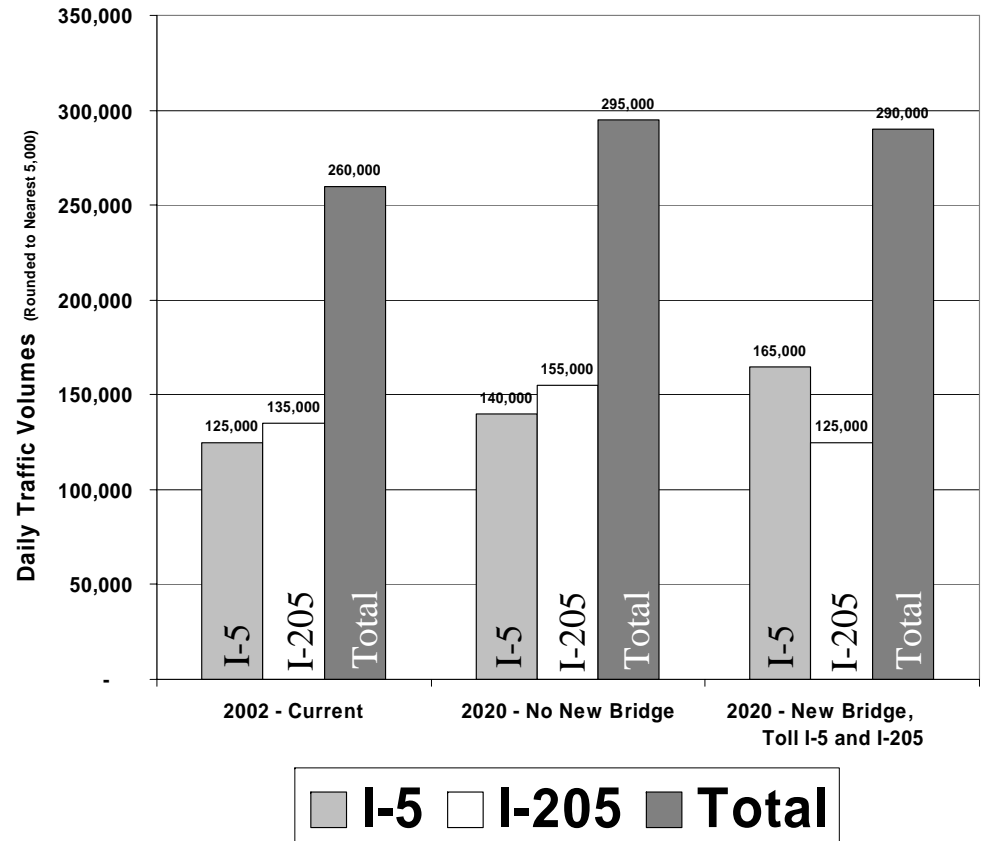
Daily Traffic Volumes for Tolling I-5 Only Scenario

Toll I-5 and I-205 Scenario Traffic

- Assumptions
 - Build New I-5 Bridge
 - Toll I-5 Bridge and I-205 Bridge

- Results for I-5
 - Tolled traffic on I-5 is more than toll free traffic if bridge had not been built
 - Tolled traffic on I-5 is less than toll free traffic

- Results for I-205
 - Toll traffic on I-205 is less than toll free traffic if the bridge had not been built
 - In 2020, tolled traffic on I-205 is less than toll free traffic today



Daily Traffic Volumes for Tolling I-5 and I-205 Scenario

CRC Projected Revenues

- Assumptions
 - Car toll in one direction is \$2.00 in 2004 dollars; therefore car toll is \$2.75 in 2013
 - Toll escalates in even 25¢ increments at 3% inflation rate

Annual Projected Revenues
(\$ Rounded)

	Toll I-5 Only <i>(Toll one bridge - northbound <u>AND</u> southbound)</i>	Toll I-5 & I-205 <i>(Toll two bridges - northbound <u>OR</u> southbound)</i>
2013	\$125 million	\$140 million
2020	\$150 million	\$170 million

Conclusion

From a revenue projection standpoint, tolling is a feasible option for further consideration in the environmental phase of this project.

Columbia River Crossing Task Force Vision and Values Statement

(Based on concepts created for the I-5 Transportation and Trade Partnership Strategic Plan)

The Columbia River Crossing Project NEPA process will include: crossing infrastructure; multi-modal transportation; connectivity; public transit; land use; funding; community and business interests; under-represented, low income and minority communities; commuter and freight mobility; maritime mobility; and environmental considerations. When complete, the Crossing will improve the regional quality of life by:

- providing travel mobility, safety, reliability, accessibility and choice of transportation modes for users whether they are public, private, or commercial, and recognizing the varied requirements of local, intra-corridor, and interstate movement.
- supporting a sound regional economy by addressing the need to move freight efficiently, reliably, and safely through the Corridor.
- supporting a healthy and vibrant land-use mix of residential, commercial, industrial, recreational, cultural, and historical areas.
- respecting and protecting natural resources, including air quality, wildlife habitat, and water resources.
- supporting balanced achievement of community, neighborhood, and regional goals for growth management, livability, the environment, and a healthy economy with promise for all.
- distributing fairly the associated benefits and impacts for the region and the neighborhoods adjacent to or affected by the Crossing.

The result will protect our future with an improved and equitable balance of livability, mobility, access, public health, environmental stewardship, economic vitality, and environmental justice.