Columbia River CROSSING

Task Force Meeting Agenda
October 12, 2005 4:00–6:30 p.m.
WSDOT SW Region Headquarters
11018 NE 51st Circle, Vancouver, Washington

Time	Topic	Lead	Action
4:00 – 4:10	September 12 Minutes Approval	Hal Dengerink	Adopt
4:10 – 4:20	Vision and Values Statement	Hal Dengerink	Adopt
4:20 – 5:30	Project Problem Definition	Rob DeGraff Jay Lyman	Discuss
5:30 – 6:00	Evaluation Criteria	Kris Strickler Jay Lyman	Discuss
6:00 – 6:15	Transportation Demand Management Overview	David Parisi	Present
6:15 – 6:30	Public Comment (Please keep comments relevant to meeting topics)	Hal Dengerink	Receive Public Comment

Columbia River CROSSING

Meeting Summary
Columbia River Crossing Task Force
September 12, 2005
4–6:30 p.m.
OAME, Main Conference Room
4134 North Vancouver, Portland, Oregon

Members Present:

Sam Adams, City of Portland
Charles Becker, City of Gresham
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)
Dave Frei, Arnada Neighborhood Association
Lynne Griffith, C-TRAN
Jerry Grossnickle, Columbia River Tugboat Association
Brad Halverson, Overlook Neighborhood Association
Henry Hewitt, Stoel Rives (Task Force Co-chair)
Monica Isbell, Portland Business Alliance
Ed Lynch, Vancouver National Historic Reserve Trust
Dick Malin, Central Park Neighborhood Association
Wally Mehrens, Columbia Pacific Building Trades
Larry Paulson, Port of Vancouver, USA
Bart Phillips, Columbia River Economic Development Council
Janet Ray, Washington AAA
Art Schaff, Washington State Trucking Association
Jonathan Schlueter, Westside Economic Alliance
Karen Schmidt, Washington Freight Mobility Strategic Investment Board
Steve Stuart, Clark County
Jeri Sundvall, Environmental Justice Action Group
Walter Valenta, Bridgeton Neighborhood Association
Scot Walstra, Greater Vancouver Chamber of Commerce
Tom Zelenka, Oregon Freight Advisory Committee

Member Substitutes Present:

Scott Champan for Jill Fuglister, Coalition for a Livable Future
Susie Lahsene for Bill Wyatt, Port of Portland
Alan Lehto for Fred Hansen, TriMet

Absent Members:

Dr. Wayne Branch, Clark College
Rich Brown, Bank of America
Elliot Eki, Oregon/Idaho AAA
Jill Fuglister, Coalition for a Livable Future
Fred Hansen, TriMet
Eric Holmes, City of Battle Ground
Dean Lookingbill, Regional Transportation Council
Mark McCloud, Greater Vancouver Chamber of Commerce
Royce Pollard, City of Vancouver
Bob Russel, Oregon Trucking Association
Bill Wyatt, Port of Portland

Project Team Members Present:

Katy Brooks, The JD White Company, Inc. (JDW)
Rob DeGraff, Oregon Department of Transportation (ODOT)
Amy Echols, Washington State Department of Transportation (WSDOT)
Doug Ficco, WSDOT
Matt Garrett, ODOT
Nanci Luna-Jimenez, Nanci Luna-Jimenez Seminars
Jay Lyman, DEA
Tom Markgraf, Tom Markgraf & Associates
David Parisi, Parisi Associates
Marcy Schwartz, CH2M Hill
Kris Strickler, WSDOT
Don Wagner, WSDOT

I. Meeting Minutes

Henry Hewitt, Columbia River Crossing (CRC) Task Force Co-chair, requested the adoption of the February 3 and May 4, 2005, meeting minutes.

Action: Meeting minutes were adopted after no discussion.

II. Operating Protocol

Henry introduced the Operating Protocol. Task Force members discussed potential time limits for individuals' public comments and accommodating comments at the beginning of meetings. There was also discussion regarding posting meeting videos on the CRC web site.

Action: The Operating Protocol was adopted.

III. Project Update

Jay Lyman, Consultant Team Project Manager, provided a project update on recent activities, process and schedule, decision points, and roles and responsibilities. Amy Echols, Project Communications Manager, gave an overview of the public involvement program development and upcoming October public meetings. The public meetings will include an introduction to the project and an opportunity to provide input on public issues, concerns, ideas regarding the same products under consideration by the Task Force.

Action: No action required.

IV. Vision and Values Statement

Henry introduced the Vision and Values Statement, which was discussed at length by Task Force members. Comments are summarized in Appendix A.

Action: Henry formed a Vision and Values Statement subcommittee, consisting of Co-chair Hal Dengerink, Larry Paulson, and Commissioner Serena Cruz. The subcommittee will discuss and produce a recommended version of the Vision and Values Statement for review at the October 12, 2005, Task Force meeting.

V. Project Problem Definition

David Parisi, Project Transportation Manager, gave a presentation on the project's problem definition, the function and role of the I-5 bridge influence area and an overview of general

traffic data. Task Force members posed questions concerning the vehicle trip data across the bridge, the implications of additional lanes and the number of vehicle occupants. The issue of Clark County's job/living imbalance was raised along with the origin and destination of commuters. Members also inquired about peak traffic times, division between freight and commuter traffic, addition of 99E to the I-5 bridge influence area, time restrictions on bridge lifts, trip demographics, and land use changes.

Congressman Earl Blumenauer addressed the Task Force, stating the importance of the project to the region and emphasizing his appreciation of the work of the Task Force.

Action: No action required. Discussion to be continued at the October 12, 2005, meeting.

VI. Upcoming Meetings

Henry and Rob DeGraff discussed upcoming meeting dates—October 12 and November 28, 2005.

Tentative Agendas:

October 12, 2005, 4:00–6:30 p.m., Vancouver – WSDOT Southwest Region Headquarters, 11018 NE 51st Circle

- Adoption of Vision and Values Statement
- Discussion of problem definition
- Discussion of evaluation criteria development
- Public involvement update

November 28, 2005, 4:00–6:30 p.m., Portland location TBD

- Public involvement review of Problem Statement
- Adoption of problem definition
- Adoption of evaluation criteria

VII. Public Comment

Henry Hewitt received public comment from seven citizens. Written comments are included in Appendix B.

The following people provided comments: Jim Howell, Lore Wintergreen, Jim Kurlock, W. Scott Baumhofer, Sharon Nasset, Ray Whitford, and Susan Morton. Public comments ranged from the importance of freight mobility to cost effectiveness of a new bridge.

VIII. Adjournment

The meeting ended at 6:45 p.m.

September 29, 2005

Columbia River CROSSING

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EVALUATION FRAMEWORK

October 6, 2005

The Purpose of an Evaluation Framework

The *Final Strategic Plan* for the I-5 Transportation and Trade Partnership included recommendations for transportation improvements within the Bridge Influence Area (BIA) between Columbia Boulevard in Portland and State Route (SR) 500 in Vancouver. However, many of the recommendations were not specific leaving many ways solutions could be packaged and implemented. In addition, new ideas will surface through the National Environmental Policy Act (NEPA) scoping process that will need further evaluation.

An evaluation framework establishes criteria for measuring the effectiveness of alternatives developed to address the problems identified in the *Problem Statement*, and for achieving community values as identified in the *Vision and Values Statement*. It also provides a logical process for narrowing the large number of transportation components that will be generated at the outset of the project. Through successive evaluation, the most promising components can be packaged into viable alternatives, and then narrowed further to the alternatives that will be considered in the Draft Environmental Impact Statement (DEIS). Ultimately, the evaluation criteria will be used for supporting selection of a preferred alternative.

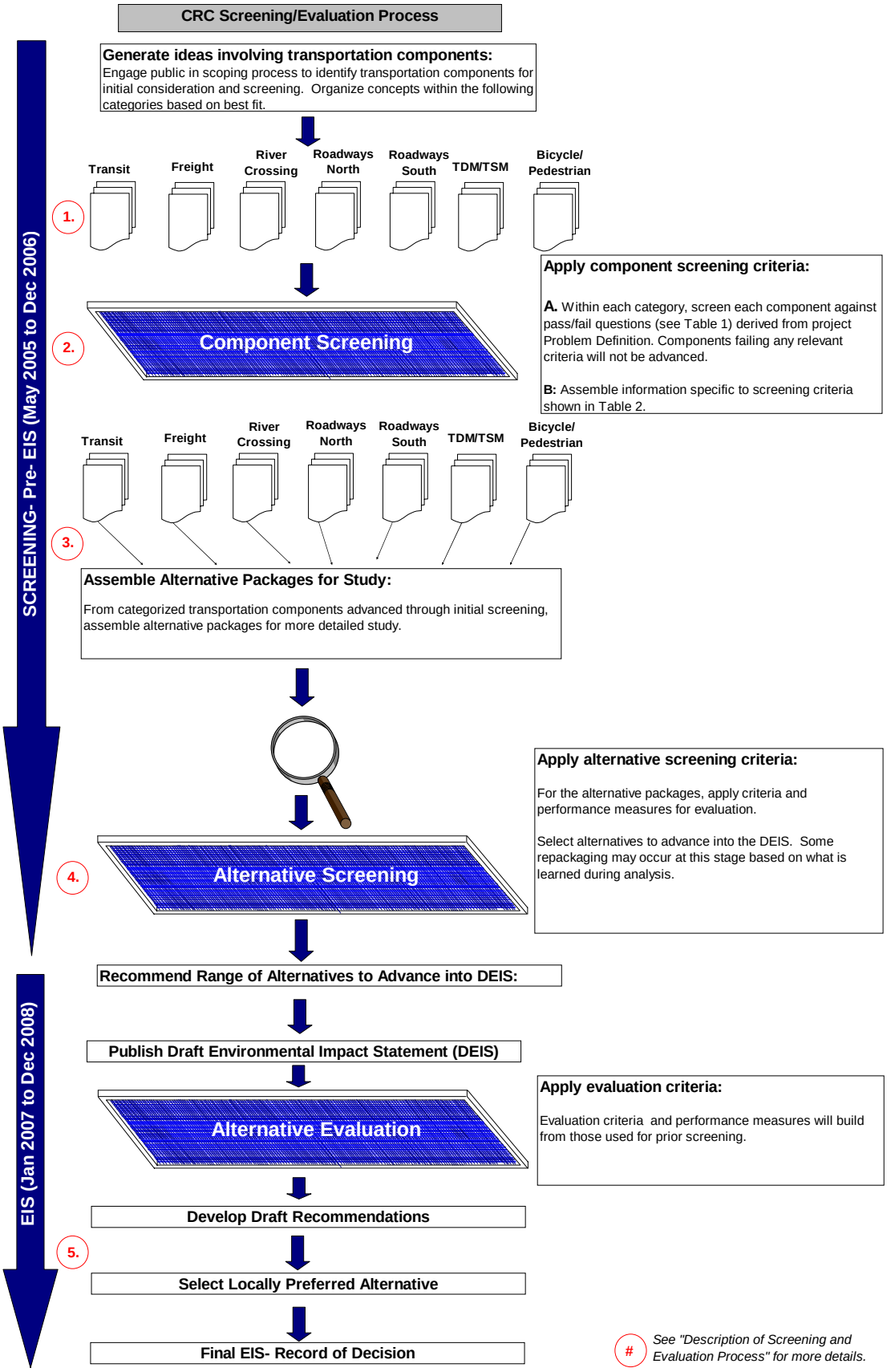
Approach to Screening

A three-phase screening process will be used:

- Component screening – February/March 2006
- Alternative screening of assembled component packages to determine which will be evaluated in the DEIS – late fall 2006
- Evaluation of alternatives leading to selection of a preferred alternative – early 2008

The same criteria will be used throughout the process, but measures for gauging the performance of alternatives against the criteria will become successively more specific as more detailed data becomes available. Components and alternatives that do not pass from one screening level to the next will be dropped from further consideration.

Figure 1. Screening and Evaluation Flowchart



Description of Screening and Evaluation Process

1. Select Transportation Components for Evaluation/Screening

To begin, a wide range of transportation components will be generated. Ideas for components will be generated from two sources. First, from recommendations in the I-5 Transportation and Trade Partnership *Final Strategic Plan*, and second, from additional ideas suggested by the public, affected agencies, and the Columbia River Crossing (CRC) project partners during the NEPA scoping.

Proposed improvement ideas, identified as transportation components, will be organized within the following broad transportation related categories:

- Transit
- Freight
- River Crossing
- Roadways North
- Roadways South
- Transportation Demand Management (TDM)/Transportation System Management (TSM)
- Bicycle/Pedestrian

2. Apply Component Screening Criteria

The component screening stage of the project employs a two-step process (A and B) to each component within the above categories to successively narrow the number of possible solutions.

Step A is intended as a pass/fail process where transportation components are screened against questions derived from the *Problem Definition* (See **Table 1**). Components that pass the Step A process will be further evaluated against Step B criteria developed to reflect values identified in the project *Vision and Values Statement* (See **Table 2**). All ideas submitted during NEPA scoping will be recorded, considered, and screened against the criteria using data drawn mostly from previous studies.

3. Combine Transportation Components Into Packages for Analysis

Transportation components that advance from the first screening level will be assembled into alternative packages for further performance evaluation. Packages will include a combination of components from all transportation categories outlined above, with packages differing depending on what specific components from each category are included.

4. Apply Alternative Screening Criteria

Alternative screening will be used to further reduce viable alternative packages to a reasonable range of Build Alternatives for comparison with the No-Build Alternative in the DEIS. Performance measures will be modified to take advantage of new data available at this point in the project. The most effective packages will advance into the DEIS either "as is" or after being modified based on screening results.

5. Select a Locally Preferred Alternative

Following preparation of the DEIS, criteria and more detailed performance measures will be used to compare alternatives to support decision making.

Component Screening Matrix

Following project scoping, proposed improvement ideas involving transportation components will be organized within six broad transportation-related categories. Component screening will apply a two-step screening process to each component within the categories to successively narrow the number of possible solutions.

Step A of initial screening employs a pass/fail process in which transportation components are tested against the following questions derived from the Problem Definition.

Does the Concept:

- Increase vehicular capacity or decrease vehicular demand within the BIA?
- Improve transit capacity within the BIA?
- Improve freight mobility within the BIA?
- Improve safety and decrease vulnerability to incidents within the BIA?
- Improve bicycle and pedestrian mobility within the BIA?
- Reduce seismic risk of the I-5 Columbia River Crossing?

Table 1.
Concept Screening Criteria Step A

Initial Screening Decision Matrix						
Transportation Categories	Components	Pass	Fail	NA	Unknown	Reason(s) to Drop
Transit	a.					
	b.					
	etc.					
Freight	a.					
	b.					
	etc.					
River Crossing	a.					
	b.					
	etc.					
Roadways North	a.					
	etc.					
Roadways South	a.					
	etc.					
TDM/TSM	a.					
	etc.					
Bicycle/Pedestrian	a.					
	etc.					

Note: Only a "Fail" rating eliminates components from proceeding to Step B component screening.

Table 2.
Screening Criteria

Value Screening Criteria	Component Screening Measures-Step B	Alternative Screening Measures
1. Community Livability		
1.1 Avoid or minimize displacements 1.2 Avoid or minimize impacts to neighborhood cohesion and quality 1.3 Avoid or minimize impacts to historic, cultural and public park and recreation sources		
2. Mobility, Reliability, Accessibility, Congestion Reduction and Efficiency		
2.1 Improve travel times on I-5 for passenger vehicles, trucks, and transit 2.2 Reduce delay for passenger vehicles, trucks, and transit along I-5 2.3 Reduce the number of hours of daily highway congestion along I-5		
3. Modal Choice		
3.1 Promote transportation choices 3.2 Improve service to target markets 3.3 Improve bike/ped connectivity 3.4 Decrease percentage of SOV travel		
4. Safety		
4.1 Enhance vehicle/freight safety 4.2 Maintain bike/ped safety 4.3 Maintain marine safety 4.4 Enhance aviation safety 4.5 Provide sustained life-line connectivity		
5. Regional Economy; Freight Mobility		
5.1 Improve travel time between key freight generators and destinations 5.2 Maintain or enhance marine navigation and efficiency		

Table 2. (continued)
Screening Criteria

Value Screening Criteria	Component Screening Measures-Step B	Alternative Screening Measures
6. Stewardship of Natural and Human Resources		
6.1 Avoid or minimize air quality impacts 6.2 Avoid or minimize noise impacts 6.3 Avoid or minimize impacts to fish, wildlife and protected plant species 6.4 Avoid or minimize impacts to wetlands 6.5 Avoid or minimize impacts to water quality		
7. Distribution of Impacts and Benefits		
7.1 Avoid or minimize disproportionate adverse impacts to low income and minority populations 7.2 Provide for equitable distribution of benefits 7.3 Avoid or minimize disproportionate adverse impacts from construction activities		
8. Cost Effectiveness and Financial Resources		
8.1 Ensure cost effectiveness 8.2 Ensure a reliable funding plan for the project		
9. Bi-State Cooperation		
9.1 Support adopted growth management plans in both states 9.2 Support balanced job growth		

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PROBLEM DEFINITION

October 6, 2005

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Introduction

Major transportation agencies in the Vancouver-Portland region have joined together to lead development of transportation improvements to the 5-mile segment of Interstate 5 (I-5) between State Route (SR) 500 in Vancouver and Columbia Boulevard in Portland, including the bridges across the Columbia River (the I-5 Bridge Influence Area). Improvements are expected to address highway, vehicular freight, transit, pedestrian, and bicycle needs.

Function and Role of the I-5 Bridge Influence Area

I-5 is the only continuous north/south interstate highway on the West Coast, providing a commerce link for the United States, Canada, and Mexico. In the Vancouver-Portland region, I-5 is one of two major highways that provide interstate connectivity and mobility. I-5 directly connects the central cities of Vancouver and Portland. Interstate 205 (I-205) provides a more suburban and bypass function and serves travel demand between east Clark County, east Multnomah County, and Clackamas County.

Operation of the I-5 crossing over the Columbia River is directly influenced by the 5-mile segment of I-5 between SR 500 in Vancouver and Columbia Boulevard in Portland. Known as the I-5 Bridge Influence Area (BIA), this segment includes interchanges with three state highways (SR 14, SR 500, and SR 501) and five major arterial roadways that serve a variety of land uses, and provides access to downtown Vancouver, two international ports, industrial centers, residential neighborhoods, retail centers, and recreational areas.

The existing I-5 crossing of the Columbia River consists of two side-by-side bridges. They were built four decades apart and the cost of each was financed with bridge tolls. The eastern (northbound) bridge was built in 1917 and the western (southbound) bridge was built in 1958. The crossing, which served 30,000 vehicles per day in the 1960s, now carries more than 125,000 automobiles, buses, and trucks each weekday. While many of these trips are regionally oriented (average trip length is 16 miles), it is estimated that 70 to 80 percent of trips using the I-5 bridge actually enter and/or exit I-5 within the 5-mile long I-5 BIA.

A second interstate highway river crossing is located 6 miles east (upstream) of the I-5 crossing. The I-205 Glenn Jackson Bridge, which opened in 1982, carries about 140,000 vehicles per day and is reaching its peak-hour period carrying capacity. No other river crossing options in the metropolitan area are available between the two states. The next closest bridges for automobile use are located at Longview, Washington, 46 miles to the west, and at Cascade Locks, Oregon, 40 miles east of the I-5 bridge crossing.

The I-5 BIA serves several broad travel markets:

- Through travel. These users travel from outside the Vancouver-Portland region to destinations that are also outside the region—for example, a freight or tourist trip from Seattle, Washington to Eugene, Oregon. These users represent about 7 percent of the total vehicle-trips crossing the river.

- Regional travel. Most of these users travel between Clark County and the Portland metropolitan area (Multnomah, Washington and Clackamas counties), or vice-versa, without stopping in the I-5 BIA. These trips account for about 47 percent of the total vehicle-trips crossing the river.

  Seven percent of the total trips crossing the river originate outside the region and are destined outside of the region, or originate outside of the region and are destined within the region, for example, a trip from Salem, Oregon to downtown Vancouver.

- Local travel. Most of these users travel between the I-5 BIA and other locations within the Vancouver/Portland metropolitan area, or vice-versa. For example, a trip from a southeast Portland neighborhood to downtown Vancouver is considered a local trip. These trips account for about 32 percent of the vehicle-trips crossing the I-5 bridge.

  Two percent of the total trips crossing the river originate within the region and are destined to a location within the I-5 BIA, or originate within the I-5 BIA and are destined outside of the region, for example, a trip from Longview, Washington to Portland Meadows.

- Internal travel. These users stay entirely within the I-5 BIA—for example, from downtown Vancouver to Hayden Island. This constitutes about 5 percent of the trips crossing the I-5 bridge.

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Definition of the Problem

Current Problems	Details/Background
1. Travel demand exceeds capacity in the I-5 BIA, causing heavy congestion and delay during peak travel periods for automobile, transit, and freight traffic. This limits mobility within the region and impedes access to major activity centers.	Heavy traffic congestion has resulted from growth in regional population and employment and in interstate commerce over the last two decades. The existing I-5 bridge crossing provides 3 lanes of capacity in each direction, with a directional capacity of about 5,500 vehicles per hour. Travel demand currently exceeds that capacity during peak periods. As a result, stop-and-go traffic conditions last 2 to 5 hours in the mornings and afternoons. These conditions are aggravated by vehicle merges, traffic accidents, and vehicle breakdowns. Due to excess travel demand in the I-5 BIA, many travelers take longer, alternative routes such as I-205. In addition, spillover traffic from I-5 onto parallel arterial roadways increases local congestion. Although the lift span is used only in off-peak hours, it affects travel reliability and creates extensive traffic delays. The span is opened 20 to 30 times a month, with the greatest number of lifts occurring during the winter when water levels are at their highest. Each lift takes approximately 10 minutes, creating traffic delays for up to an hour.
2. Transit service between Vancouver and Portland is constrained by the limited capacity in the I-5 corridor and is subject to the same congestion as other vehicles, affecting transit reliability and operations.	The I-5 bridge is a critical bi-state transit link for transit patrons traveling between Vancouver and Portland. Bi-state transit service includes local fixed-route bus service between downtown Portland and downtown Vancouver (using the I-5 bridge), peak period express routes from Clark County park-and-rides and transit centers to downtown Portland on both I-5 and I-205, and I-205 shuttle service between Fisher's Landing Transit Center and the Parkrose Transit Center. Current congestion in the I-5 BIA has an adverse impact on transit travel speed and service reliability. Between 1998 and 2005, local bus travel times between the Vancouver Transit Center and Jantzen Beach increased 50 percent during the peak period. Local buses crossing the I-5 bridge in the southbound direction currently take more than three times longer during parts of the morning peak period compared to off peak periods. As a result, transit travel times between Vancouver and Portland have increased.

3. The access of truck-hauled freight to the Ports of Vancouver and Portland and to regionally significant industrial and commercial districts is impaired by congestion in the I-5 BIA.	I-5 is the primary commerce corridor serving the Vancouver-Portland region and the Northwestern United States. Access to the Ports of Vancouver and Portland and regionally significant industrial and commercial districts is adversely affected by congestion in the I-5 BIA, which is increasingly spreading into the off-peak periods (including weekends) used by freight carriers. Declining freight carrier access to these key locations slows delivery times and increases shipping costs, diminishing the attractiveness of the Ports and negatively affecting the region's economy.
4. The I-5 bridge crossing area and its approach sections experience crash rates up to 2.5 times higher than statewide averages for comparable urban freeways in Washington and Oregon, largely due to substandard design. Incident evaluations attribute crashes to congestion, closely spaced interchanges, short weave and merge sections, vertical grade changes in the bridge span, and narrow shoulders.	Nearly 300 reported crashes occur annually in the I-5 BIA, with many involving large tractor-trailer trucks. Crashes have resulted in substantial property damage and injury; some have resulted in fatalities. The causes are: **Close Interchange Spacing** The 5-mile BIA contains eight closely spaced interchanges. These interchanges provide access to several east-west highways and arterial roadways that serve a mix of interstate, regional, and local trip purposes. The average distance between the interchanges is 1/2 mile, as compared with a recommended minimum spacing of 1 mile between interchanges located in urban areas. **Short Weave and Merge Sections** Short weave sections for vehicles entering and exiting the freeway generate backups and delay due to difficulty in maneuvering, especially for large trucks. The proportion of trucks is high because this segment provides arterial street access to both ports. Outdated designs for entrance and exit ramps cause backups onto the mainline at exit ramps. Most of the entrance ramps do not provide enough space for vehicles to merge safely with through traffic. **Vertical Grade Changes** Vertical grade changes in the bridge span over the Columbia River create sight distance limitations that reduce speeds and create potential hazards to motorists. **Narrow Highway Shoulder Width** Several segments of the I-5 BIA, including the I-5 bridge, have narrow inside and outside shoulders in both travel directions. In several locations, shoulders are as little as 1-foot wide (10- to 12-foot wide shoulders are standard). The lack of shoulders positions many motorists undesirably close to physical barriers that border I-5. Many drivers respond with caution by slowing down to increase

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	separation from vehicles ahead and behind. Increased vehicle spacing reduces vehicle throughput and contributes to freeway congestion. In addition, the lack of safe areas for incident response, disabled vehicle pullout, and driver recovery also impairs the ability to manage highway operations and recover from events that interrupt traffic flow.
5. Bicycle and pedestrian facilities for crossing the Columbia River in the I-5 BIA are not designed to promote non-motorized access and connectivity across the river.	The width of the bicycle/pedestrian facility on the I-5 bridge is substandard (6 to 8 feet) and located extremely close to traffic. Separated multi-use paths should be at least 10 feet wide. Bicycle and pedestrian connections between North Marine Drive, Hayden Island, and Vancouver require out-of-direction travel. For example, no connection exists for pedestrians or bicyclists wanting to stay on the west side of the bridge between Hayden Island and North Marine Drive. In addition, many of the I-5 BIA's features are not in compliance with Americans with Disabilities Act design guidelines.
6. The I-5 bridges across the Columbia River do not meet current seismic standards, leaving them vulnerable to failure in an earthquake.	Previous studies concluded that the existing structures could not be upgraded to fully meet seismic design standards without full bridge reconstruction.
Future Problems	Details/Background
7. As the Vancouver/Portland metropolitan region grows, mobility and accessibility for automobile, vehicular freight, and transit will decline unless added capacity is provided in the I-5 BIA. An increasing disparity between demand and capacity will lead to longer delays, increased accident rates, and diminished quality of life and economic opportunity.	**Regional Growth** Consistent with regionally adopted comprehensive plans, the region's growth forecasts indicate that population, employment, and commercial trade will continue to grow, increasing regional travel demand. By 2020: • Vancouver-Portland regional population is projected to increase by nearly 40 percent, from 1.8 million to 2.5 million. • Regional trade is expected to increase by 50 percent, from nearly 300 million tons to nearly 450 million tons. A substantial portion of freight will be moved by truck. **Increased Travel Demand** Daily traffic demand over the I-5 bridge is expected to increase by more than 40 percent in 20 years, from 125,000 vehicles in 2000 to 180,000 vehicles in 2020. The projected increase in use of the bridge is constrained by the

	lack of capacity to accommodate more vehicles, resulting in an expansion of the peak period to accommodate the projected traffic increase. There will also be a potentially large and underserved transit market for trips between key regional locations traveling or connecting through the I-5 BIA. **Deteriorating Traffic Conditions** Unless improvements are made, traffic conditions in the I-5 BIA are predicted to worsen over the next 20 years: • Traffic congestion and delay will increase, with stop-and-go conditions occurring in both directions for 10 to 12 hours on weekdays. Increased delays on weekends will also result. • The current off-peak periods, which are generally uncongested and used by freight carriers, will blend into adjacent peak period congestion, increasing freight delay throughout much of the day. • Vehicle-hours of delay during the evening commute period will increase nearly 80 percent, from 18,000 hours to 32,000 hours each day. Vehicle-hours of delay on truck routes will increase by more than 90 percent, from 13,400 hours to 25,800 hours each day. • Travel times for buses traveling in general purpose lanes on I-5 between downtown Vancouver and downtown Portland are expected to almost double, from 27 minutes in 2000 to 55 minutes in 2020. These travel time increases will continue to erode mass transportation services as a viable mode choice and increase transit operation costs. • Safety will continue to deteriorate as a result of increased congestion. **Diminished Mobility and Accessibility** • Slower highway speeds will reduce access to jobs, shopping, and recreational uses. • Regional truck freight is projected to increase by about 230 percent in the next 30 years, however, increasing delays between I-5 and freight centers will adversely affect freight distribution and access to ports and terminals, thereby shrinking market areas served by the Vancouver-Portland region.

	The current Regional Transportation Council Metropolitan Transportation Plan and the Metro Regional Transportation Plan recognize the need for additional capacity to improve the flow of people and freight in the I-5 BIA. Both plans include the I-5 Transportation and Trade Partnership Strategic Plan recommendations to increase mobility and accessibility in the I-5 BIA.

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Appendix A

Problem Definition Comments

Columbia River Crossing Task Force Meeting
September 12, 2005

- Problem Definition should address the number of trips across the bridge.
- Problem Definition should address the beginning and end of trips.
- Does adding lanes solve congestion?
- Do we have data that indicates how many people are in each car?
- There is a high percentage of single-occupancy vehicles.
- There is a job/living imbalance in Clark County where there are more residents than jobs.
- Is peak traffic during a.m., p.m., or both?
- There needs to be a division between freight and commuter traffic in regards to defining the problem.
- Everything is connected, transportation and communities.
- 99E needs to be added to the bridge influence area.
- On slide 2, take out “between Portland and Vancouver” and say, “bridge influence area.”
- Is the drawbridge part of the problem?
- What are the impacts of the bridge landing in downtown Vancouver –should that be identified?
- Does not want to see a viaduct over downtown.

- Increased duration of congestion is remarkable.
- The drawbridge operates only when necessary. It will be hard on maritime traffic to restrict the bridge lift even more.
- Have not had high water for 5 years.
- What will the land use changes be?
- There will be major growth outside the bridge influence area, should that be included?

10-4-05

Columbia River CROSSING

700 WASHINGTON STREET
VANCOUVER, WA 98660
360-737-2726 | 503-256-2726

MEMORANDUM

DATE: September 29, 2005

TO: Task Force Members

FROM: Doug Ficco and Rob DeGraff, Project Co-Directors

SUBJECT: Overview and Interrelationship of Task Force Products

Over the course of the project, we will ask the Task Force to review and make recommendations on a wide variety of material. In the coming months, the Task Force will review and make recommendations on a few key products that help to set the foundation for future decisions. This memorandum provides an overview of those products and an explanation of their interrelationships. We will present more detailed information on these items at the October 12 Task Force meeting.

Vision and Values Statement

The Vision and Values Statement represents the Task Force's own view of the goals and objectives of the Columbia River Crossing project—both in terms of process and outcomes. As adopted by the Task Force, this document will inform future Task Force deliberations. The Project Development Team will also use this Statement as a basis for developing criteria for use in evaluating alternatives throughout project development as described below.

Problem Definition

The Problem Definition should capture a common understanding—shared by the project partners as well as the community—of the transportation problems to be solved by this project. In its final form, it will become a key component of the evaluation framework as discussed below.

The Draft Problem Definition brings together information gathered over the past few years into a concise description of the transportation problems in the project area that need to be solved. The draft document, presented to the Task Force in September, will be discussed further at the October meeting. Information on transportation problems in the project area will be presented at a series of open houses in October for public review. Questions soliciting public views of the problems will also be included in an on-line Web survey in October and November.

In October and November, the Project Development Team will revise the draft document, based on Task Force discussions, public input, and additional data analysis. The revised document will be presented to the Task Force at its November meeting for action. The recommendations of the Task Force and the Project Development Team will be presented to the Project Sponsors Council in December for final adoption.

Purpose and Need

The Purpose and Need Statement is a technical document that translates the Problem Definition into language appropriate for inclusion in the Draft Environmental Impact Statement. Its content will directly parallel that of the Problem Definition, but its specific format and terminology will be crafted to meet Federal Highway Administration and Federal Transit Administration requirements for National Environmental Policy Act documents. The Task Force will not be asked to review the Purpose and Need Statement.

Evaluation Framework

The Evaluation Framework will establish criteria for measuring the effectiveness of project alternatives. Criteria are developed based on the problems identified in the Problem Definition, and on the community values identified in the Vision and Values Statement, as supplemented by public input from open houses in October and an on-line survey in October and November.

The Evaluation Framework will also provide a logical process for narrowing down the large number of ideas for solutions generated at the outset of the project. Through successive evaluation, the most promising ideas will be packaged into viable alternatives, and then narrowed into a set of alternatives for consideration in the Draft Environmental Impact Statement. Ultimately, the evaluation criteria will support the selection of a preferred alternative.

The Project Development Team will present the Draft Evaluation Framework to the Task Force at the October meeting. The Team will revise the draft based on Task Force discussion and input from the open houses and the on-line survey and present a revised document to the Task Force at its November meeting for action. The recommendation of the Task Force and the Project Development Team will be presented to the Project Sponsors Council in December for final decision.

Project Schedule Implications

Decisions on the Problem Definition and Evaluation Framework are needed before the Task Force can consider alternatives, which is expected to begin in January, 2006.

Columbia River CROSSING

700 WASHINGTON STREET
VANCOUVER, WA 98660
360-737-2726 | 503-256-2726

Task Force Vision and Values Statement

ADOPTED

10-12-05

PURPOSE

The Columbia River Crossing Task Force Vision and Values Statement provides the foundation for developing criteria and performance measures that will be used to evaluate the I-5 Bridge Influence Area alternatives. The Columbia River Crossing Project NEPA process will include consideration of: crossing infrastructure; multimodal transportation; connectivity; high capacity transit; land use; funding; community and business interests; under-represented, low income and minority communities; commuter and freight mobility; maritime mobility; and the environment.

VISION

The Columbia River Crossing project will be developed through an inclusive and collaborative process that considers and gives weight to the work of the I-5 Trade and Transportation Partnership and delivers a financially feasible solution that sustains and stimulates a healthy community by addressing its mobility and transportation needs, increasing its business success and family prosperity, protecting its natural resources, and enhancing its quality of life.

VALUES

The Columbia River Crossing project should reach this vision through:

Community Livability

- Supporting a healthy community.
- Supporting a healthy and vibrant land use mix of residential, commercial, industrial, recreational, cultural, and historic areas.
- Supporting aesthetic quality that achieves a regional landmark.
- Recognizing the history of the community surrounding the I-5 bridge influence area, supporting improved community cohesion, and avoiding neighborhood disruption.
- Preserving parks, historic and cultural resources, and green spaces.

Mobility, Reliability, Accessibility, Congestion Reduction and Efficiency

- Providing congestion reduction and mobility, reliability, and accessibility for all users, and recognizing the requirements of local, intra-corridor, and interstate movement now and in the future.

- Providing an efficient transportation system through transportation system management, encouraging reduced reliance on single occupant vehicles, incident management, and increased capacity measures.

Modal Choice

- Providing modal choice for users of the crossing, including highway, transit, high-capacity transit, bicycle, and pedestrian modes.

Safety

- Ensuring safety for vehicles (trucks, autos, emergency, and transit), pedestrians, bicyclists, river users, and air traffic at the crossing.

Regional Economy; Freight Mobility

- Supporting a sound regional economy and job growth.
- Enhancing the I-5 corridor as a global trade gateway by addressing the need to move freight efficiently and reliably through the I-5 bridge influence area, and allowing for river navigational needs.

Stewardship of Natural and Human Resources

- Respecting, protecting, and improving natural resources including fish, wildlife habitat, and water quality.
- Supporting improved air quality.
- Minimizing impacts of noise, light, and glare.
- Supporting energy efficiency through design, construction, and use.

Distribution of Impacts and Benefits

- Ensuring the fair distribution of benefits and adverse effects of the project for the region, communities, and neighborhoods adjacent to the project area.

Cost Effectiveness and Financial Resources

- Ensuring cost effectiveness in design, construction, maintenance, and operation.
- Ensuring a reliable funding plan for the project.

Bi-State Cooperation

- Fostering regional cooperation and planning.
- Supporting existing growth management plans in both states.
- Supporting balanced job growth.

Columbia River CROSSING

Appendix A

Vision and Values Statement Comments

Columbia River Crossing Task Force Meeting
September 12, 2005

- Re-insert congestion relief into the Vision and Values Statement
- Support for a sound regional economy should be included
- Modal choice was deleted, it spoke it to all modes, and should be included (4)
- Include disparities in the community and history of transportation process on public health, housing, and low-income residents
- Encourage single-occupancy drivers to get out of their cars, improve freight mobility
- Trade, improve global gateway status should be mentioned (2)
- Demand management should be included
- Intelligent transportation management systems should be included
- Efficient system, Transportation Demand Management (TDM), High Occupancy Vehicle (HOV) lanes
- Does not want to lose trade as a value in the statement
- Job growth, job diversity, serve large market should be included
- Freight mobility, access to ports should be included
- 5,600 commuters travel to Washington County. This represents commuters with the highest number of single occupancy vehicles (SOV), 2,000 travel to Clark County
- Create Task Force subgroup to incorporate Vision and Values ideas with project staff
- Support mobility goals in the Vision and Values Statement
- Community livability value should point out that the freeway is a barrier
- The affected area is broader than the bridge, it is across the river

- Look at how the project affects the vision
- Problem statement includes all facets of transportation problems
- The Vision and Values Statement is the foundation of non-transportation measures
- The Vision and Values Statement is meant to measure the connectivity between neighborhoods and asks, what are the alternatives?
- Strengthen business success
- Look at all options for freight mobility, look at SOVs
- Pay people to carpool in order to increase efficiency
- Values are something we can measure
- Regional energy usage will affect bridge use
- Emissions should be represented
- Would a mutually exclusive Vision and Values Statement resolve conflicts between what our vision is and itemized values?
- Alternatives may meet some values better than others
- Vision and Values Statement needs an "Economic Prosperity" heading
- Elevate the "Economic Prosperity" heading high, make it the first one
- Transportation Demand Management needs to be clearly outlined
- Include historical piece of increased use of the bridges in the Problem Statement
- The Community Livability section lacks strong language. Language should reflect movement.
- Health impacts, asthma
- Hal Dengerink and Henry Hewitt will co-chair a Vision and Values Statement subcommittee composed of Serena Cruz and Larry Paulson. The first draft of recommendation will be out before the next Columbia River Crossing Task Force meeting (October 12, 2005).

9-14-2005

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Attachment B—Verbatim Comments by Attendees

Comment Form

The following comment was received at the September 12, 2005, Task Force meeting:

- Please put contact information/details on letterhead and other papers. The project web site address gets information out and allows questions to be answered without duplicating staff time.