



DRAFT Meeting Agenda

MEETING TITLE: Task Force Meeting
DATE: November 27, 2007, 4:00 – 8:00 p.m.
LOCATION: WSDOT SW Region Headquarters
 11018 NE 51st Circle, Vancouver, WA

Note: Please turn off all cell phones, handheld devices, and pagers so that they do not send or receive a signal during the meeting. Transmitted signals disrupt the audio and recording equipment. Thank you.

TIME	AGENDA TOPIC	ACTION
4:00 – 4:20	Welcome & Announcements	
4:10 – 4:15	June 26, 2007 Meeting Summary	Approve Meeting Summary
4:15 – 4:20	Project Schedule and Task Force Meetings	Presentation
4:20 – 4:35	Project Overview	Presentation
4:35 – 4:50	Project Costs and Funding	Presentation
4:50 – 5:10	Bridge and Highway Findings	Presentation
5:10 – 5:30	Bridge and Highway Questions and Answers	Discussion
5:30 – 5:50	Transit Mode Findings	Presentation
5:50 – 6:10	Transit Mode Questions and Answers	Discussion
6:10 – 6:25	Break	
6:25 – 6:45	Transit Alignment Findings	Presentation
6:45 – 7:05	Transit Alignment Questions and Answers	Discussion
7:05 – 7:25	Public Comment	Receive Public Comment
7:25 – 7:35	Public Involvement Summary	Presentation
7:35 – 7:55	Questions and Discussion	Discussion
7:55 – 8:00	Closing Remarks and Adjourn	

TRANSIT DIRECTIONS from PORTLAND:

From Downtown Portland (SW Salmon and 6th Avenue) take C-Tran Bus #105 (I-5 Express) or TriMet Bus #6 (MLK Jr. Blvd) to Downtown Vancouver (7th Street Transit Center). Then follow directions below from Vancouver.

TRANSIT DIRECTIONS from VANCOUVER:

From Downtown Vancouver (7th Street Transit Center) take C-TRAN Bus #4 (Fourth Plain) eastbound to the Vancouver Mall Transit Center. Other buses to Vancouver Mall are #32, 72, 76, and 78. From the VM 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.



DRAFT Meeting Summary

MEETING: Columbia River Crossing (CRC) Task Force
DATE: June 26, 2007, 4pm - 6:30pm
LOCATION: Oregon Department of Transportation, 123 NW Flanders St., Portland

MEMBERS PRESENT:

<u>Last Name</u>	<u>First Name</u>	<u>Organization</u>	<u>Alternate Attending</u>
Adams	Sam	City of Portland	
Armbruster	Grant	Portland Business Alliance	
Burkholder	Rex	Metro	
Byrd	Bob	Identity Clark County	
Cruz-Walsh	Serena	Multnomah County	
Dengerink	Hal	Wash. State University- Vancouver	
Eki	Elliott	Oregon/Idaho AAA	
Frei	Dave	Arnada Neighborhood Association	
Fuglister	Jill	Coalition for a Livable Future	Jo Ann Bowman
Grossnickle	Jerry	Columbia River Towboat Association	
Halverson	Brad	Overlook Neighborhood Association	
Hamm	Jeff	C-TRAN	
Hansen	Fred	TriMet	
Imeson	Tom	Port of Portland	
Isbell	Monica	Starboard Alliance Company, LLC	
Knight	Bob	Clark College	
Lookingbill	Dean	Regional Transportation Council	
Lynch	Ed	Greater Vancouver Chamber of Commerce	
Malin	Dick	Central Park Neighborhood Assn.	
Osborn	Dennis	City of Battle Ground	
Paulson	Larry	Port of Vancouver	
Pollard	Royce	City of Vancouver	
Schlueter	Jonathan	Westside Economic Alliance	
Strahan	Elson	Vancouver National Historic Reserve Trust	
Stuart	Steve	Clark County	Dave Cusack
Sundvall-Williams	Jeri	Environmental Justice Action Group	
Tischer	Dave	Columbia Pacific Building Trades	Brett Hinsley
Valenta	Walter	Bridgeton Neighborhood Association	
Walstra	Scot	Greater Vancouver Chamber of Commerce	
Zelenka	Tom	Schnitzer Group	

Project Staff Present:
 Ron Anderson
 Doug Ficco
 Frank Green
 Heather Gundersen
 Barbara Hart
 Tom Markgraf
 Meg Matthews
 Linda Mullen
 John Osborn
 Peter Ovington
 David Parisi
 Anne Presentin
 Lynn Rust
 Carolyn Sharp
 Gregg Snyder
 Audri Streif
 Kris Strickler
 Rex Wong

MEMBERS ABSENT:

Bennett	Mike	City of Gresham
Brown	Rich	Bank of America
Caine	Lora	Friends of Clark County
Hewitt	Henry	Stoel Rives, LLP
Phillips	Bart	Columbia River Economic Development Council
Pursley	Larry	Washington Trucking Association
Ray	Janet	Washington AAA
Russel	Bob	Oregon Trucking Association
Schmidt	Karen	Washington Freight Mobility Strategic Investment Board

1. Welcome and Announcements

Co-chair Hal Dengerink emphasized that a lot of staff work has been done since the last Task Force meeting in March, including extensive public outreach and an external review of alternatives by a third-party "value engineering" group.

Co-chair Henry Hewitt was not available for today's meeting.

2. Meeting Summary Approval

Action: Approved draft summary of March 27, 2007 Task Force meeting

3. Staff Briefings

Progress Briefing and Report on Public Involvement

CRC project director John Osborn gave a progress briefing and reviewed the project's prior accomplishments, including Vision and Values, Problem Definition, Screening and Evaluation Framework, Component Screening and Packaging, and Recommendation of Draft Environmental Impact Statement (EIS) Alternatives.

Osborn also listed work accomplished since the March Task Force meeting. He showed the project development schedule with milestones for release of the Draft EIS in February 2008, the locally preferred alternative (LPA) by August, 2008, and the record of decision (ROD) in May 2009.

Danielle Cogan provided an update on public involvement. She briefly reviewed the memorandum summarizing public comment and said that since the March 26 Task Force meeting staff have talked in person with approximately 1,000 members of the public. Cogan described the work of the four CRC advisory and working groups, which are focused on urban design, freight mobility, pedestrian/bicycle issues, and community and environmental justice.

Overview of Alternatives to be Analyzed in the Draft Environmental Impact Statement

Ron Anderson gave an overview of the five Draft EIS alternatives and listed elements that will be included in the Draft EIS (public transit, freight, TDM/TSM, and bicycle/pedestrian improvements). Maps of the alternatives will be on the CRC Web site the day after this meeting.

Alternatives 2 and 3 (Replacement Bridge, Downstream)

Anderson discussed each highway interchange's proposed improvements, beginning with Marine Drive and Hayden Island, which will involve a complete rebuild of the interchanges. The Hayden Island interchange is proposed as a split single-point urban interchange.

At State Route 14, Anderson said there should not be impacts to the Vancouver Land Bridge or the historic Old Apple Tree Park. Transit will land between 5th and 6th Streets in downtown Vancouver and will most likely continue either two-way at grade on Washington St. or as a couplet on Broadway and Washington. There would be three transit stations in the downtown area. On I-5, Anderson described a tight area just south of Evergreen where the Historic Reserve abuts the alignment on the east and downtown Vancouver property abuts the west right-of-way. In this area, efforts will be made to squeeze through with minimal impacts to either the Reserve or the city. Finally, he described some of the proposed park and ride lots in Vancouver.

For the upstream alignment, Anderson described the key differences from the downstream alignment, namely potentially greater impacts to properties on Hayden Island east of I-5 and a greater potential for impacts to cultural resources in Washington. There are trade-offs between an upstream and downstream alignment.

Alternatives 4 and 5 (Supplemental Bridge)

Anderson gave an overview of this alternative, explaining that the existing bridges would be re-stripped for northbound traffic, with a new bridge constructed for southbound traffic. The new bridge would also carry high capacity transit, which could cross Hayden Island parallel and close to I-5, or could be offset to the west

to serve the Jantzen Beach shopping center area. For I-5, the Marine Drive and Hayden Island interchanges will be integrated to minimize the impacts of the short weaving sections that exist today. Keeping the existing bridges complicates marine navigation as the existing lift spans will need to continue operation. The new southbound bridge will be designed without lift spans to allow elimination of the need for bridge openings at a later time when the existing bridges are replaced. Under this design option, the new southbound bridge will be higher than for a replacement bridge option. This results in transit grades that require permanent closure of 6th Street at Washington which would create a problem for Vancouver traffic movements.

Upcoming Project Activities

Doug Ficco, CRC project director, discussed the project milestones and upcoming Task Force meeting schedule. Three future Task Force meetings are planned for November 2007, January 2008, and March 2008. November's meeting will feature results of Draft EIS analyses and a draft staff recommendation for a preferred alternative. January's meeting will include more discussion of those two topics. Beginning in February, there will be a 60-day public comment period on the Draft LPA. At the Task Force meeting in March, the Task Force will act on the staff's recommendation. CRC will then present the LPA to the local agencies for their adoption.

Remaining Draft EIS analyses will be complete by late fall 2007:

- Design refinement – This will continue through the rest of summer 2007, and will include input from the project's working groups, as well as the "value engineering" work by an outside consulting firm whose role is to provide an independent review of the project alternatives.
- Environmental studies – There are 23 of these, required by the National Environmental Policy Act.
- Transportation performance – Including transit, freight, automobiles, pedestrians, and bicyclists.
- Cost estimates – Including capital costs, operations and maintenance, and lifecycle costs.
- Cost effectiveness – Measuring direct benefits to users and the community, as well as regional and economic benefits.
- Finance options – For transit, eligibility for the federal New Starts program is key. For bridge and highway, tolling and potential federal/state/local sources will be important.

Discussion

Rex Burkholder asked what the Task Force will be asked to do at the next three meetings. Doug Ficco replied that in November, the group will hear the results of analysis, get the latest data and learn about the staff recommendations for the LPA. In January, the Task Force will be presented with remaining analysis results and will discuss the key elements of the LPA. From approximately January to March 2008, there will be a public comment period on the Draft LPA and Draft EIS. In March, the Task Force will be asked to make an LPA recommendation to the project.

4. Public Comment

- Sharon Nasset commented that the project spends millions of dollars on environmental studies and asks for the public's input, yet the project has made errors and hasn't fixed them. She requested that the Task Force reconsider design recommendations from citizens who have presented their ideas at previous meetings. She referred to October 2005 project documents that refer to two deepwater ports and two transcontinental rail lines as being at the center of the Bridge Influence Area. She asked for good faith efforts by the project to look at this information. She said there are 300,000 vehicles and 80 percent of transit and employment along that route. It's not right to bring people to the table and then not study what they brought in, she said.
- Jim Karlock directed his comments at the project's "minders" who "feed" information to the Task Force. He distributed handouts [see Appendix] and referred to problems with his request for photocopies of Task Force meeting sign-in sheets. They omitted projected bicycle/pedestrian data which he expected would be available (page 6 of his handout). He said he was told that work in progress data was exempt from

disclosure. He said he didn't think this is any way to treat a citizen. He asserted that the project is hiding data to conceal lower cost alternatives.

5. Discussion of Project Alternatives

Note: Discussion topics below are not necessarily in order of discussion, but instead are reordered and grouped for clarity and brevity.

Tolling

Environmental justice

Joanne Bowman asked whether staff have looked at how tolling would affect people who live around the proposed redevelopment and at its effects on low-income people traveling to and from work. Doug Ficco replied that this will definitely be looked at as part of the Draft EIS. We also want a transit system in place, he said, that will offer choices to those who don't want to pay a toll. Hal Dengerink said the group should have more discussions about tolling and how it relates to environmental justice, since there are people who don't have cell phones or even checking accounts.

Gas tax

Brad Halverson asked whether staff has looked at tolling versus an increase in the local gas tax. Ficco said we have two states and two approaches. In Washington, they're looking at potential local funds for transportation projects and in Oregon their legislation is different. We're looking for more federal and state money, Ficco said, to alleviate concerns that this project might pull from local funding sources. Halverson asked if staff have an idea on rough numbers, for instance a nickel per gallon. Ficco couldn't comment specifically, but said the gas tax in Washington is limited after having just been increased by 14.5 cents in the last four years. An increased gas tax in Washington, he said, would be a tough sell right now, but it will be looked at it in the Draft EIS. John Osborn added that the Oregon legislature is looking at these issues.

Tolling Interstate 5 and/or Interstate 205

Sam Adams said he does not assume there would be a toll on I-5 only while having no toll on I-205. Royce Pollard agreed, saying we should not preordain that tolls will happen on I-5. Doug Ficco said tolling for I-5 and I-205 are both being modeled in the Draft EIS. Hal Dengerink said current federal law may prohibit tolling one road to pay for another.

Serena Cruz Walsh asked whether tolls on I-205 could be used for transit, what impact there would be on I-205 if it isn't tolled, and whether this will be considered and provided to the Task Force. Transportation demand and system management (TDM/TSM), she said, was an important part of why many Task Force members were interested in tolling as a tool. Can we come up with alternatives, she asked, so that tolling of I-205 stays on the table? Hal Dengerink said he doesn't think so and that he has seen evidence, based on other cities, that tolling I-5 would not divert traffic to I-205. Cruz Walsh suggested a closer look at the legal issues. John Osborn said staff are still modeling both tolling options to make an informed decision.

Tolling infrastructure

Bob Byrd commented that in the diagrams he didn't see an overlay of the tolling infrastructure. It would be good to know the impact relating to financing, he said, and asked if the infrastructure to support collection will be included in cost designs. Ficco replied that 100 percent electronic tolling will be used, so infrastructure for that doesn't take up much room. Technology for tolling will be even better by the time this project is complete, he said.

Dennis Osborn said a panel on tolling was held locally last autumn, and asked whether that panel's information would be used by CRC staff during analysis of tolling options. Doug Ficco replied that the CRC project won't open until 2015 and the technology and understanding of tolling by then will have changed.

Highway and Transit Alignments

Sam Adams asked whether the green line on the Hayden Island map (across North Portland Harbor) is a street connection between Hayden Island and Portland, or a transit-only bridge? Ron Anderson replied that it

shows alternative transit alignments. Adams said he likes the look of that as a potential arterial connection rather than just a transit connection. John Osborn added that in alternatives 2 and 3 there is a collector/distributor option along I-5 that allows you to connect from Marine Drive to Hayden Island without getting fully on I-5.

Dick Malin asked, regarding the Historic Reserve, whether the perimeter road would be impacted but not the historic hospital. Ron Anderson replied that staff have designed an alignment that misses the hospital but does take the frontage road near the FHWA Western Federal Lands building. There has also been talk of community connections across I-5, he said, including a potential lid over I-5 in this area. We're working to balance that with the historic hospital issues, he explained. Royce Pollard said we have an opportunity to heal what was done to Vancouver when the original freeway went through by reconnecting downtown with its historic area and minimizing impacts.

Walter Valenta asked when the tweaking of designs, such as shifts in I-5's alignment, will happen. Anderson said it will be ongoing throughout development of the project. We will listen to concerns from the community outreach and from stakeholder agencies, he said, and many of the changes will be done in the next several months. Valenta wondered if there is a way to cull some options from the list by November, in particular the supplemental bridge alternative. Kris Strickler replied that the EIS process will allow dropping some items earlier. Rex Burkholder said he thinks it's premature, politically and otherwise, to eliminate supplemental bridge alternatives.

Environmental Justice

Air quality

Jeri Sundvall-Williams asked whether air quality results will show particulate levels and impacts on health – cancer and benzene levels – for each alternative. Ron Anderson replied that staff is using a process outlined in the Methods and Data Report on how to analyze air quality. The process has been approved, he said, by the resource agencies that have oversight responsibilities for the project, and the project's Community and Environmental Justice Group is aware of this process.

Sundvall-Williams said that's not sufficient to address the needs of the community. She'd like to know whether there will be data that says Alternative A is better than B in terms of killing people in the community. Anderson said the analysis will be based on methodology currently approved for the project.

Dave Frei commented that there are 12 or 13 criteria with seven to 12 subcriteria. There's a large set of things to discuss with our constituencies in a short period of time this fall/winter, he said, particularly given that we have to make tradeoffs between them. Hal Dengerink said Task Force won't make a final recommendation to the project until March 2008, so there won't be a vote in January. The November and January meetings will be used, he said, to thoroughly discuss the results and tradeoffs.

Scott Walstra said Oregon and Washington are adopting stringent West Coast standards for clean air and that clean diesel technology is coming. He continued that regulatory and market-driven mechanisms nationwide should bring air quality improvements to the region. Sundvall-Williams: replied that communities most impacted will not be able to afford new technologies, but Walstra clarified that drivers on I-5 will use them.

Community enhancement fund

Dave Frei said a serious discussion is needed of how previous I-5 projects divided and hurt communities, and the need to heal the wound throughout the entire corridor. He asked when that conversation will take place regarding a community enhancement fund in which a percentage of project cost would fund community mitigation projects. Ficco was not aware of any plans for such a fund. He said the project cannot heal all past wounds, but that staff will continue working with project advisory groups and try to make enhancements to the project. John Osborn added that the project knows the issue is still out there and recognizes that there are connectivity issues that could be opportunities for enhancement.

Jeri Sundvall-Williams said the community enhancement fund came out of the I-5 Partnership, prior to the Delta Park project. The \$1 million Delta Park fund, she said, was provided for community enhancements as the result of construction inconveniences and impacts. We absolutely expect some form of community enhancement fund, she said, to offset public health effects.

Decision Making and Role of Task Force

Royce Pollard said there are eight signatories needed to make the project work, and asked anyone with concerns to raise them early. Hal Dengerink said he hopes Task Force members can not merely represent specific constituencies but help to solve the problem.

Jeff Hamm asked what role the Task Force plays in the decision-making process. Hal Dengerink said it makes an LPA recommendation to the project before turning to staff for clarification. Doug Ficco said the group was originally meant to be advisory but has evolved into something more active. He said Task Force helps inform the sponsoring agencies and their decisions. He added that staff hopes the Task Force recommendation in March will be in agreement with the staff recommendation. John Osborn emphasized the Task Force's role in building consensus as much as possible.

Schedule

Sam Adams asked when staff expects to have analysis of alternatives against the Task Force criteria. Kris Strickler said it's coming in phases but staff hopes to have most or all information by November. Adams said some members will need time to get feedback from their city councils. Hal Dengerink expressed concern that you might not have all the information from analyses by November. Strickler said the December to June timeframe will be used to address questions.

Elson Strahan said he doesn't think Task Force can make a recommendation between November and March without curtailing public and constituent discussion. We don't want to rush the process now, he said. Hal Dengerink replied it might be possible to add a meeting in February and could also have CRC working groups look at some things in detail.

Bridge Design and Marine Navigation

Bridge height and piers

Jerry Grossnickle asked Ron Anderson to clarify why the north end of a supplemental bridge has to be higher than that of a replacement bridge. Anderson answered that it's an issue of maximum grades allowed for operation of transit. The replacement bridge alternative allows us to move the high point of the bridge closer to the center of the river, whereas the supplemental bridge alternative requires a higher point at the north end to match the existing bridge's lift span. Moving the high point to the north shore for the supplemental bridge option requires a longer transition for transit to touch down in Vancouver.

Grossnickle asked whether supplemental bridge piers would include additional piers for a transit bridge, emphasizing that adding another set of piers to new construction would be bad for barges and boat traffic. Anderson replied that the bridges' piers would be aligned and should act as a single pier.

U.S. Coast Guard regulations

Brad Halverson asked about the impact to navigation under a supplemental bridge option. Anderson said the U.S. Coast Guard doesn't want to see any alternatives that make navigation worse than it is today. The replacement bridge options will improve or enhance navigation, he said. Halverson asked whether a supplemental bridge alternative could include relocation of the moveable railroad span. Anderson said the cost estimate of relocating the moveable railroad span is about \$150 million and wouldn't be necessary to improve river navigation.

Grant Armbruster asked whether bridge construction would restrict navigation or conflict with U.S. Coast Guard regulations. Anderson said the U.S. Coast Guard will work with the project during construction.

Financing and Cost

Transit bridge

Rex Burkholder expressed concern about the cost of having transit on its own bridge and asked about the reasoning behind that. Anderson replied that the number of bridges depends on the type of bridge built. For example, pre-cast segmental bridges are less costly but would require three side by side bridges – two to serve I-5 and one to serve transit and bike/ped traffic. We are weighing function and cost, he said. Right now, the best replacement bridge for the least cost is three separate structures.

Public-private partnerships

Tom Zelenka asked whether the project's financing data included information on examples of public-private partnerships. He encouraged staff to look at successful creative financing options around the world. Doug Ficco replied that we have to be cautious because some work well and some don't.

Cost details

Grant Armbruster asked if Task Force will see cost components for each design segment of the project. Ficco said staff can break things down by cost as desired, such as interchange designs, which will continue to be refined during the Draft EIS – spending less to reduce costs or spending more to get more function out of an interchange. Armbruster said mid-level details on the bridge, transit, and highway costs would be helpful to show where the money is going.

Interchange access improvements

Jonathan Schlueter asked whether tolling on I-5 could be used to do upgrades of access to SR-14, SR-500, Marine Drive, and Columbia Boulevard. John Osborn replied that the bridge influence area has been carefully defined and analyzed to show connections between interchange performance and the bridge itself. Tolls are just to fill the gap, he said, so we anticipate funds from other resources to pay for portions of these roads. We are working with the U.S. Department of Transportation to follow their rules.

Transit park and ride lots

Schlueter also asked whether construction of park and ride systems will be funded by transit agencies, by tolling, by Federal Transit Administration funds, or by WSDOT or ODOT. Doug Ficco said the financial piece of the project is very complex and couldn't comment on these details yet. But he said there are times when Washington State will participate in park and ride lot construction depending on benefits to the highway system. Fred Hansen of TriMet added that park and rides are eligible for federal funds under 5309 New Starts funding. On the state side, he said, ODOT has participated in some park and rides but recently has become more restrictive.

Park and Ride Facilities

Arterial connections

Larry Paulson asked if information will be available soon about arterial connections to park and ride facilities in Vancouver, such as near Mill Plain Blvd. and elsewhere. Gregg Snyder replied that staff is looking at a number of park and ride options, both in terms of spaces provided and traffic impacts. Staff just finished a thorough study of existing park and rides in the metro area, and are looking at number of spaces needed and traffic effects, among other information.

Clark College

Bob Knight asked whether the Clark College park and ride is in the various alternatives, and what some of the differences and features are. Snyder said WSDOT has given approval to study some of their acreage near Clark College for a park and ride. Staff is evaluating an 1,100 space park and ride using a structure (Alternatives 2 and 3) or a surface lot with 400-500 spaces (Alternatives 4 and 5). We're working with the highway design group, Snyder said, to realign the interchange for the freeway so you don't have to access the park and ride from an arterial street.

Next Meeting

November 27, 2007

4:00 – 8:00 p.m.

WSDOT Southwest Region

11018 NE 51st Circle, Vancouver, WA

From: jim karlock [mailto:jkarlock@ipns.com]
Sent: Friday, February 23, 2007 2:27 PM
To: Cogan, Danielle

Danielle,

Thanks for your offer to supply information about the I-5 project.

Would you be kind enough to supply the following information with regard to the current alternative packages (In the below, substitute whatever date that you use for my 2030):

How many daily trips are there across the I-5 bridge **currently** and **projected for 2030** in each of these categories:

- Automobile (and how many person per vehicle)
- Truck
- Other motor vehicle
- Pedestrian
- Bike
- Transit
- Other than above

For each of the current alternatives, what is the cost (in dollars) for each of these elements, broken down by the bridge component itself and other related items such as approaches:

- General purpose lanes
- Automobile if other than General purpose lanes
- Truck if other than General purpose lanes
- Other motor vehicle if other than General purpose lanes
- Pedestrian
- Bike
- Transit bus
- Transit rail
- Other than above

What would covering-burying I-5 in Vancouver per Mayor Pollard's recent comments cost?

Where do the various options attain ground level at each end of the bridges and related ramps?

A copy of the latest seismic evaluation of the I-5 bridges and any other bridges that you have similar data for.

Hopefully you will have most of these items already in a single document or spreadsheet, as they are all fundamental to the decision making process.

I understand that most of the costs will be preliminary estimates, not firm costs - so please give me what you have with the appropriate qualifiers/disclaimers.

(Please reply to all so that I will get redundant copies)

Thanks
Jk

Date: Mon, 5 Mar 2007 17:06:00 -0800
From: "Cogan, Danielle" <cogand@columbiarivercrossing.com>
To: "jim karlock" <jkarlock@ipns.com>

Mr. Karlock,

We are working on the answers to your questions and should have responses by Friday. Thank you for your patience. As you know, we spent a lot of time and energy working on the staff recommendation, and now we are dedicating our efforts to answering questions and providing staff support to the 4th Alternative Task Force Subcommittee.

Subject: RE: *** Detected as Spam *** RE: info request & more
Date: Fri, 23 Mar 2007 08:33:28 -0700
From: "Cogan, Danielle" <cogand@columbiarivercrossing.com>
To: "Jim Karlock" <jkarlock@earthlink.net>
Cc: "document.control" <document.control@columbiarivercrossing.org>, "Columbia River Crossing" <feedback@columbiarivercrossing.org>

Dear Mr. Karlock,

Thank you for contacting the Columbia River Crossing project about the number of current and projected vehicle trips for the year 2030 on I-5, the cost of each of the project elements under consideration, and the cost of a lid over I-5 in Vancouver.

You also requested the sign-in sheets for CRC Task Force meetings, open houses and the March 12 CRC Fourth Alternative Task Force Subcommittee meeting. Please direct your request for the sign-in sheets to the document control department of the Columbia River Crossing project by emailing your request to document.control@columbiarivercrossing.org.

The seismic evaluation of the I-5 bridges is available on the Project Documents page of the CRC website under the heading General Documents on this web page:

<http://www.columbiarivercrossing.org/materials/projDocs.aspx>

The existing daily volume data for vehicle trips across the Columbia River is for the year 2005. These traffic volumes are estimated at 40- pedestrians, 160- bicycles, 122, 800-cars, 11,000- cars and trucks; and 200- transit vehicles for a total of 134,000 vehicles.

The vehicle traffic data for the year 2030 is an estimate based on forecasted data and may change. The year 2030 forecasted data describes vehicle trips during Peak 4- Hour Volumes for northbound PM traffic and southbound AM traffic.

**Southbound AM 4-Hr
2005 Existing Conditions**

Cars- 19,025
Trucks- 900
Transit- 75
Total Vehicles- 20,000

2030 No-Build Forecasts

Cars- 21, 800

Trucks- 1,025
Transit- 100
Total Vehicles- 22,925

2030 Build Forecasts

Cars- 26, 650
Trucks- 1,275
Transit- 150
Total Vehicles- 28,075

Northbound PM 4-Hr

2005 Existing Conditions

Cars- 20,400
Trucks- 700
Transit- 100
Total Vehicles- 21,200

2030 No-Build Forecasts

Cars- 20,975
Trucks- 725
Transit- 125
Total Vehicles- 21,825

2030 Build Forecasts

Cars- 31,875
Trucks- 1,100
Transit- 225
Total Vehicles- 33,200

We will study the cost of the alternatives and their elements as the project moves forward in the Draft Environmental Impact Statement (DEIS) process. The DEIS is an intense and thorough process of analysis that will examine the benefits and impacts of the proposed alternatives including cost. If a lid is part of an alternative we will estimate its cost during this period as well.

Thank you for contacting the Columbia River Crossing with your questions about the project. Please contact me if you have any further questions about the project development process.

Sincerely,

Danielle Cogan
Communications Manager

Subject: Your Request for CRC Records
Date: Mon, 26 Mar 2007 09:03:06 -0700
From: "Gleason, Tonja" <GleasonT@columbiarivercrossing.org>
To: "Jim Karlock" <Jkarlock@earthlink.net>

Dear Mr. Karlock-

Please find the attached letter of acknowledgment concerning your request for CRC records. Please forward your address so that we can mail you the original.
Sincerely,

Tonja L. Gleason C.P.A.
Public Disclosure Coordinator
Columbia River Crossing Project
700 Washington Ave. STE 300,
Vancouver, Washington 98660
360.816.2188

Karlock03-26-07Letter.pdf

From: Jim Karlock [mailto:Jkarlock@earthlink.net]
Sent: Monday, March 26, 2007 11:58 AM
To: Gleason, Tonja
Subject: *** Detected as Spam *** Re: Your Request for CRC Records

When can I expect these copies to be mailed?
What will the total cost be?
Can I come to you office and pick them up.
Can I bring a copy machine?

Thanks
JK

jim karlock
3311 n.e. 35th ave
portland or 97212

At 08:03 AM 3/26/07, Gleason, Tonja wrote:

Dear Mr. Karlock-
Please find the attached letter of acknowledgment concerning your request for CRC records. Please forward your address so that we can mail you the original.
Sincerely,

Tonja L. Gleason C.P.A.
Public Disclosure Coordinator
Columbia River Crossing Project
700 Washington Ave. STE 300,
Vancouver, Washington 98660
360.816.2188

From: Jim Karlock [mailto:Jkarlock@earthlink.net]
Sent: Monday, March 26, 2007 12:47 PM
To: Gleason, Tonja
Subject: RE: *** Detected as Spam *** Re: Your Request for CRC Records

At 10:08 AM 3/26/07, Gleason, Tonja wrote:

When can I expect these copies to be mailed?

You will hear from us within 30 days to either provide you with the information you requested assuming that it is available or to give you an estimate of the time needed to fulfill your request.

What will the total cost be?

Until we identify an locate all the requested information we do not know what the total cost will be. The cost per state law of copies is as follows:

.15 cents per page for 8.5" x 11" black and white
.20 cents per page for 8.5" x 14" black and white
.25 cents per page for 11" x 17" black and white
.72 cents per page for 8.5" x 11" color
.77 cents per page for 8.5" x 14" color
\$1.44 per page for 11" x 17" color

Can I come to your office and pick them up.

Absolutely

Can I bring a copy machine?

I will check with the State of Washington to determine if this is acceptable.

I thought you were operating under BOTH Washington and Oregon rules. Oregon specifically requires you to allow a citizen to bring in a copy machine.

Can I bring my copy machine in to copy those sheets this afternoon? (Or pickup copies that you made if under \$15)

Thanks

JK

Subject: RE: *** Detected as Spam *** Re: Your Request for CRC Records

Date: Mon, 26 Mar 2007 11:57:41 -0700

From: "Gleason, Tonja" <GleasonT@columbiarivercrossing.org>

To: "Jim Karlock" <jkarlock@earthlink.net>

Jim-

You are correct that this project falls under the jurisdiction of BOTH states. This is precisely the reason I will need to check with Washington to see if you will be able to bring a copy machine in. Even if the answer is yes, we have 30 days to compile the information that you requested and to examine it for redactable information. This information is not readily available this afternoon, so you will be unable to do this today. We will however get this to you as soon as we are able.

Sincerely,

Tonja L. Gleason C.P.A.

Project Controls Manager

Columbia River Crossing Project

700 Washington Ave. STE 300,

Vancouver, Washington 98660

360.816.2188

From: Jim Karlock [mailto:Jkarlock@earthlink.net]
Sent: Monday, March 26, 2007 1:31 PM
To: Gleason, Tonja
Subject: RE: *** Detected as Spam *** Re: Your Request for CRC Records

Please note that the 30 period stated on March 14, the data that I emailed your "communications and public outreach" person.

I might add that it has been almost two weeks for this simple request.

Would you also be kind enough to finish my request of 2/21/07 (made to Danielle Cogan, your "communications and public outreach" person as follows. I will repeat my request, with the filled items crossed out, and mention that I was told that the remaining information did not exist. That is simply not credible, or an indication of gross dereliction of duty by the engineering staff;

How many daily trips are there across the I-5 bridge **currently** and **projected for 2030** in each of these categories:

- Automobile (and how many person per vehicle)
- ~~Truck~~
- ~~Other motor vehicle~~
- Pedestrian**
- Bike**
- ~~Transit~~
- ~~Other than above~~

For each of the current alternatives, what is the cost (in dollars) for each of these elements, broken down by the bridge component itself and other related items such as approaches:

- General purpose lanes
- Automobile if other than General purpose lanes
- Truck if other than General purpose lanes
- Other motor vehicle if other than General purpose lanes
- Pedestrian
- Bike
- Transit bus
- Transit rail
- Other than above

What would covering-burying I-5 in Vancouver per Mayor Pollard's recent comments cost?

Where do the various options attain ground level at each end of the bridges and related ramps?

Thanks
JK

Subject: RE: *** Detected as Spam *** Re: Your Request for CRC Records
Date: Mon, 26 Mar 2007 14:15:20 -0700
From: "Gleason, Tonja" <GleasonT@columbiarivercrossing.org>
To: "Jim Karlock" <Jkarlock@earthlink.net>

Hello Jim-

I have logged your additional request and have attached a letter of acknowledgment to this email.

Regards-

Tonja L. Gleason C.P.A.
Project Controls Manager
Columbia River Crossing Project
700 Washington Ave. STE 300,
Vancouver, Washington 98660
360.816.2188

From: Jim Karlock [mailto:Jkarlock@earthlink.net]
Sent: Monday, March 26, 2007 3:54 PM
To: Gleason, Tonja
Subject: RE: *** Detected as Spam *** Re: Your Request for CRC Records

Thanks. However your attached letter left out these requested items:

How many daily trips are there across the I-5 bridge **currently and projected for 2030** in each of these categories:

Pedestrian
Bike
Other than above

Also please note that this request was made on Feb 21, 2007 to your Communications and Public Outreach" person, Danielle Cogan, not March 26 as indicated on your letter.

Thanks
JK

Subject: RE: *** Detected as Spam *** Re: Your Request for CRC Records
Date: Mon, 26 Mar 2007 15:41:05 -0700
From: "Gleason, Tonja" <GleasonT@columbiarivercrossing.org>
To: "Jim Karlock" <Jkarlock@earthlink.net>

Thanks Jim-

We have revised your request to reflect the three additional items.

Regards

Tonja L. Gleason C.P.A.
Project Controls Manager
Columbia River Crossing Project
700 Washington Ave. STE 300,
Vancouver, Washington 98660
360.816.2188

From: Jim Karlock [mailto:Jkarlock@earthlink.net]
Sent: Monday, March 26, 2007 5:15 PM
To: Gleason, Tonja

Subject: RE: *** Detected as Spam *** Re: Your Request for CRC Records

Handout from Public Commenter,
Jim Karlock

Thanks.

I note that your letter still shows a request data of March 26, 2007 while the request was originally made on February 21, 2007 to Danielle Cogan, your "communications and public outreach" person.

Please make the appropriate correction.

Thanks

JK

Subject: RE: *** Detected as Spam *** Re: Your Request for CRC Records

Date: Tue, 27 Mar 2007 08:00:31 -0700

From: "Gleason, Tonja" <GleasonT@columbiarivercrossing.org>

To: "Jim Karlock" <Jkarlock@earthlink.net>

Jim-

The letters that you sent to me on the 23rd and the other on the 26th do not officially qualify as public records request. The request that I received on the 23rd was asking how to do something ie request records. I am giving you the benefit of the doubt and treating it as a request. The request that you believe was sent to Danielle Cogan on February 21st and was received by me on March 26th was already answered by Danielle. We will answer your request again, however it likely won't change. There are no corrections to make on the letters.

Sincerely,

Tonja L. Gleason C.P.A.

Project Controls Manager

Columbia River Crossing Project

700 Washington Ave. STE 300,

Vancouver, Washington 98660

360.816.2188

Subject: Your Requests for Information

Date: Thu, 19 Apr 2007 09:45:57 -0700

From: "Gleason, Tonja" <GleasonT@columbiarivercrossing.org>

To: "Jim Karlock" <Jkarlock@earthlink.net>

Dear Mr. Karlock-

In response to your request for records dated March 23,2007, we have the records requested:

"(Danielle was apparently unable to simply forward my request form several weeks ago, so I am sending it directly to this address.)

How do I get copies of all sign in sheets from all open house type events of the CRC, plus the task force meetings.

Thanks

JK."

Please provide an address that we can send them to or provide a time that you would like to pick them up.

With respect to your request dated March 26, 2007:

"How many daily trips are there across the I-5 bridge currently and projected for 2030 in each of these categories:

*Pedestrian
Bike
Other Than Above*

Would you also be kind enough to finish my request of 2/21/07 (made to Danielle Cogan, your "communications and public outreach" person as follows. I will repeat my request, with the filled items crossed out, and mention that I was told that the remaining information did not exist. That is simply not credible, or an indication of gross dereliction of duty by the engineering staff:

For each of the current alternatives, what is the cost (in dollars) for each of these elements, broken down by the bridge component itself and other related items such as approaches:

*General purpose lanes
Automobile if other than General purpose lanes
Truck if other than General purpose lanes
Other motor vehicle (if other than General purpose lanes
Pedestrian
Bike
Transit bus
Transit rail
Other than above*

What would covering-burying I-5 in Vancouver per Mayor Pollard's recent comments cost?

Where do the various options attain ground level at each end of the bridges and related ramps?"

As stated in Danielle's previous response to you dated March 23, 2007, we will study the cost of the alternatives and their elements as the project moves forward in the Draft Environmental Impact Statement (DEIS) process. The DEIS is an intense and thorough process of analysis that will examine the benefits and impacts of the proposed alternatives including cost. If a lid is part of an alternative, we will estimate its cost during this period as well. There are currently no Pedestrian or Bike projections for 2030 to provide.

Sincerely,

Tonja L. Gleason C.P.A.
Project Controls Manager
Columbia River Crossing Project
700 Washington Ave. STE 300,
Vancouver, Washington 98660
360.816.2188
www.columbiarivercrossing.org

From: Jim Karlock [mailto:Jkarlock@earthlink.net]
Sent: Thursday, April 19, 2007 10:27 AM
To: Gleason, Tonja
Cc: jimredde@portlandtribune.com; jimmyer@news.oregonian.com; john.laird@columbian.com
Subject: *** Detected as Spam *** Re: Your Requests for Information

At 09:45 AM 4/19/07, Gleason, Tonja wrote:

Dear Mr. Karlock-

In response to your request for records dated March 23,2007, we have the records requested:

"(Danielle was apparently unable to simply forward my request from several weeks ago, so I am sending it directly to this address.)

How do I get copies of all sign in sheets from all open house type events of the CRC, plus the task force meetings.

Thanks

JK."

Please provide an address that we can send them to or provide a time that you would like to pick them up.

I would like to pick them up this afternoon.

With respect to your request dated March 26, 2007:

"How many daily trips are there across the I-5 bridge currently and projected for 2030 in each of these categories:

Pedestrian

Bike

Other Than Above

Would you also be kind enough to finish my request of 2/21/07 (made to Danielle Cogan, your "communications and public outreach" person as follows. I will repeat my request, with the filled items crossed out, and mention that I was told that the remaining information did not exist. That is simply not credible, or an indication of gross dereliction of duty by the engineering staff?

For each of the current alternatives, what is the cost (in dollars) for each of these elements, broken down by the bridge component itself and other related items such as approaches?

General purpose lanes

Automobile if other than General purpose lanes

Truck if other than General purpose lanes

Other motor vehicle if other than General purpose lanes

Pedestrian

Bike

Transit bus

Transit rail

Other than above

What would covering-burying I-5 in Vancouver per Mayor Pollard's recent comments cost?

Where do the various options attain ground level at each end of the bridges and related ramps?"

As stated in Danielle's previous response to you dated March 23, 2007, we will study the cost of the alternatives and their elements as the project moves forward in the Draft Environmental Impact Statement (DEIS) process. The DEIS is an intense and thorough process of analysis that will examine the benefits and impacts of the proposed alternatives including cost. If a lid is part of an alternative, we will

estimate its cost during this period as well. There are currently no Pedestrian or Bike projections for 2030 to provide.

That was not a request for official studies. That was, and is, a request for any documents containing any estimates, of any kind, preliminary or not, or guesses of any kind, in any way stating possible costs.

To state that no document in your possession contains any cost estimate of any kind, is simply not believable. I hereby demand that you produce the requested documents ASAP.

As to your claim that "There are currently no Pedestrian or Bike projections for 2030 to provide." Again, this is not a request for official documents prepared "to provide". It is a request for ANY documents in your possession that contain projections about 2030 Pedestrian or Bike projected volume, OFFICIAL OR NOT.

To state that no document, in your possession contains, any projection of any kind, is simply not believable. I hereby demand that you produce the requested documents ASAP.

If such documents do not exist, does this constitute your denial of published cost estimates such as these:

"Although the cost of the so-called Columbia River Crossing currently is estimated at between \$2 billion and \$6 billion" *The Portland Tribune, Feb 23, 2007*

"\$2 billion - State officials say a six-lane span is needed..." *The Oregonian, Wednesday, November 22, 2006*

"When it comes to planning a \$2 billion, once-a-century bridge," *The Columbian, Sunday, January 07, 2007*

I want you to produce the basis for those published estimates.

**Thanks
JK**

Subject: RE: *** Detected as Spam *** Re: Your Requests for Information
Date: Thu, 19 Apr 2007 11:18:49 -0700
From: "Gleason, Tonja" <GleasonT@columbiarivercrossing.org>
To: "Jim Karlock" <jkarlock@earthlink.net>

Thank you Jim-
Your documents will be ready for pick up at the front desk this afternoon. I will pass your comments regarding the validity of our response on to the appropriate project individuals.
Sincerely,

Tonja L. Gleason C.P.A.
Project Controls Manager
Columbia River Crossing Project
700 Washington Ave. STE 300,
Vancouver, Washington 98660
360.816.2188
www.columbiarivercrossing.org

From: Jim Karlock [mailto:Jkarlock@earthlink.net]
Sent: Friday, April 27, 2007 3:45 AM
To: Gleason, Tonja
Subject: RE: *** Detected as Spam *** Re: Your Requests for Information

I would like to thank you for providing copies of the sign in sheets.

As you will recall we discussed my unfilled requests and you stated that "works in process" and "data" were exempt from disclosure.

I checked ORS 192 (<http://www.leg.state.or.us/ors/192.html>) and could find no mention of data being exempt, except under narrow circumstances, primarily confidentiality.

Likewise, I find no mention of "work in process" being exempt.

Please cite an ORS and Washington statute provision for your claim of exemption from disclosure laws, or supply the information that I requested on February 23, 2007.

Thanks
JK

Subject: Your Requests for Information
Date: Mon, 30 Apr 2007 14:39:24 -0700
From: "Gleason, Tonja" <GleasonT@columbiarivercrossing.org>
To: "Jim Karlock" <Jkarlock@earthlink.net>

Dear Mr. Karlock-

I have passed this matter on to appropriate staff for clarification. I will get back with you as soon as we are provided with direction.

Sincerely,

Tonja L. Gleason C.P.A.
Project Controls Manager
Columbia River Crossing Project
700 Washington Ave. STE 300,
Vancouver, Washington 98660
360.816.2188
www.columbiarivercrossing.org

01:39 pm 5/4/07
To: "Gleason, Tonja" <GleasonT@columbiarivercrossing.org>
Re: Your Requests for Information

I has now been another week and my request from February 23 2007 is still not fully filled.
When can I expect his information?

Thanks
JK

At 02:39 PM 4/30/07, Gleason, Tonja wrote:
Dear Mr. Karlock-

I have passed this matter on to appropriate staff for clarification. I will get back with you as soon as we are provided with direction.

Sincerely,

Tonja L. Gleason C.P.A.
Project Controls Manager
Columbia River Crossing Project
700 Washington Ave. STE 300,
Vancouver, Washington 98660
360.816.2188

01:33 pm 5/10/07

To: "Gleason, Tonja" <GleasonT@columbiarivercrossing.org>
Subject: Re: Your Requests for Information

I has now been almost another week and my request from February 23 2007 is still not fully filled.
When can I expect his information?

Thanks
JK

At 02:39 PM 4/30/07, Gleason, Tonja wrote:
Dear Mr. Karlock-

I have passed this matter on to appropriate staff for clarification. I will get back with you as soon as we are provided with direction.

Sincerely,

Tonja L. Gleason C.P.A.
Project Controls Manager
Columbia River Crossing Project
700 Washington Ave. STE 300,
Vancouver, Washington 98660
360.816.2188
www.columbiarivercrossing.org

[The following text is extremely faint and largely illegible. It appears to be a list or series of notes, possibly related to a public comment or information request. The text is mirrored across the page, suggesting it was scanned from a document with bleed-through or a double-sided page.]

Columbia River **CROSSING**

Task Force Meeting

November 27, 2007



Columbia River **CROSSING**

**Welcome and
Announcements**

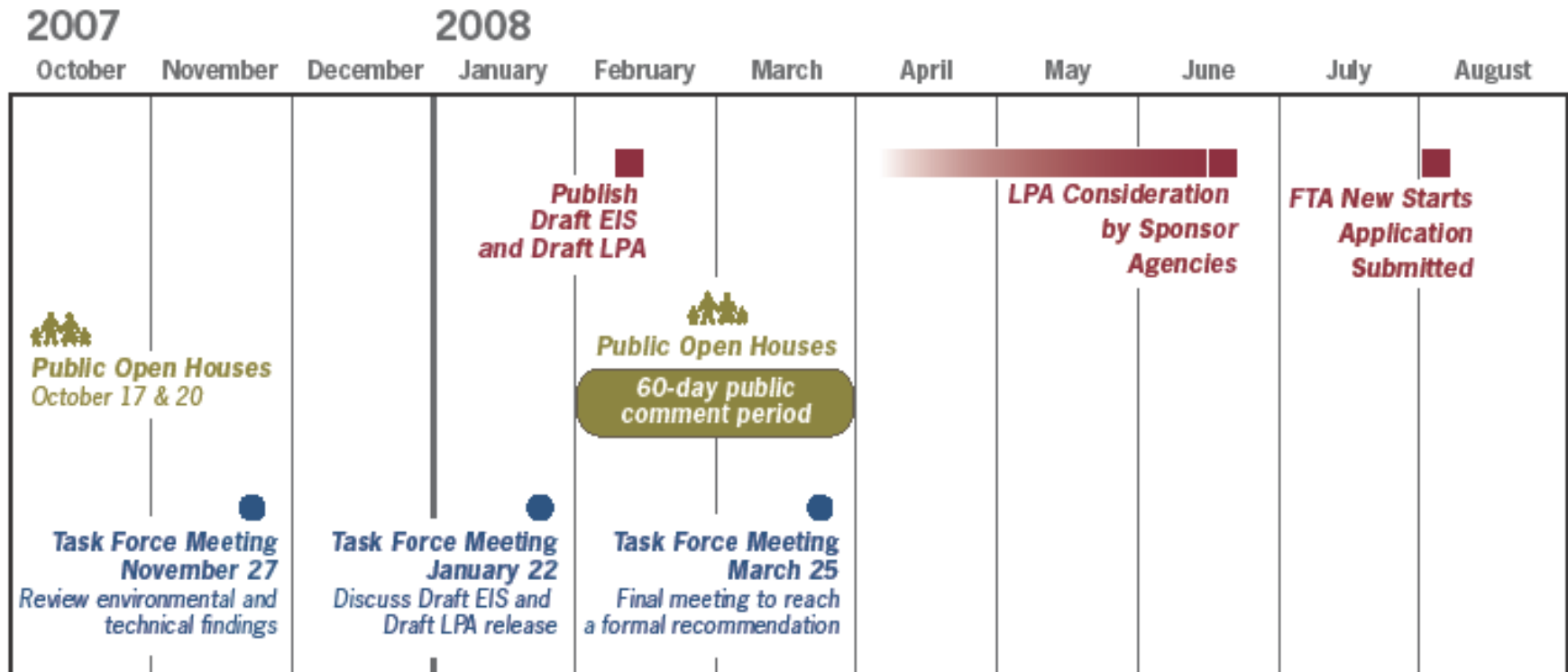


Columbia River **CROSSING**

June 26 Meeting Summary Approval



Project Decision Points and Task Force Meetings



Columbia River **CROSSING**

Project Update

4:20 – 4:35 p.m.



Review of Prior Accomplishments

- November 2005 – Vision and Values Statement
- December 2005 – Problem Definition
- March 2006 – Screening and Evaluation Framework



Alternatives Advanced for Analysis in Draft EIS

- Alternative 1: No build
- Alternative 2: Replacement bridge with bus rapid transit
 - Vehicles, bicyclists and pedestrians on new bridge
 - Efficient transit service
 - I-5 toll
- Alternative 3: Replacement bridge with light rail
 - Vehicles, bicyclists and pedestrians on new bridge
 - Efficient transit service
 - I-5 toll
- Alternative 4: Supplemental bridge with bus rapid transit
 - Southbound vehicles and transit on new structure; northbound vehicles, bicyclists and pedestrians on existing bridge
 - Higher I-5 toll
 - Increased transit service (above alternatives 2 and 3)
- Alternative 5: Supplemental bridge with light rail
 - Southbound vehicles and transit on new structure; northbound vehicles, bicyclists and pedestrians on existing bridge
 - Higher I-5 toll
 - Increased transit service (above alternatives 2 and 3)

Project Benefits of All Alternatives

Safer travel and improved design

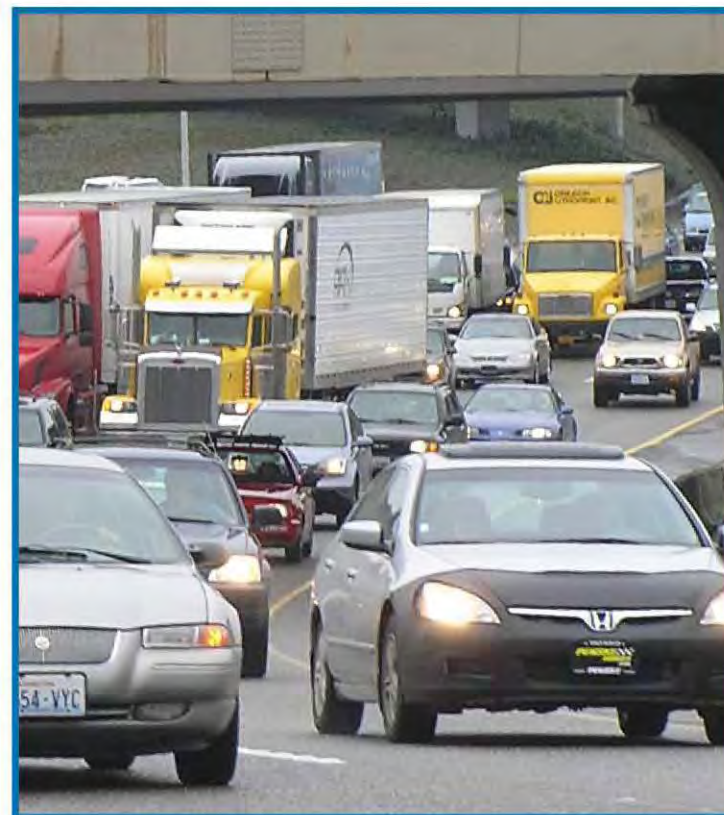
- Add shoulders and wider lanes
- Improve connections at all interchanges
- Increase seismic safety

More commuter choices

- Add high capacity transit
- Enhance pedestrian and bike paths
- Reduce travel times

Better freight mobility

- Relieve congestion to keep goods moving
- Improve access to ports and highways



Environmental Evaluation

The Draft Environmental Impact Statement will analyze many different disciplines:

- Acquisitions
- Air Quality
- Aviation
- Economics
- Ecosystems
- Energy
- Environmental Justice
- Geology
- Hazardous Materials
- Historic Resources
- Land Use
- Navigation
- Neighborhoods
- Noise and Vibrations
- Public Services
- Section 4 (f) and Parks
- Traffic
- Transit
- Visual and Aesthetics
- Water Quality
- Wetlands

Current Choices



Three key choices will be made in the upcoming months:

Bridge

- Supplement Interstate Bridge with an additional structure, or
- Replace Interstate Bridge

Transit Mode

- Bus rapid transit with express bus service, or
- Light rail with express bus service

Transit Alignment

- Near I-5, or
- Offset from I-5, on local streets

Next Steps

- February 2008: Draft EIS and Draft LPA
 - 60-day public comment period
- April – June 2008: Local board/council consideration
- June 2008: Adopt LPA
- Early 2009: Final EIS
- Mid – late 2009: Record of Decision
- 2010: Earliest construction can start

Columbia River **CROSSING**

Cost Estimates and Funding

4:35 – 4:50 p.m.



What is a Cost Risk Assessment (CRA)?

- Includes base costs for capital improvements, potential risks, estimate uncertainty, and project schedule
- Creates a range of costs that can be useful for:
 - Communicating costs with the public and decision-makers
 - Developing risk management strategies
 - Analyzing project alternatives
 - Managing the project schedule and budget

Draft EIS Cost Risk Assessment Results

The total preliminary cost estimates for the project alternatives are **\$3.1 billion to \$4.2 billion** in year of expenditure dollars.

Year of expenditure assumes that construction would take place between 2010 and 2017.

Draft EIS Cost Risk Assessment Results

PRELIMINARY COST ESTIMATE

\$3.1 – 4.2 billion
(year of expenditure dollars)*

Cost Breakdown by Component

- **Total I-5 Highway Related Costs**

Replacement
Supplemental

\$2.67 to \$3.09 billion
\$2.51 to \$2.88 billion

- **High Capacity Transit**

Bus Rapid Transit
Light Rail

\$0.46 to \$0.99 billion
\$0.53 to \$1.17 billion

- **Columbia River Crossing Bridge Only**

Replacement bridge
Supplemental bridge

\$1.24 to \$1.59 billion
\$1.02 to \$1.43 billion

What types of risks are identified?

- Schedule
 - Length of time scheduled for right of way acquisition
 - Construction restrictions due to in-water work windows
- Cost
 - Context sensitive solutions for the river crossing
- Cost and Schedule
 - Transit inside the river crossing superstructure
 - Inadvertent discovery / archaeological findings

Funding Options

Columbia River Crossing is a bridge, transit and highway improvement project that will be funded from multiple sources:

- Federal
- State of Oregon
- State of Washington
- Tolling I-5
- Regional and local



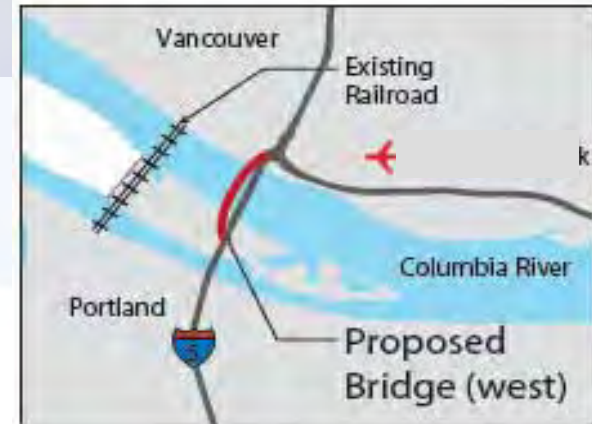
Columbia River **CROSSING**

Bridge and Highway Findings

4:50 – 5:10 p.m.



Replacement Bridge



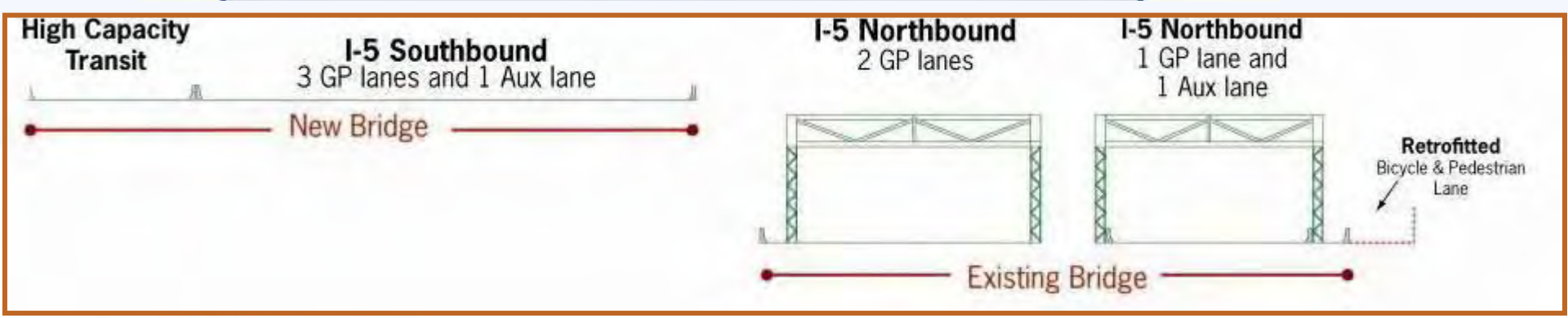
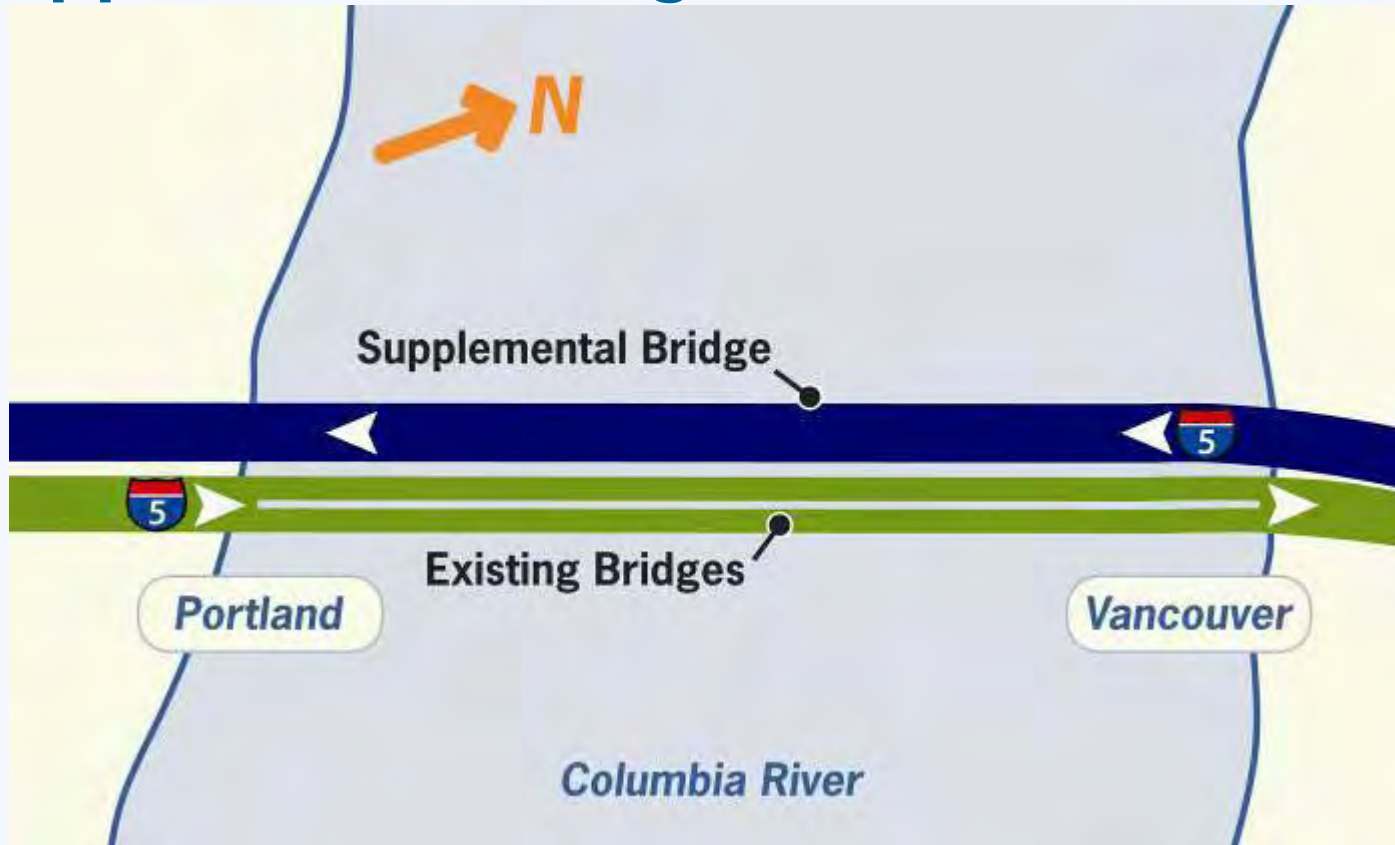
Replacement Upstream Bridge

Not advanced for further consideration:

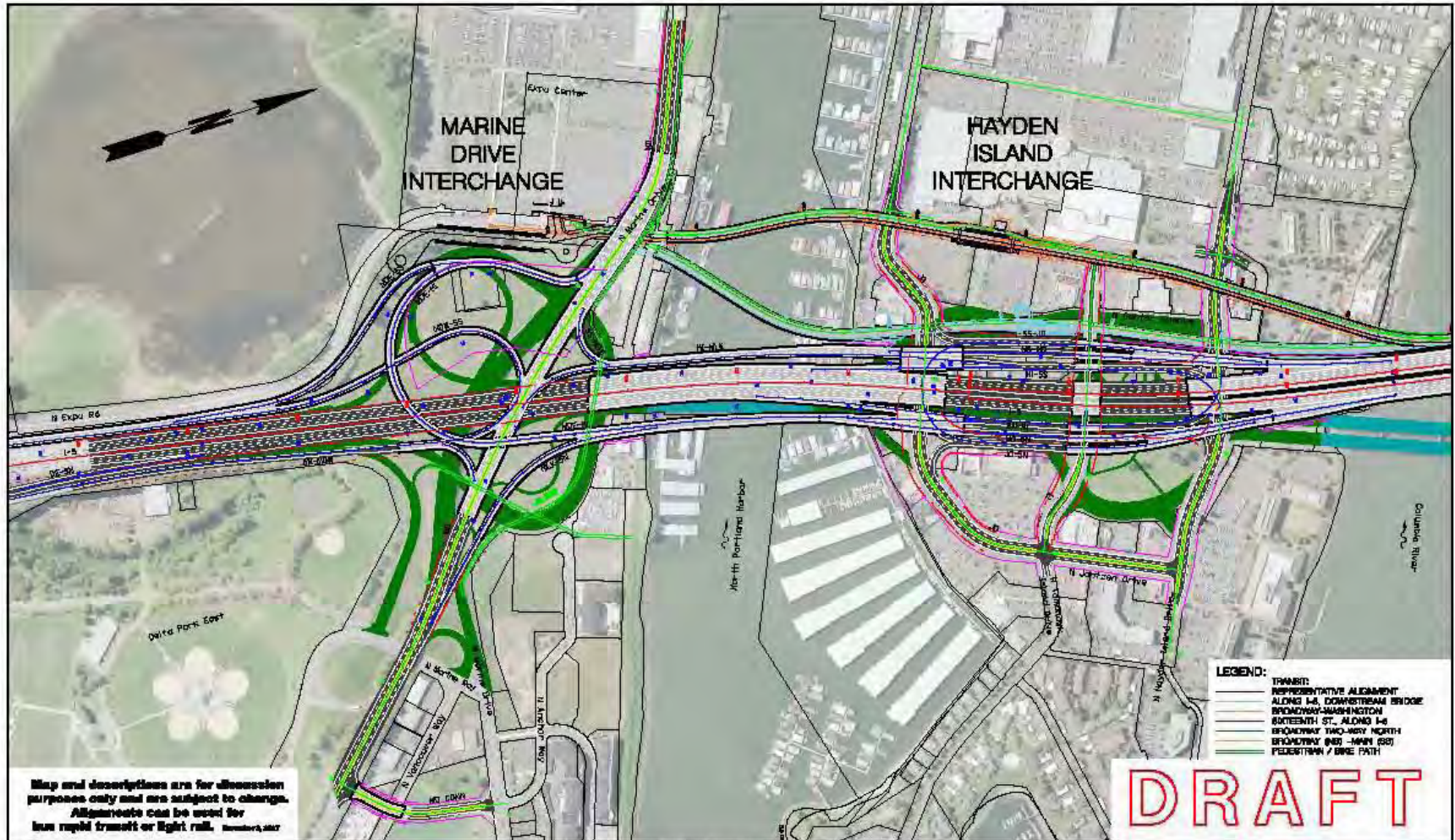
- Requires 3 to 4 years longer to build
- Longer in-water work period required
- Transit is last to be completed
- Greater potential for inadvertent discovery of cultural resources



Supplemental Bridge



Replacement Downstream Bridge - (with High Capacity Transit) Hayden Island and Marine Drive



REPLACEMENT DOWNSTREAM
WITH BUS RAPID TRANSIT OR LIGHT RAIL

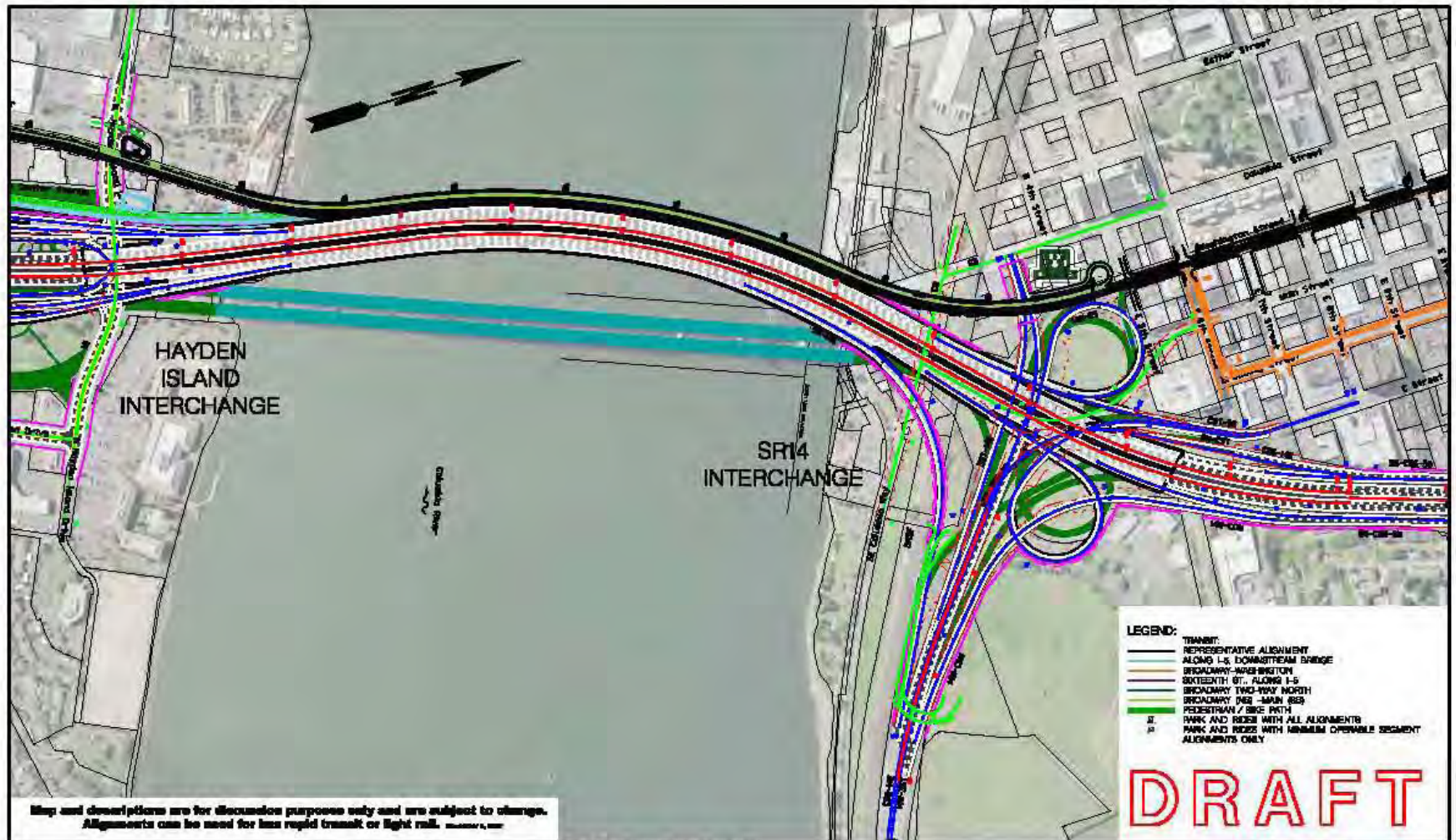
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SCALE IN FEET

Columbia River
CROSSING

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Sheet 1 of 4

Replacement Downstream Bridge –(with High Capacity Transit) River Crossing & SR 14



Map and descriptions are for discussion purposes only and are subject to change. Alignments can be used for less rapid transit or light rail.

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REPLACEMENT DOWNSTREAM WITH BUS RAPID TRANSIT OR LIGHT RAIL
Sheet 2 of 4

0 200 400 600 800 1000
SCALE IN FEET

Columbia River
CROSSING

Replacement Bridge Draft Rendering Bus Rapid Transit or Light Rail **Alongside** I-5 Bridge



Replacement Bridge Draft Rendering Bus Rapid Transit or Light Rail **Inside** Southbound Bridge ("Transit in a Box")



Looking south from downtown Vancouver

Replacement or Supplemental Bridge – (with High Capacity Transit) Mill Plain and Fourth Plain



Map and descriptions are for discussion purposes only and are subject to change. Alignments can be used for bus rapid transit or light rail.

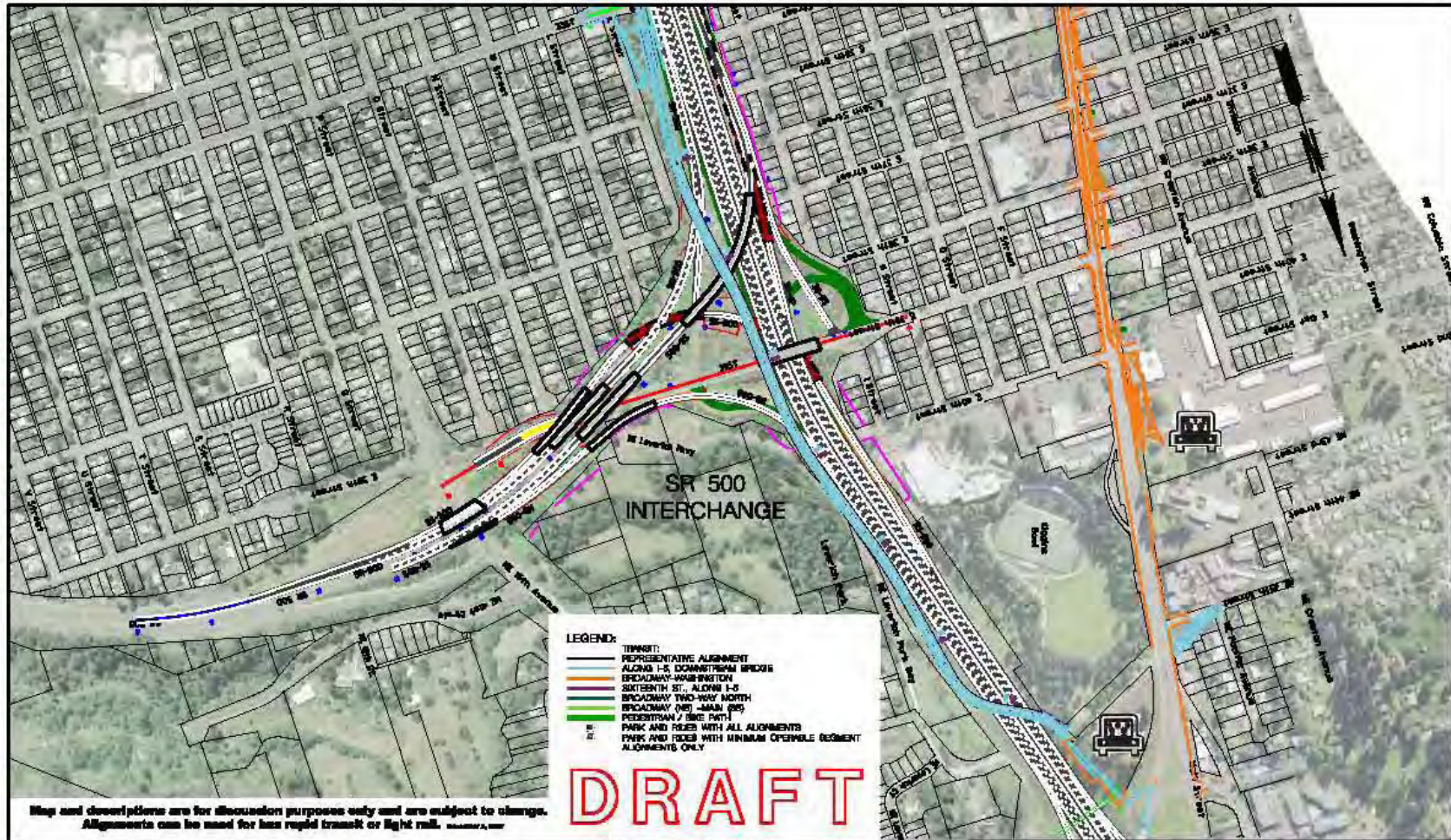
DISCLAIMER: THIS DRAWING IS FOR INFORMATION PURPOSES AND MAY NOT HAVE BEEN PREPARED FOR LEGAL, ENGINEERING OR SURVEYING PURPOSES. USERS OF THIS INFORMATION SHOULD REVIEW OR CONSULT THE PRIMARY DATA AND INFORMATION SOURCE TO ASCERTAIN THE USABILITY OF THIS INFORMATION.

REPLACEMENT DOWNSTREAM
WITH BUS RAPID TRANSIT OR LIGHT RAIL
Sheet 3 of 4

0 200 400 600 800 1000
SCALE IN FEET

Columbia River
CROSSING

Replacement or Supplemental Bridge – (with High Capacity Transit) SR 500



Map and descriptions are for discussion purposes only and are subject to change. Alignments can be used for bus rapid transit or light rail.

REPLACEMENT DOWNSTREAM
WITH BUS RAPID TRANSIT OR LIGHT RAIL
Sheet 4 of 4

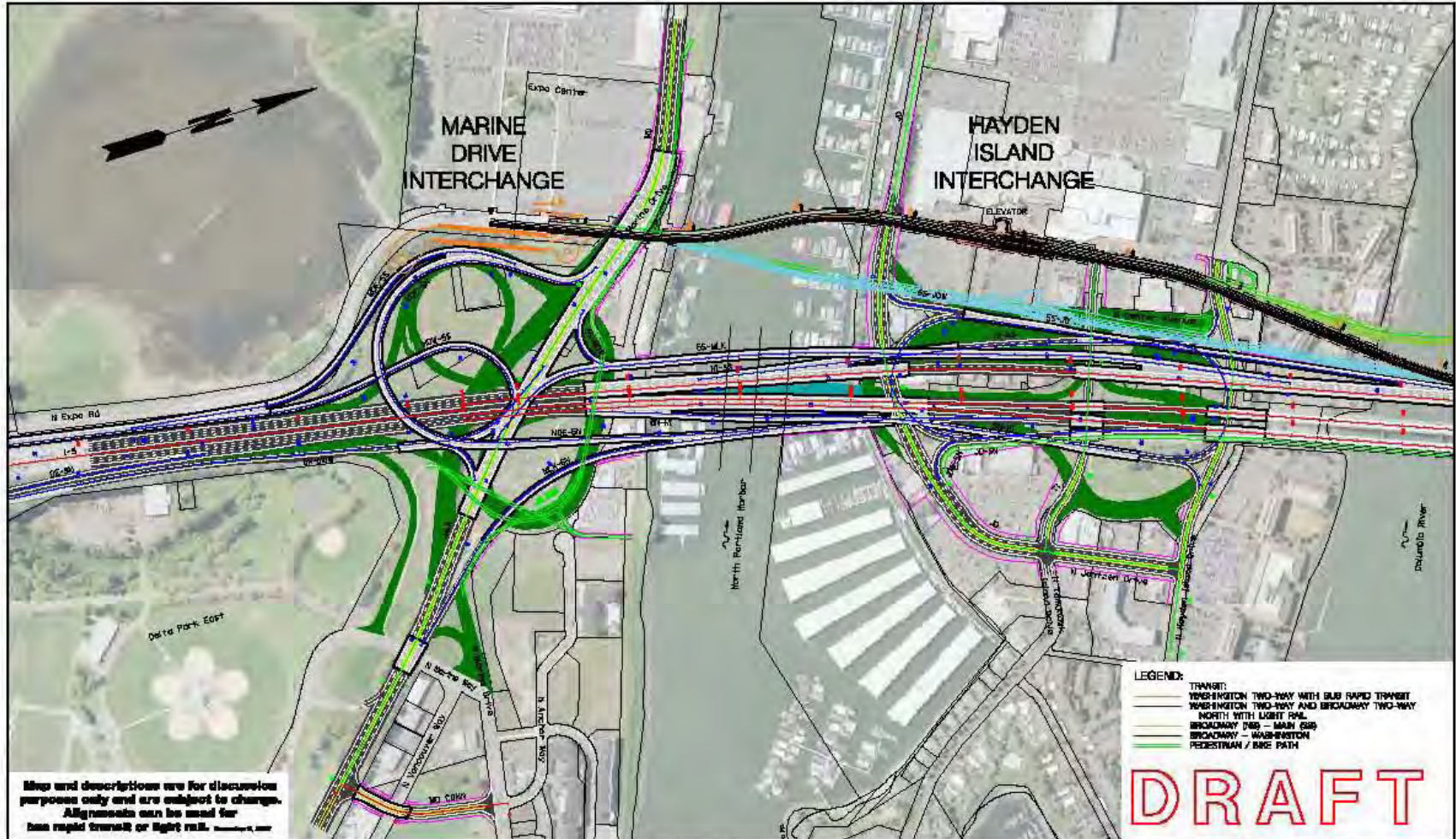
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SCALE IN FEET

Columbia River
CROSSING

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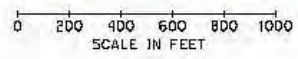
Supplemental Bridge – (with High Capacity Transit) River Crossing and SR 14



- LEGEND:**
- TRANSPORTATION
 - WASHINGTON TWO-WAY WITH BUS RAPID TRANSIT
 - WASHINGTON TWO-WAY AND BROADWAY TWO-WAY
 - NORTH-SOUTH LIGHT RAIL
 - BROADWAY TWO-WAY MAIN BUS
 - BROADWAY - WASHINGTON
 - PEDESTRIAN / BIKE PATH

DRAFT

**SUPPLEMENTAL BRIDGE
WITH BUS RAPID TRANSIT OR LIGHT RAIL**
Sheet 1 of 4



Map and descriptions are for discussion purposes only and are subject to change. Alignments can be used for bus rapid transit or light rail.

DISCLAIMER:
THIS DRAWING IS FOR INFORMATION PURPOSES AND MAY NOT HAVE BEEN PREPARED FOR LEGAL ENGINEERING OR SURVEYING PURPOSES. USERS OF THIS INFORMATION SHOULD REVIEW OR CONSULT THE PRIMARY DATA AND INFORMATION SOURCE TO ASCERTAIN THE USABILITY OF THIS INFORMATION.

1/1/2017 10:00 AM

Supplemental Bridge Draft Rendering SR 14 Interchange



Looking south from downtown Vancouver

Key Findings

- A Replacement river crossing performs better than a Supplemental river crossing on most of the values
 - Improved transportation performance
 - Safer traffic design features
 - Lower seismic risk
 - Less impact to Hayden Island
 - Safer and more direct navigation route
 - Better accommodates Vancouver's central city vision
- Supplemental performs better in two areas: less impact on historic resources and about 10 - 15 percent less expensive

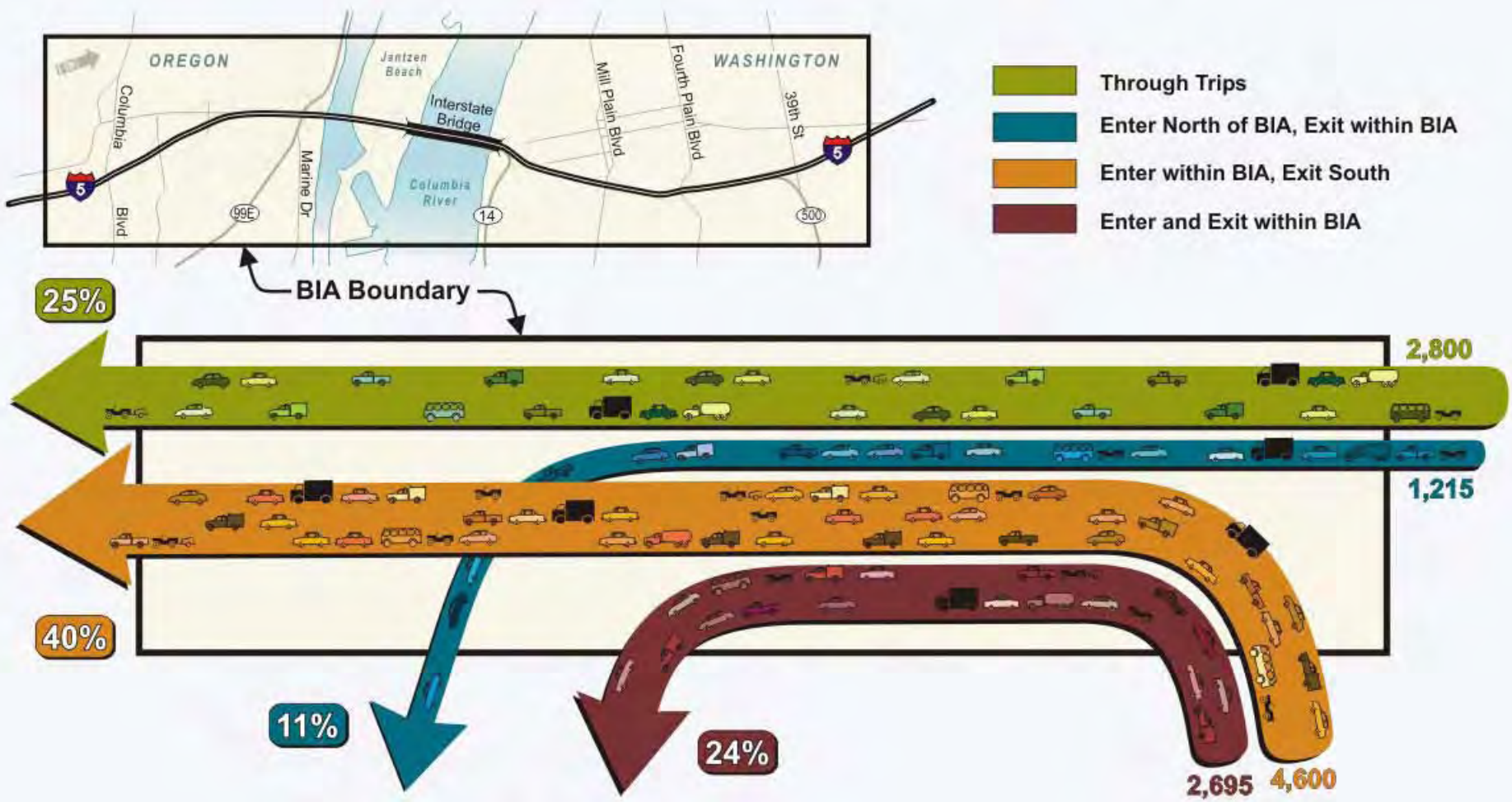
Bridge Choice Evaluation Criteria*

CRC Evaluation Criteria	Measure	Replacement	Supplemental
2.1 – 2.3, 2.5-2.6, 3.1, 3.4	Transportation Performance (traffic and transit)		
4.1 – 4.6	Safety		
5.1 – 5.6	Freight Mobility		
6.1 – 6.5, 6.7	Stewardship of Natural Resources		
8.1 – 8.4	Cost Effectiveness and Financial Resources		
9.1	Growth Management, Land Use		
10.1 – 10.4	Constructability		

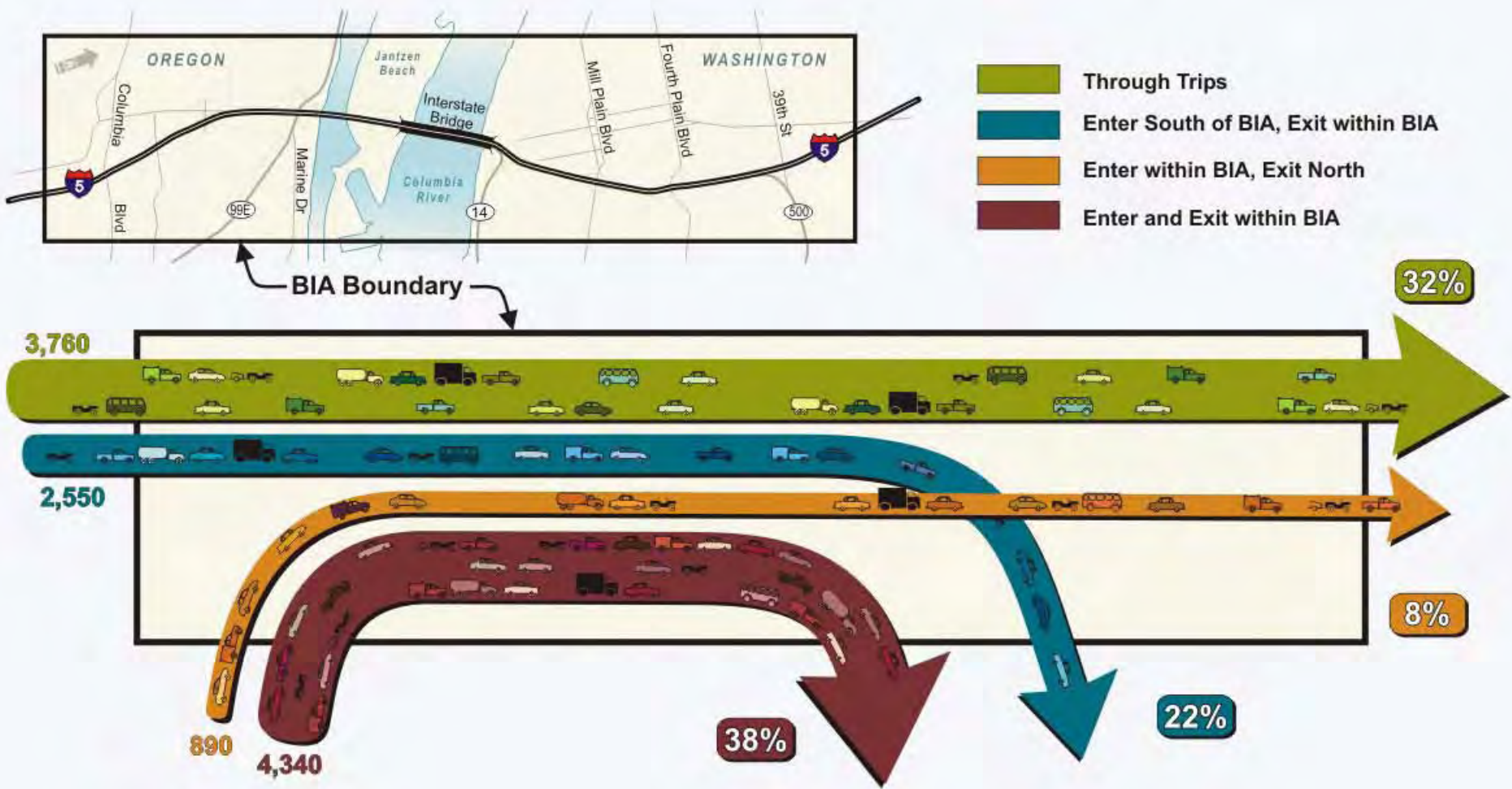
Travel Patterns on I-5 in the Bridge Influence Area



Southbound Vehicle Trips within I-5 BIA (2005)



Northbound Vehicle Trips within I-5 BIA (2005)



Forecasting Future Travel Demands and Traffic Congestion

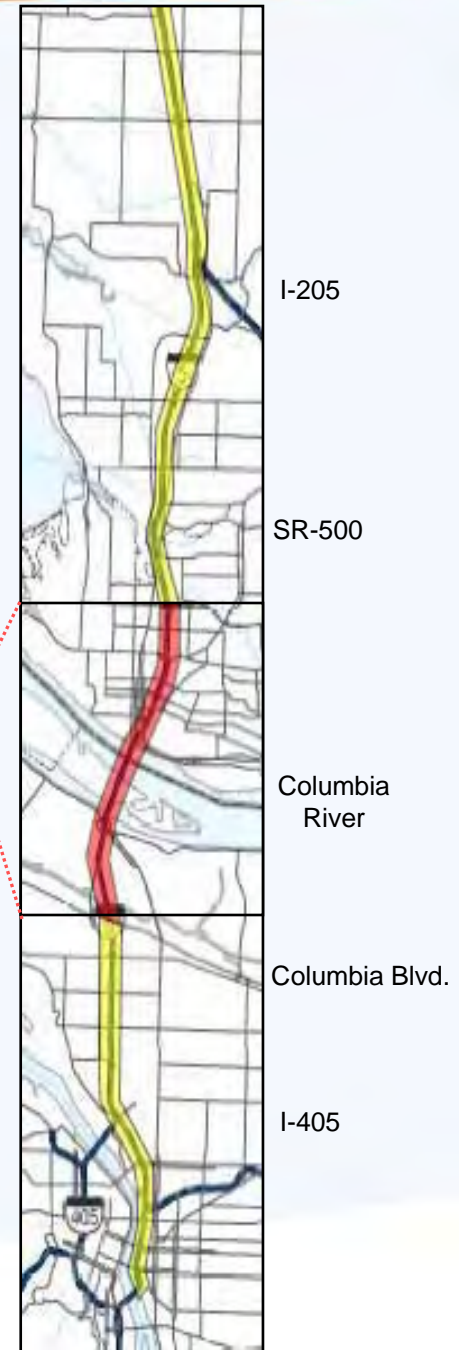
- Traffic projections based upon adopted regional land use forecasts for year 2030
- Forecasts developed using Metro/RTC's travel demand model based on regional travel behavior surveys
- Model considers numerous elements, including transportation network and travel costs
- FHWA and FTA require use of comprehensive and proven regional model
- Additional traffic operational analysis based upon microsimulation of roadway operations

Travel Speeds and Traffic Congestion Along the I-5 Corridor

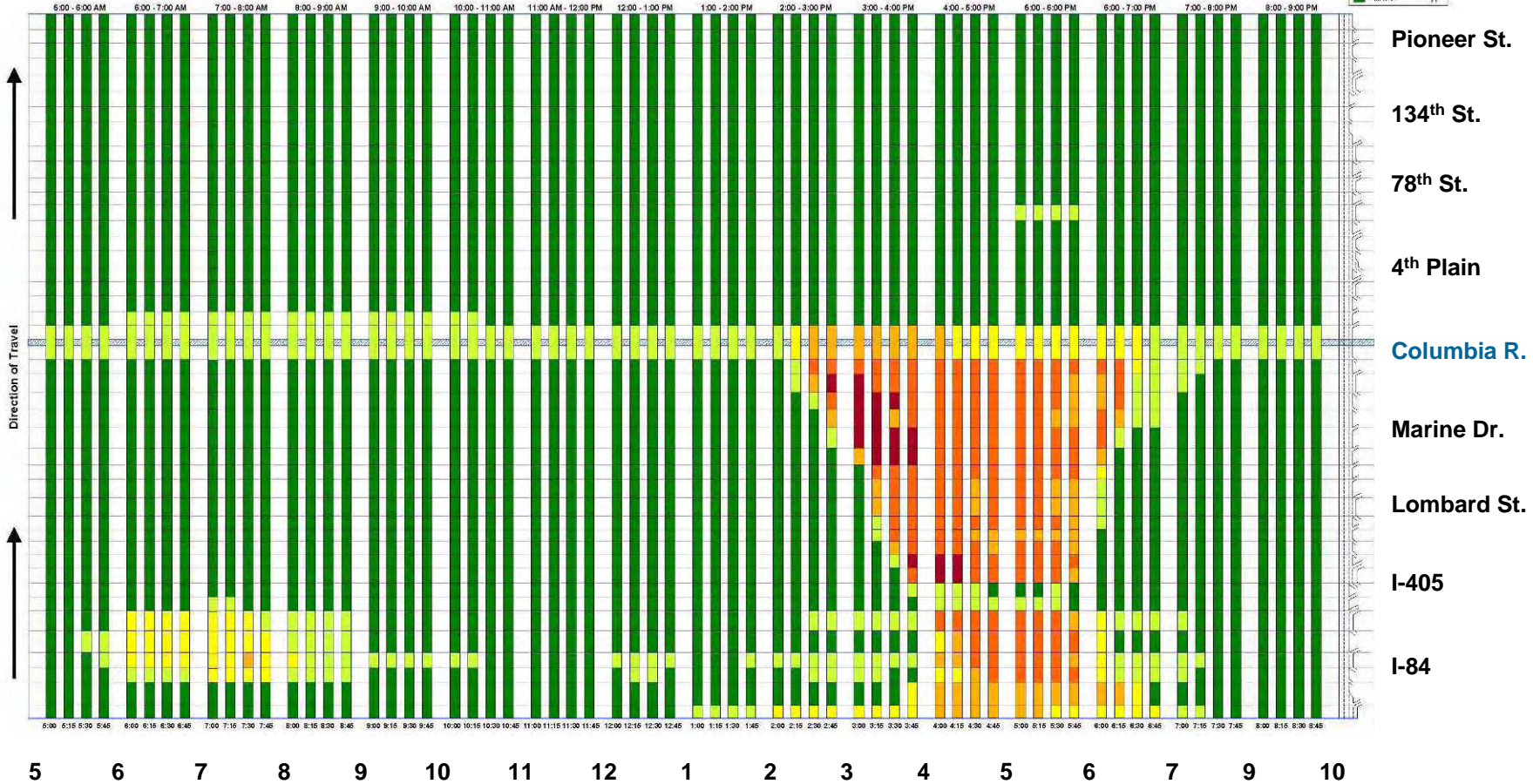
- Traffic analysis includes more than I-5 within the Bridge Influence Area
- Includes 23 miles of I-5 from Pioneer Street to Marquam Bridge
- Expanded study area enables analysis of upstream and downstream considerations
- “Congestion” defined when freeway travel speeds below 30 mph



Bridge Influence Area



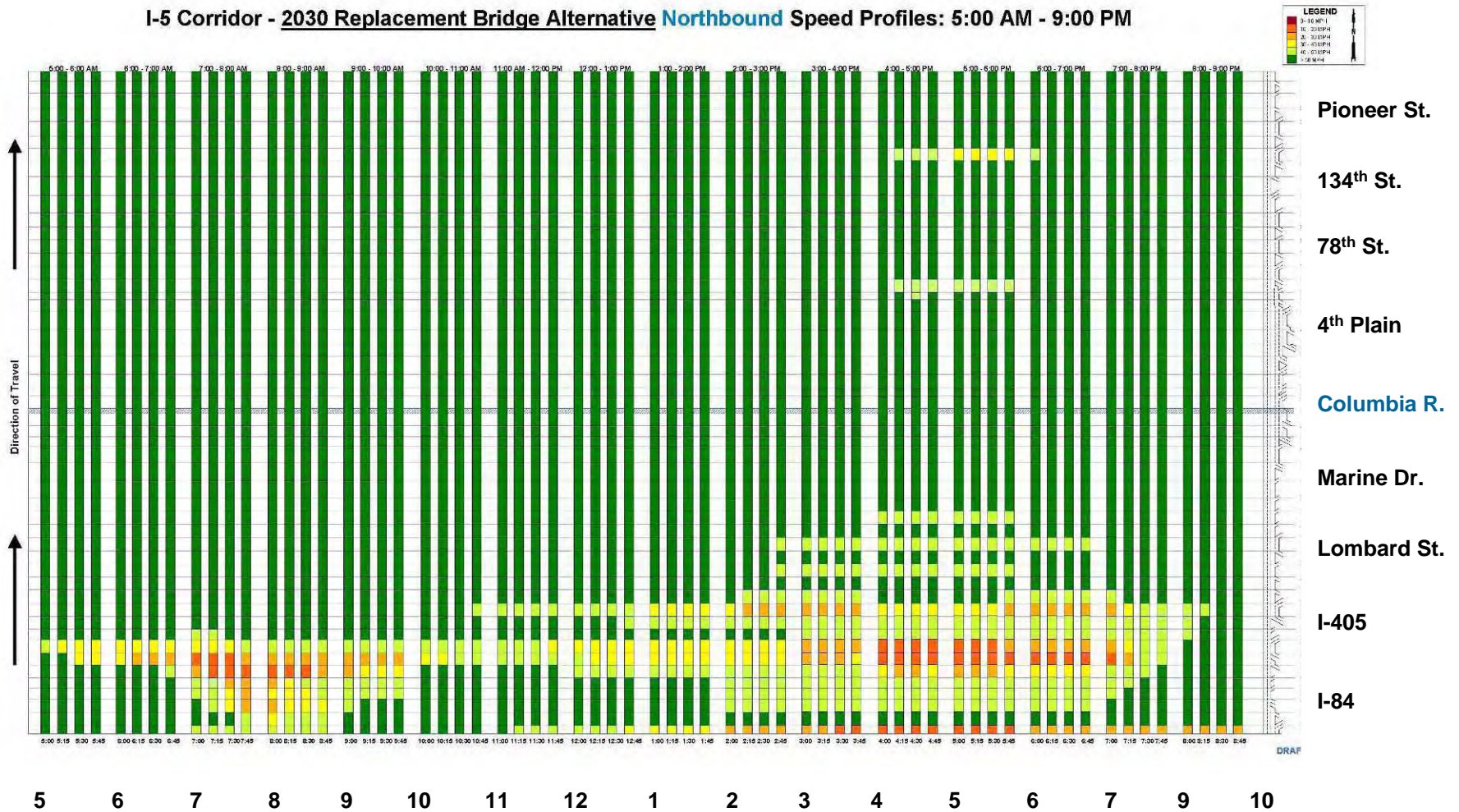
I-5 Corridor - Calibrated Existing 2005 Conditions Northbound Speed Profiles: 5:00 AM - 9:00 PM



I-5 Corridor - 2030 No Build Northbound Speed Profiles: 5:00 AM - 9:00 PM



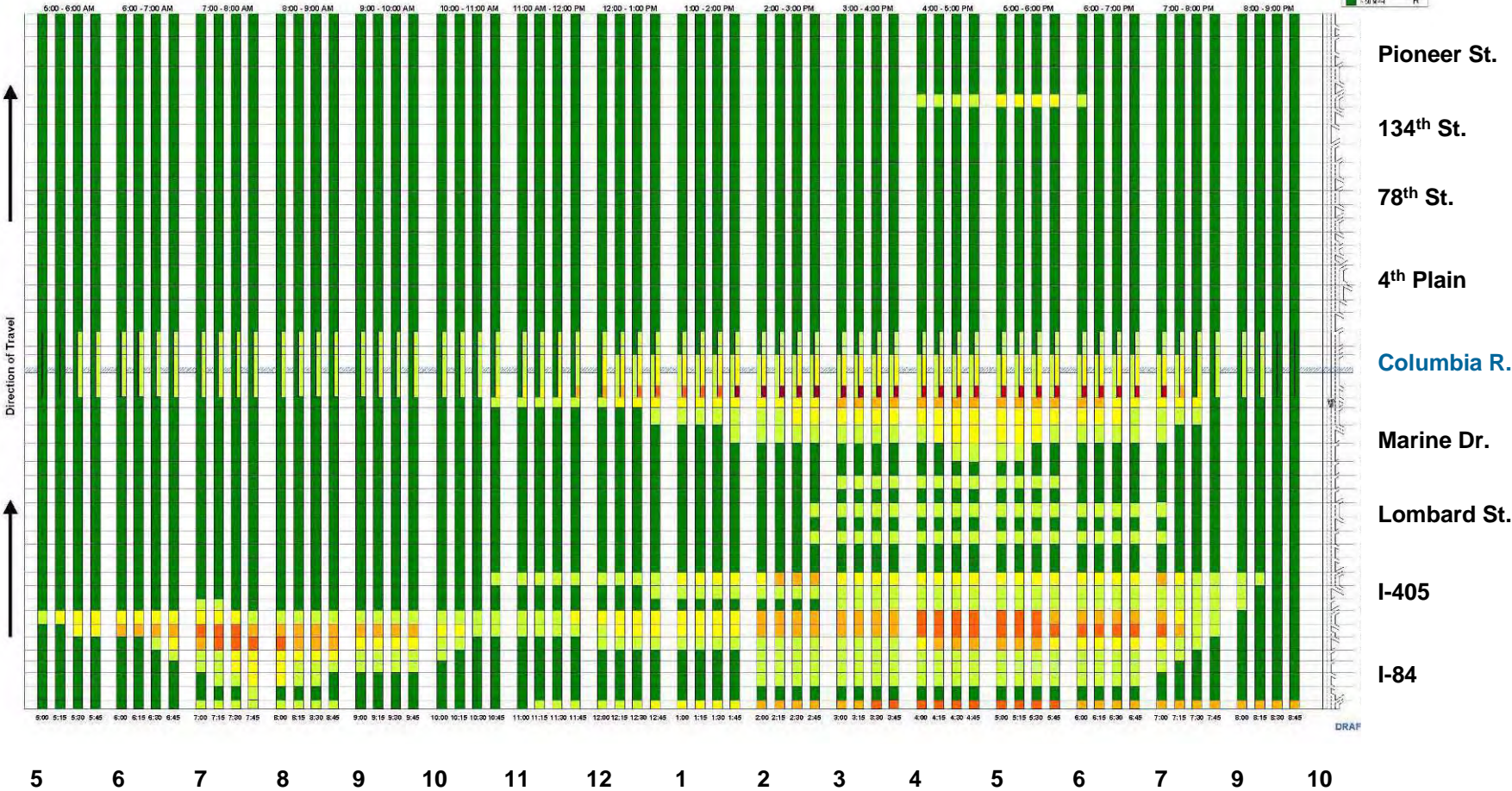
I-5 Corridor - 2030 Replacement Bridge Alternative Northbound Speed Profiles: 5:00 AM - 9:00 PM



I-5 Corridor - 2030 Supplemental Bridge Alternative Northbound Speed Profiles: 5:00 AM - 9:00 PM









LEGEND

- 0-20 MPH
- 21-30 MPH
- 31-40 MPH
- 41-50 MPH
- 51-60 MPH
- 60+ MPH



CRC Project Will Improve Mobility

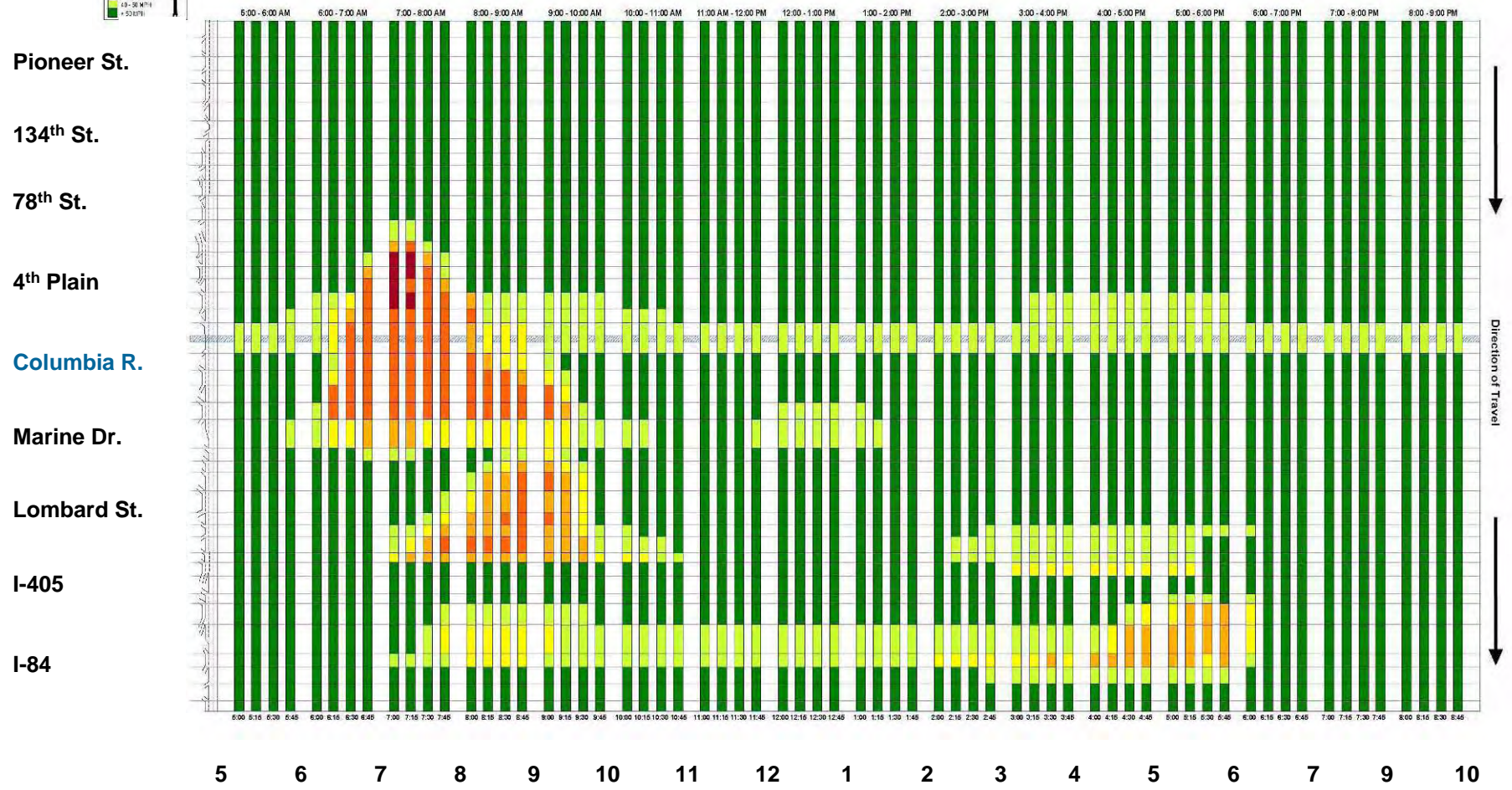
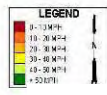
Daily Northbound Congestion

Scenario	Hours of Congestion at the I-5 Bridge	People Crossing
Existing		
No Build (2030)		
Replacement Bridge (2030)	 *	
Supplemental Bridge (2030)		

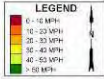
*Hours of congestion projected to be 0-2 hours.

 1 hour of congestion	 2,500 person trips in autos	 2,500 person trips on transit
--	---	---

I-5 Corridor - Calibrated Existing 2005 Conditions Southbound Speed Profiles: 5:00 AM - 9:00 PM



I-5 Corridor - 2030 No Build Southbound Speed Profiles: 5:00 AM - 9:00 PM



Pioneer St.

134th St.

78th St.

4th Plain

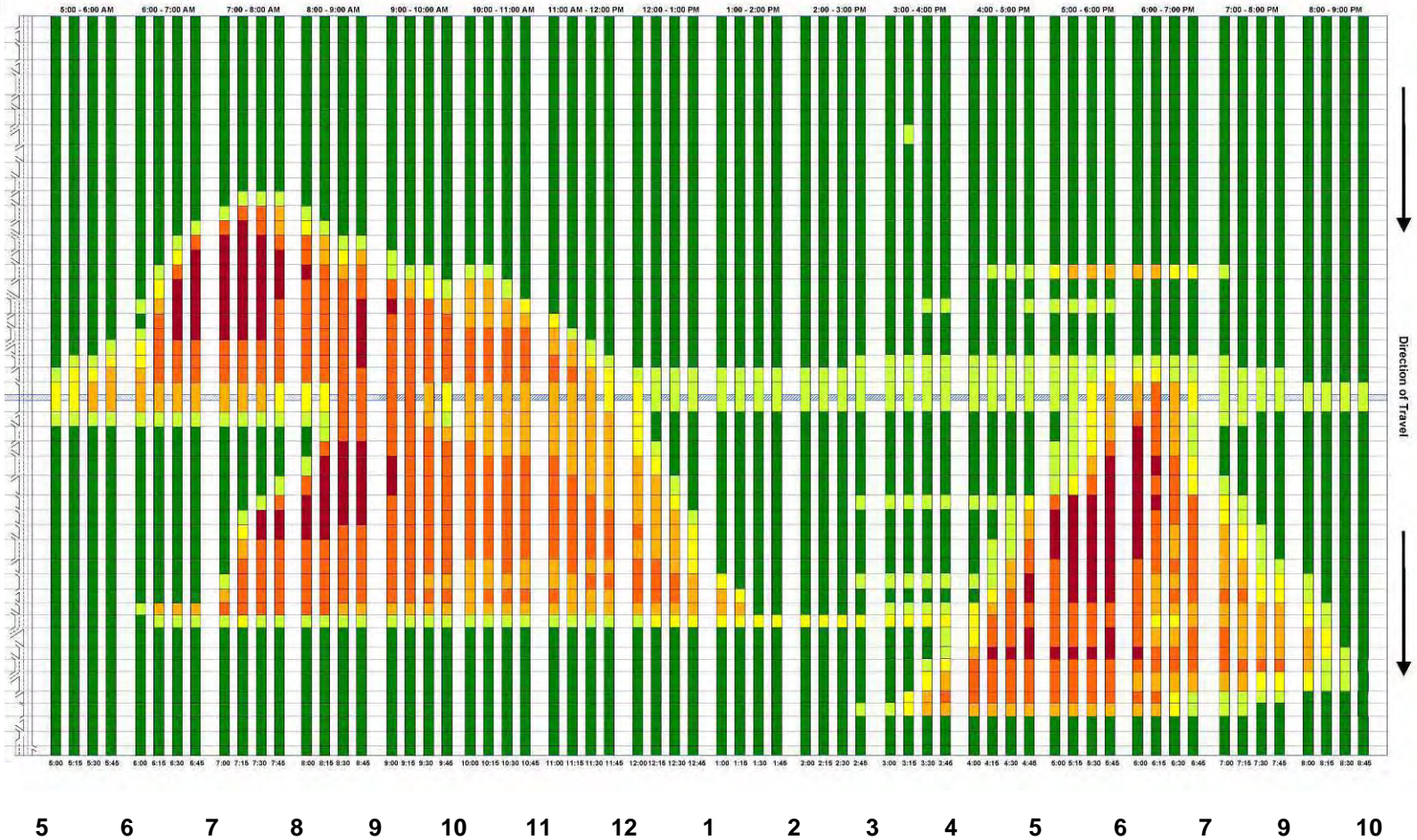
Columbia R.

Marine Dr.

Lombard St.

I-405

I-84



5

6

7

8

9

10

11

12

1

2

3

4

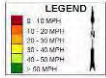
5

6

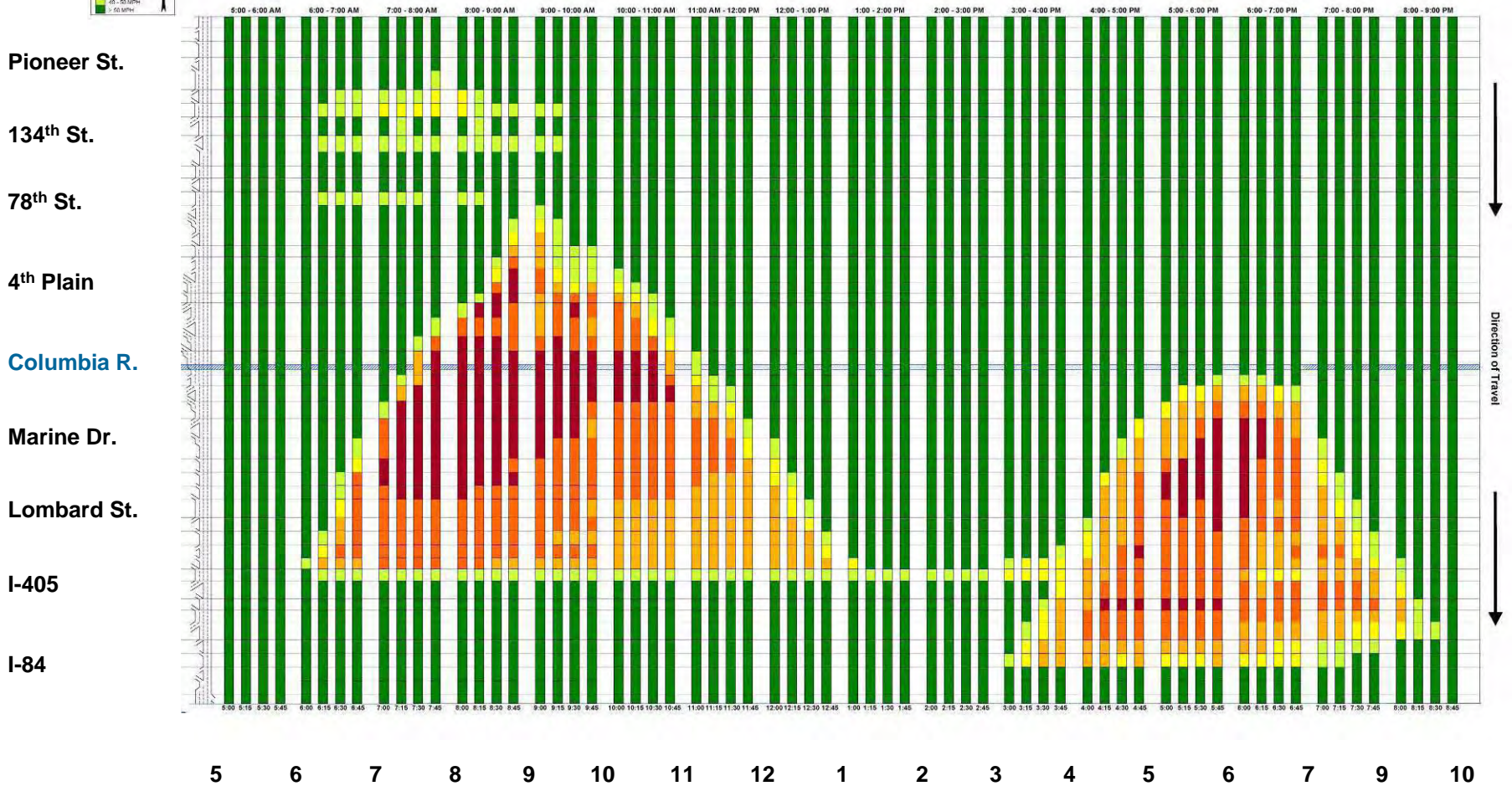
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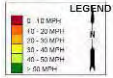
9

10

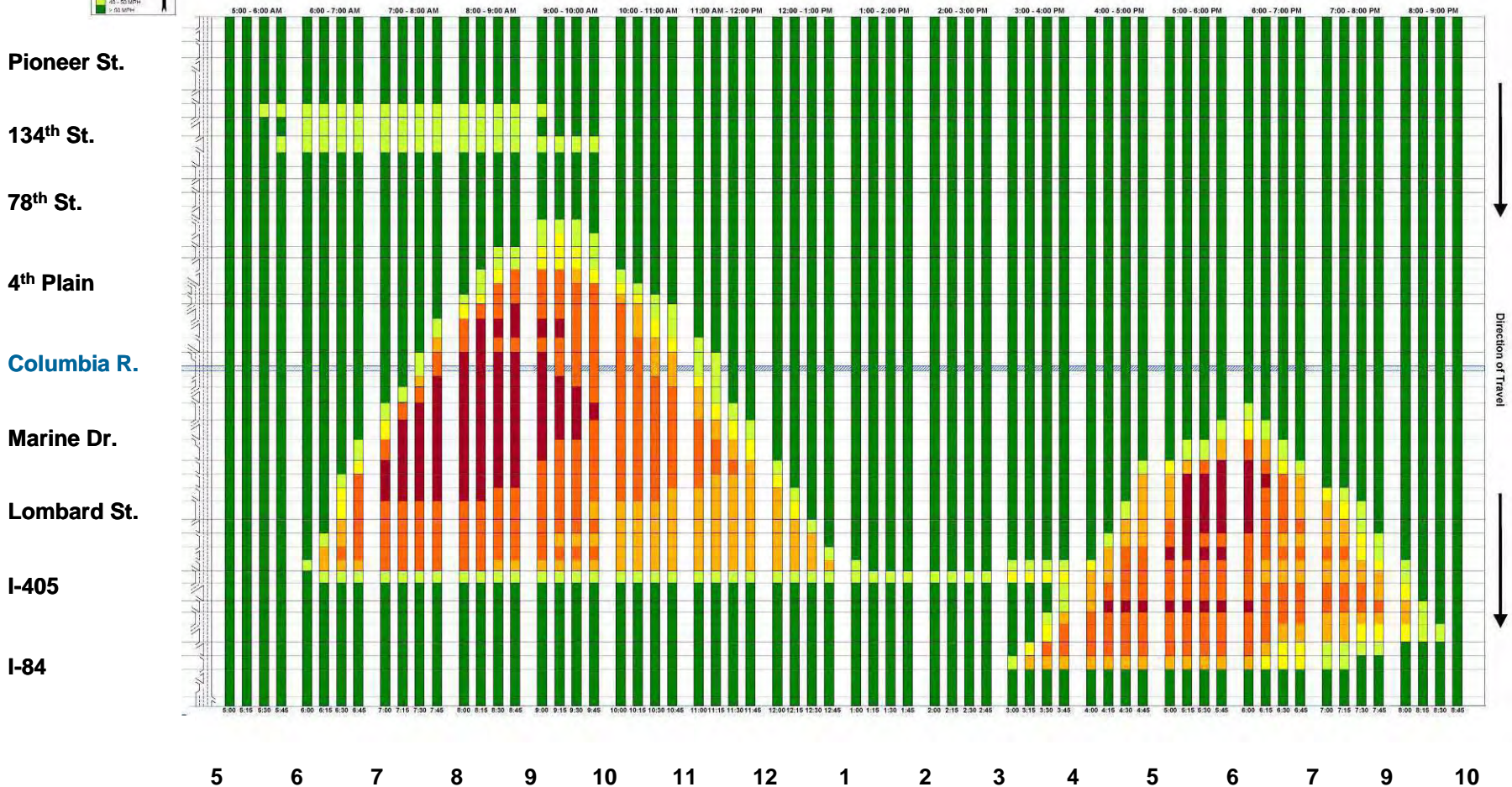


I-5 Corridor - 2030 Replacement Bridge Alternatives Southbound Speed Profiles: 5:00 AM - 9:00 PM













I-5 Corridor - 2030 Supplemental Bridge Alternatives Southbound Speed Profiles: 5:00 AM - 9:00 PM



CRC Project Will Improve Mobility

Daily Northbound Congestion

Scenario	Hours of Congestion at the I-5 Bridge	People Crossing
Existing		
No Build (2030)		
Replacement Bridge (2030)	 *	
Supplemental Bridge (2030)		

*Hours of congestion projected to be 0-2 hours.

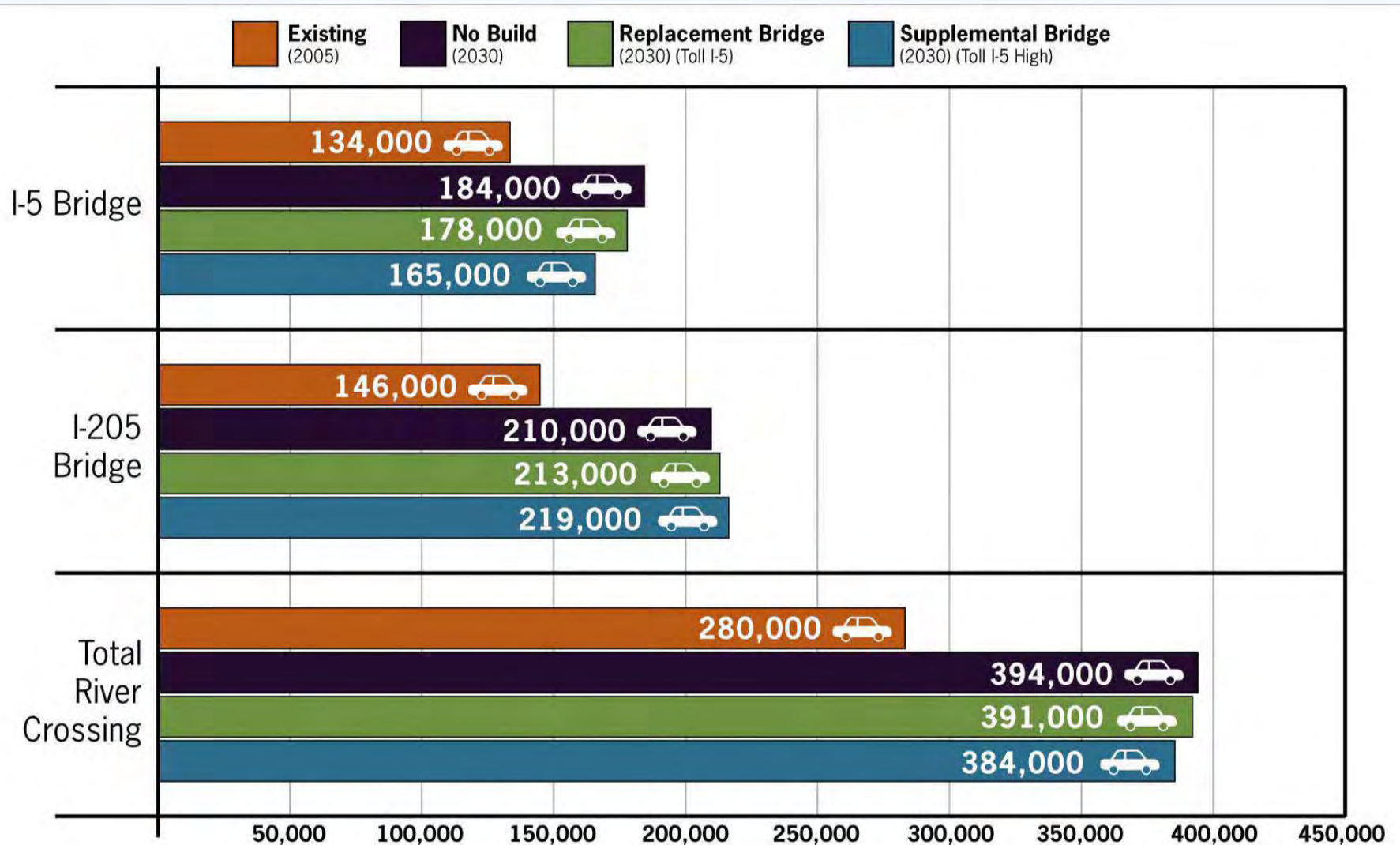
 1 hour of congestion	 2,500 person trips in autos	 2,500 person trips on transit
--	---	---

Daily Vehicle-Trips Across I-5 and I-205 Bridges

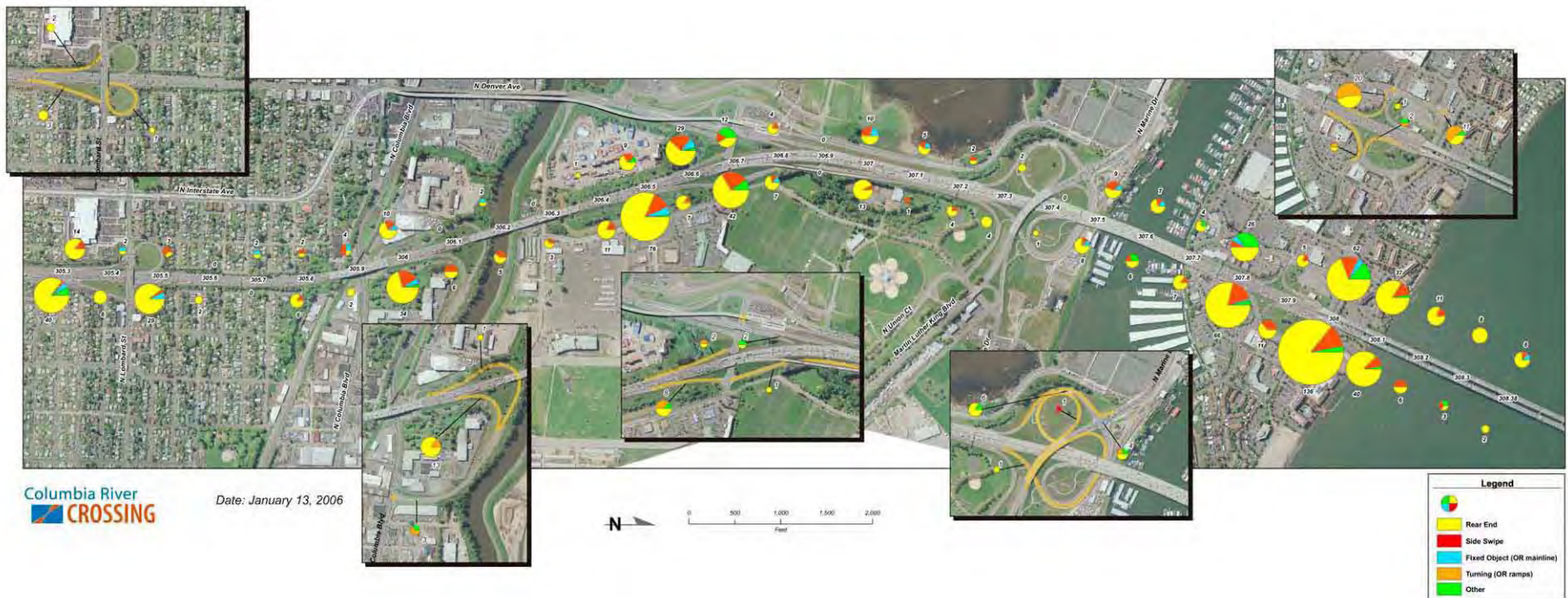
Compared to a No Build condition, replacing or supplementing the existing I-5 bridges, providing high capacity transit, and requiring a vehicular toll would result in:

- Decreased traffic congestion on I-5
- Similar or lower traffic volumes on I-5
- Slightly increased traffic volumes on I-205
- Some cross-river trips not being made

Columbia River Crossing Vehicle-Trip Comparison



Bridge Alternatives and Traffic Safety



- Crash rates over twice as high as comparable highways
- Highest number of crashes in locations with non-standard design features
- Crashes increase when traffic congestion is present

Bridge Alternatives and Traffic Safety

- Replacement Bridge:
 - Addresses most non-standard features
 - Removes the lift bridge
 - Results in less congestion
 - Substantially improves vehicle/freight safety
- Supplemental Bridge:
 - Addresses some non-standard features
 - Adds new mainline merge/diverge areas
 - Retains the bridge lift
 - Results in high congestion levels
 - Provides fewer safety improvements than Replacement bridge

Local Street Performance

- Bridge Effects:
 - Both build alternatives generally reduce local street traffic levels compared to No Build conditions
 - Supplemental bridge results in substantial congestion in Vancouver's lower downtown, on Hayden Island, and near Marine Drive
- High Capacity Alignment Effects:
 - Extending HCT northerly through Vancouver reduces street capacity, but increases person throughput
- High Capacity Mode Effects:
 - Light rail vehicles would receive signal pre-emption and bus rapid transit vehicles would not

Pedestrian and Bicycle Conditions

- Existing infrastructure is discontinuous, narrow, and does not meet modern needs, including compliance with ADA
- Both bridge alternatives would substantially improve pedestrian and bicycle connectivity within the I-5 Bridge Influence Area
- The Replacement bridge would provide a continuous grade-separated multi-use pathway from downtown Vancouver to the Marine Drive area, without requiring users to navigate Hayden Island at-grade
- The Supplemental bridge would require users traveling across Hayden Island to navigate at-grade streets and intersections

Year 2030 Traffic Performance Summary for Replacement and Supplemental Bridge Alternatives

Replacement Bridge:

- 3.5–5.5 hours of I-5 congestion
- 178,000 ADT on I-5 and 213,000 ADT on I-205
- Most non-standard geometric and safety features remedied
- Local streets not negatively impacted
- Continuous grade-separated multi-use pathway

Supplemental Bridge:

- 11 hours of I-5 congestion
- 165,000 ADT on I-5 and 219,000 ADT on I-205
- Many existing non-standard features remain
- Some local streets substantially congested
- Improved multi-modal conditions, discontinuous pathway

Bridge Choice Evaluation Criteria*

CRC Evaluation Criteria	Measure	Replacement	Supplemental
2.1 – 2.3, 2.5-2.6, 3.1, 3.4	Transportation Performance (traffic and transit)	Serves more people and vehicles. Less hours of congestion	Higher transit ridership NB congestion stays high Closes 6th Street in Vancouver
4.1 – 4.6	Safety	Designed to current design and seismic standards Eliminates bridge lifts	Retains many NB design problems Retains bridge lifts
5.1 – 5.6	Freight Mobility	Improves freight truck travel speeds, mobility and access	Narrower marine navigation channels

Bridge Choice Evaluation Criteria*

CRC Evaluation Criteria	Measure	Replacement	Supplemental
6.1 – 6.5, 6.7	Stewardship of Natural Resources	Better stormwater treatment and drainage	Longer in-water work, more piers in water
8.1 – 8.4	Cost Effectiveness and Financial Resources	Higher construction costs Costs less to operate and maintain (no lift spans)	\$150-\$200 million less expensive to construct More expensive operating and maintenance costs
9.1	Growth Management, Land Use	More consistent with regional policies promoting mobility and freight movement	More consistent with regional policies to reduce SOV due to limited capacity
10.1 – 10.4	Constructability	Shorter construction duration Vancouver access impacted longer	Access to Hayden Island impacted during construction

Columbia River **CROSSING**

Bridge and Highway Questions and Discussion

5:10 – 5:30 p.m.



Columbia River **CROSSING**

Transit Mode Findings

5:30 – 5:50 p.m.



High Capacity Transit Features

Bus Rapid Transit



- Longer buses carry up to 91 people
- Dedicated bus lanes across the bridge and within BIA avoid congestion
- Stations have platforms, shelters and ticket vending machines

Light Rail

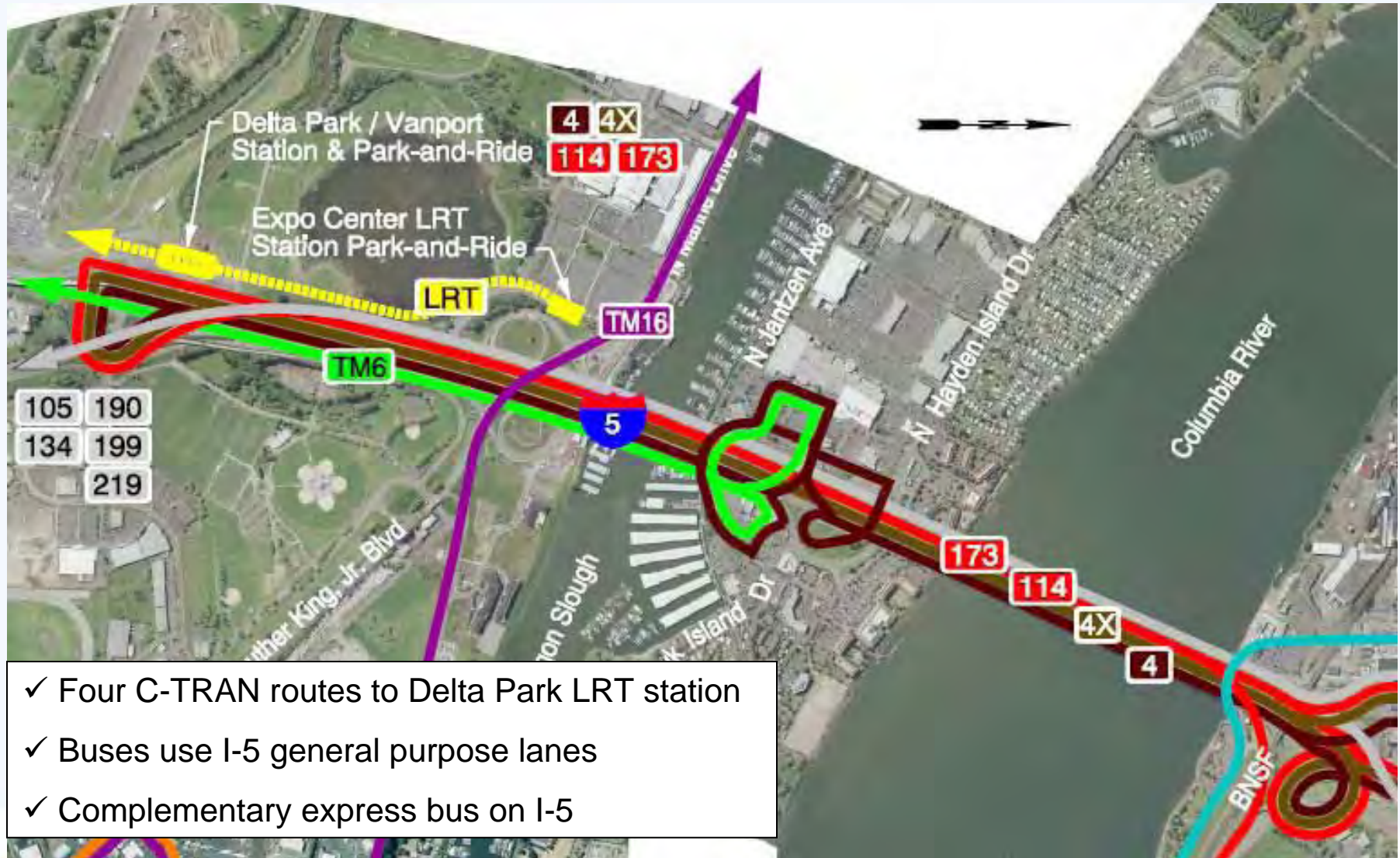


- Two-car trains carry up to 266 people
- Tracks designated for light rail use only
- Stations have platforms, shelters and ticket vending machines

Transit Characteristics

- Alternatives 2 and 3 include efficient service
- Increased transit service recommended by Fourth Alternative Subcommittee
- Included with alternatives 4 and 5
- More transit service than alternatives 2 and 3
 - More local bus service
 - More BRT river crossings
 - More frequent LRT service

2030 No-Build



- ✓ Four C-TRAN routes to Delta Park LRT station
- ✓ Buses use I-5 general purpose lanes
- ✓ Complementary express bus on I-5

Alternatives 2 & 4 BRT Service



- ✓ Ten routes to Expo LRT station
- ✓ Three peak period BRT routes, 255 days
- ✓ One BRT route running 19hrs/day, 365 days
- ✓ Complementary express bus on I-5

Alternatives 3 & 5 LRT Service



- ✓ LRT extended to Vancouver 19hrs/day, 365 days
- ✓ Bus-LRT transfers occur in downtown Vancouver
- ✓ Complementary express bus on I-5

Transit Mode Key Findings

- Demand for HCT service across Columbia River is high
- BRT and LRT can serve current and future transit markets
- Some key differences
 - BRT has lower capital and higher operating costs
 - LRT has higher capital and lower operating costs
- The increased transit systems don't significantly boost transit river crossings

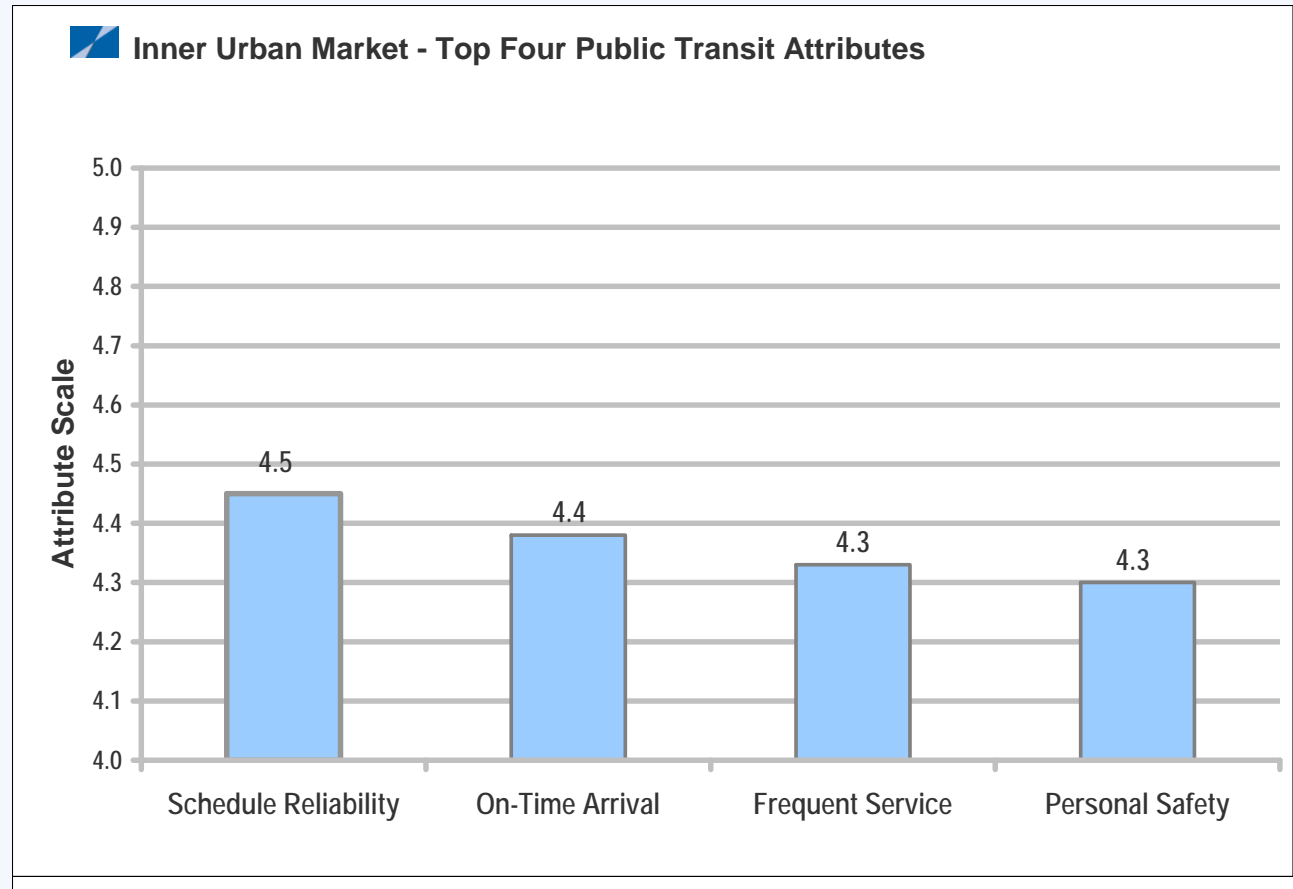
CRC Transit Mode Evaluation Criteria*

CRC Evaluation Criteria	Measure	BRT	LRT
2.2	Transit delay and reliability		
3.1	Bi-State transit travel time		
3.2	Service to transit markets		
2.5	Annual ridership over I-5 Crossing		
8.3	Operating cost		
8.2	Capital Cost		
8.1	Total annualized operating and capital cost per guideway river crossing		

*The CRC Draft Environmental Impact Statement analyzes project effects for the categories above and many others. This table shows the areas where there is an appreciable difference between alternatives. This information is subject to change as analysis continues.







Transit Delay and Reliability

- Schedule reliability is one of the most important transit attributes.

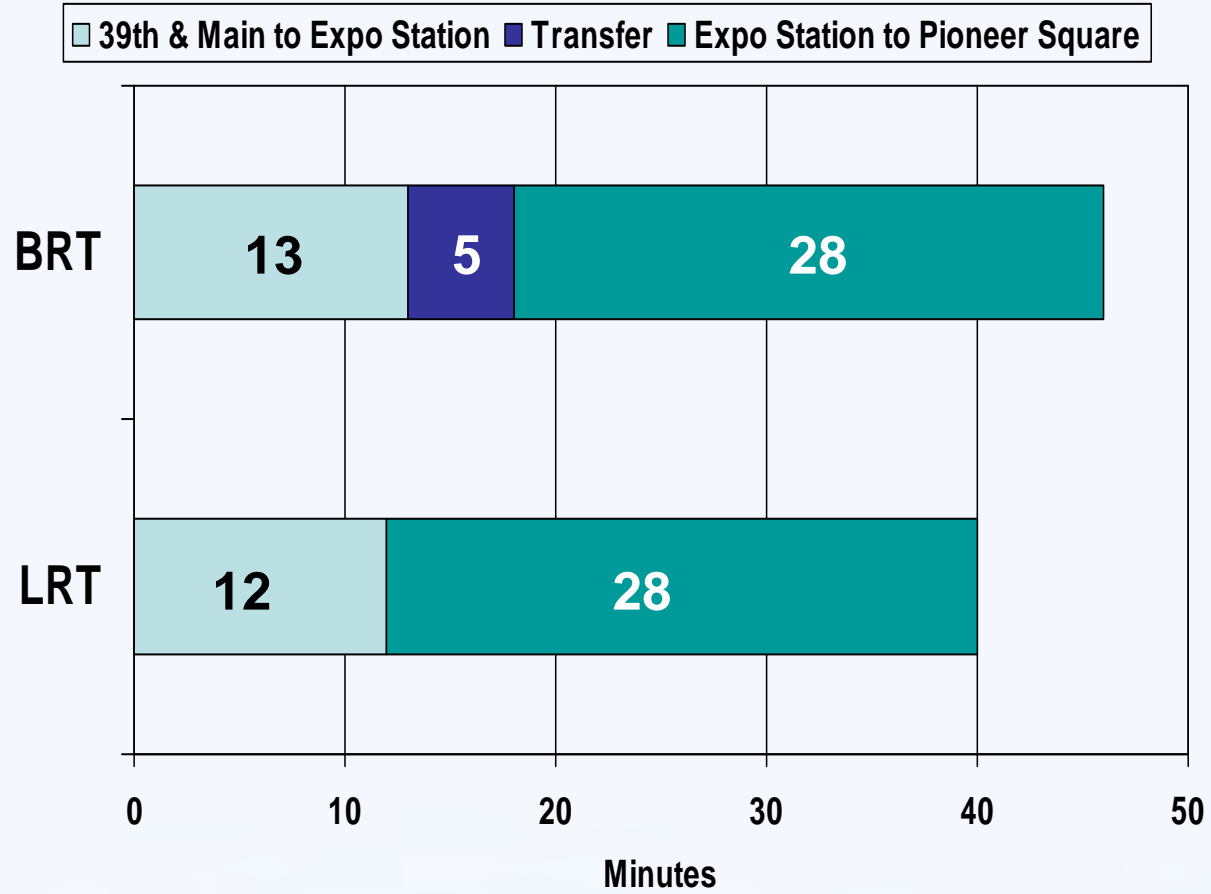


Source: C-TRAN On-Board Survey October 2006 N= 860

Transit Delay and Reliability

	2007 On-Time Performance	2030 No Build Transit Reliability	Build Alternative Transit Reliability
Express Bus	74%		
Local Bus	92%		
BRT	N/A	N/A	
LRT	98%	No Change	

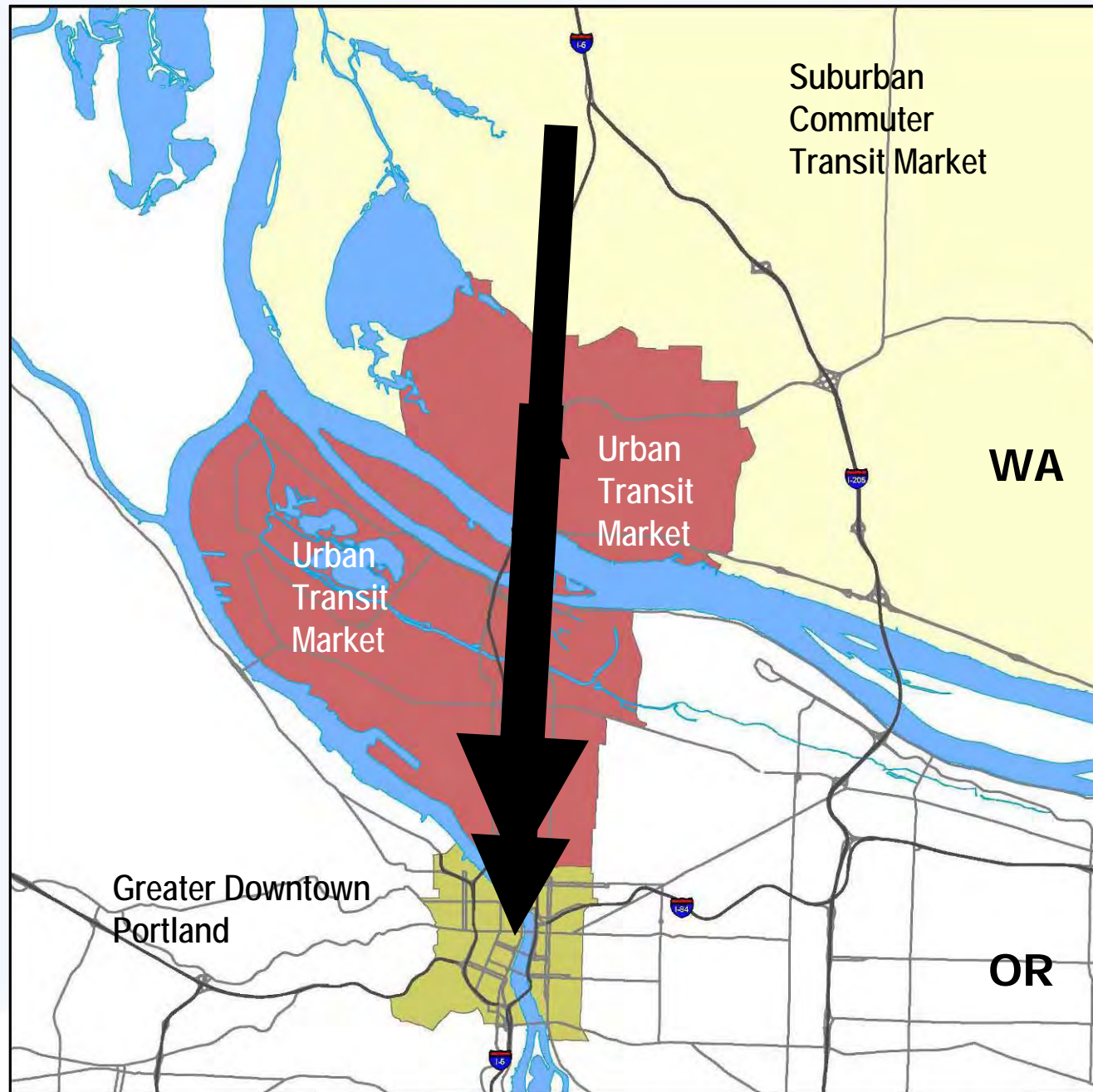
Travel Time from 39th & Main (Vancouver) to Pioneer Square (downtown Portland)*



*Travel times for replacement bridge alternatives

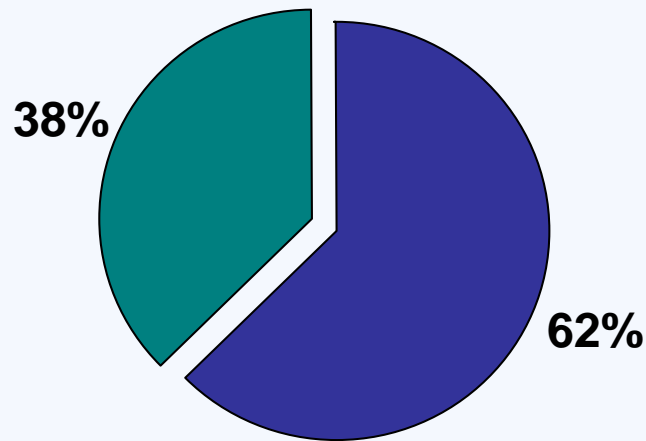
Transit Markets

- Strong demand for HCT Service
- Both BRT and LRT can serve transit markets
- LRT attracts more riders compared to BRT



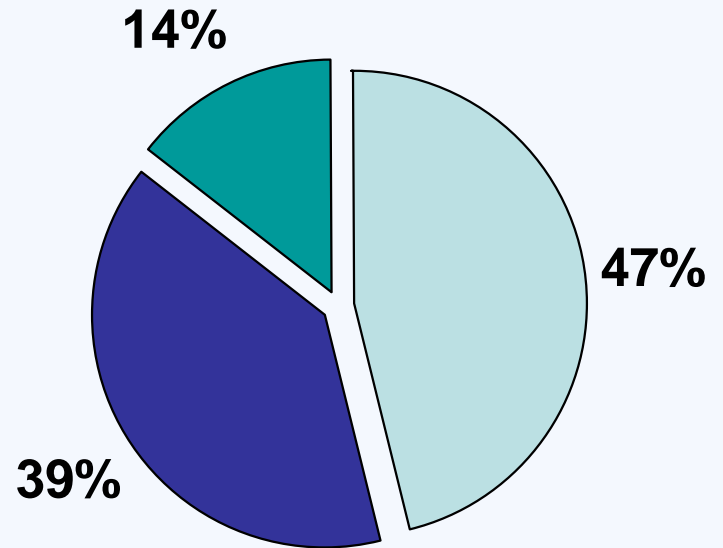
Daily Clark County HCT Trips to Portland CBD: Number of Transfers

Alternative 2 - BRT

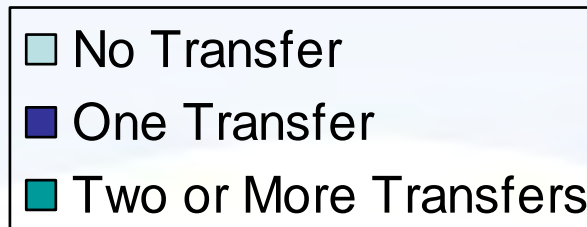


6,400 Trips

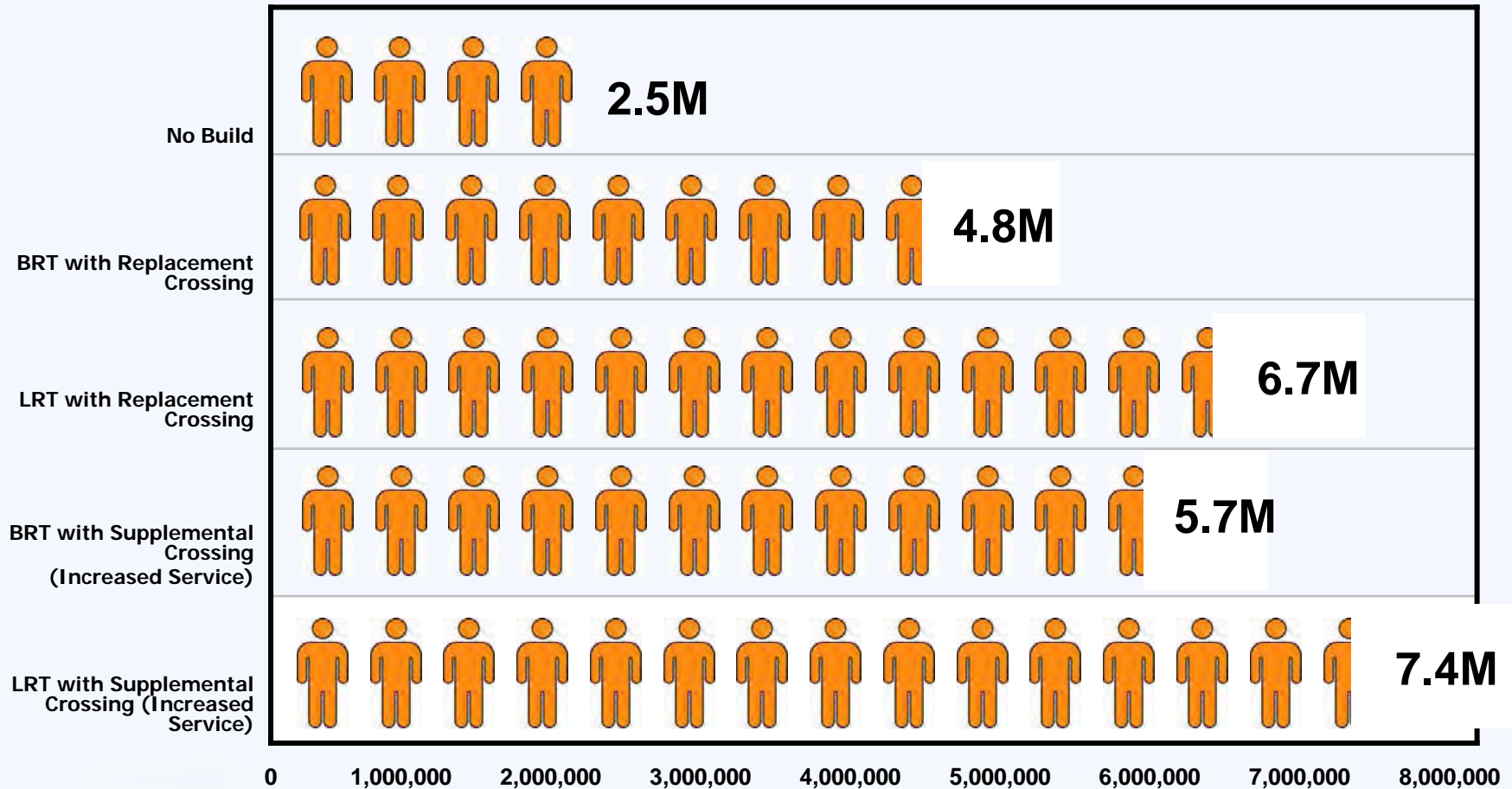
Alternative 3 - LRT



8,600 Trips

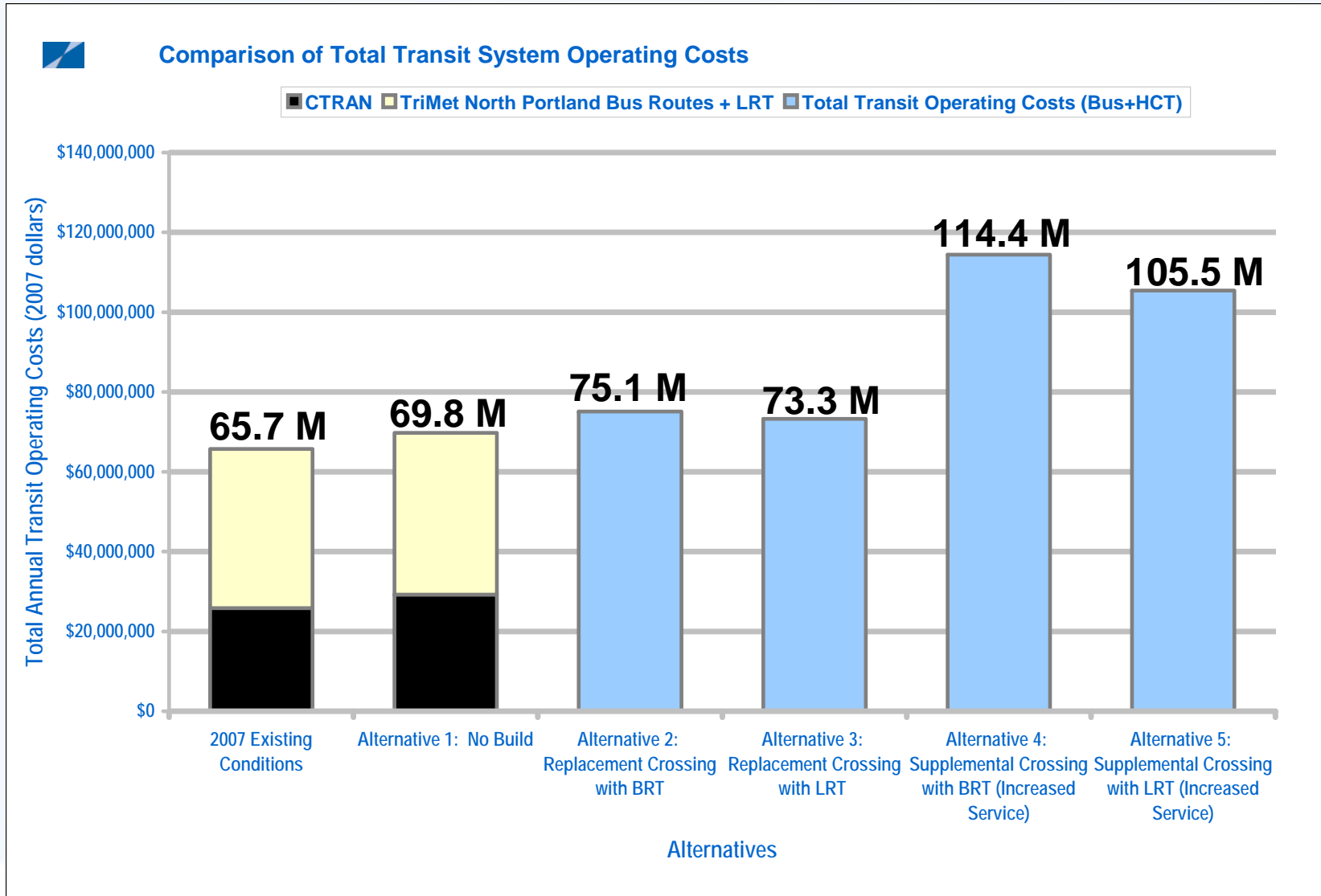


Annual Transit River Crossings

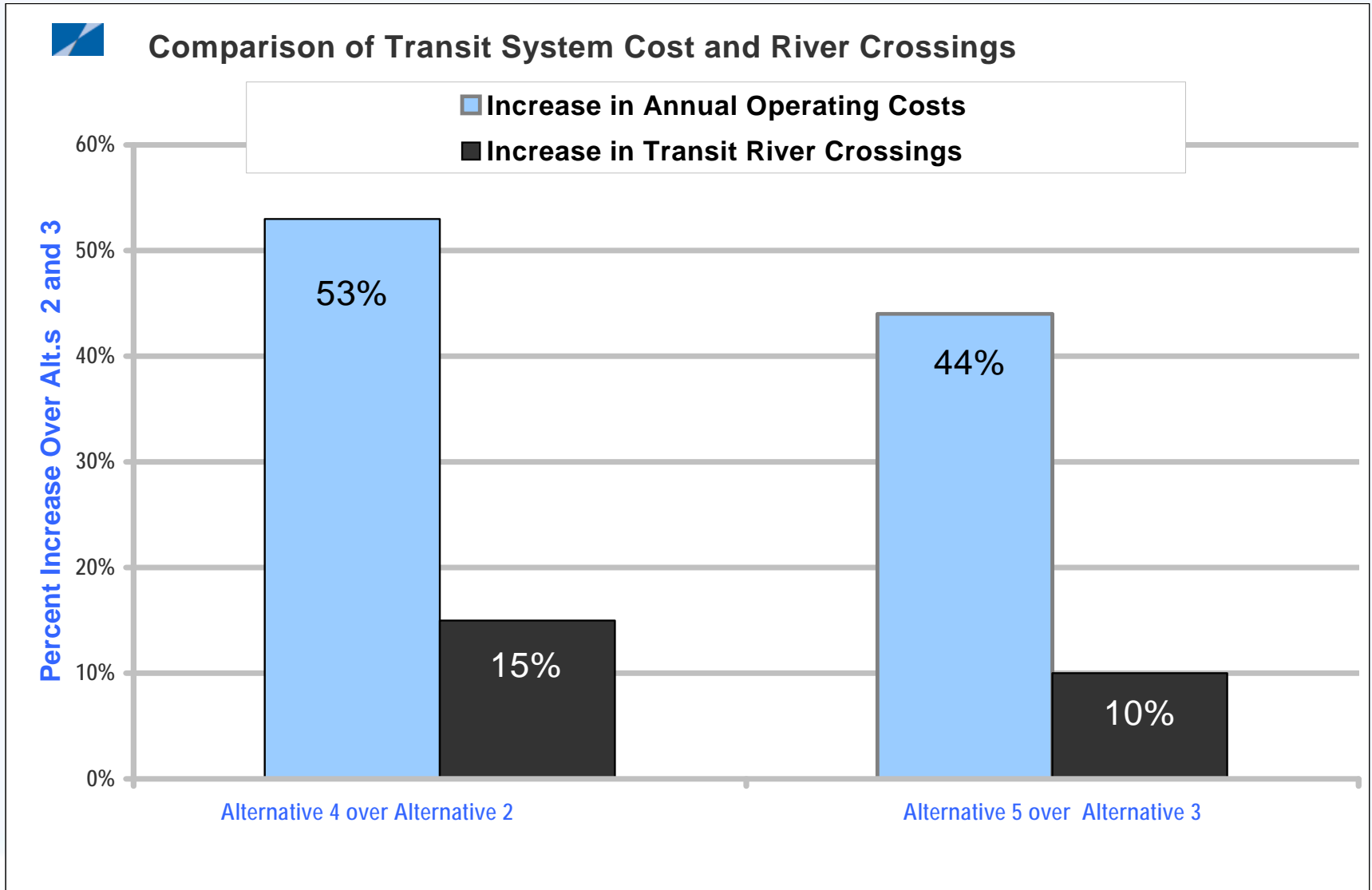


 500,000 Transit Riders

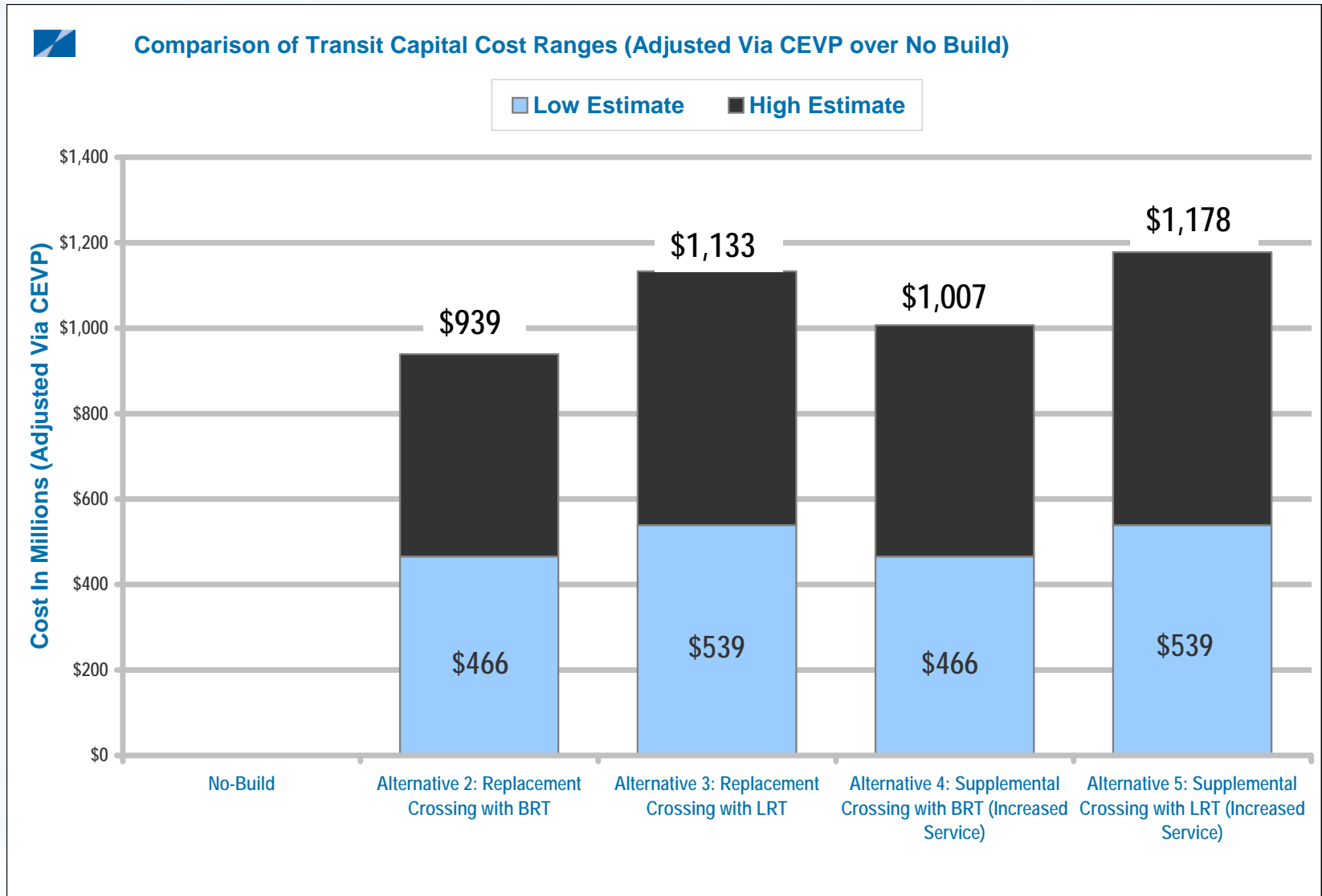
Total Transit Operating Costs



Lessons Learned

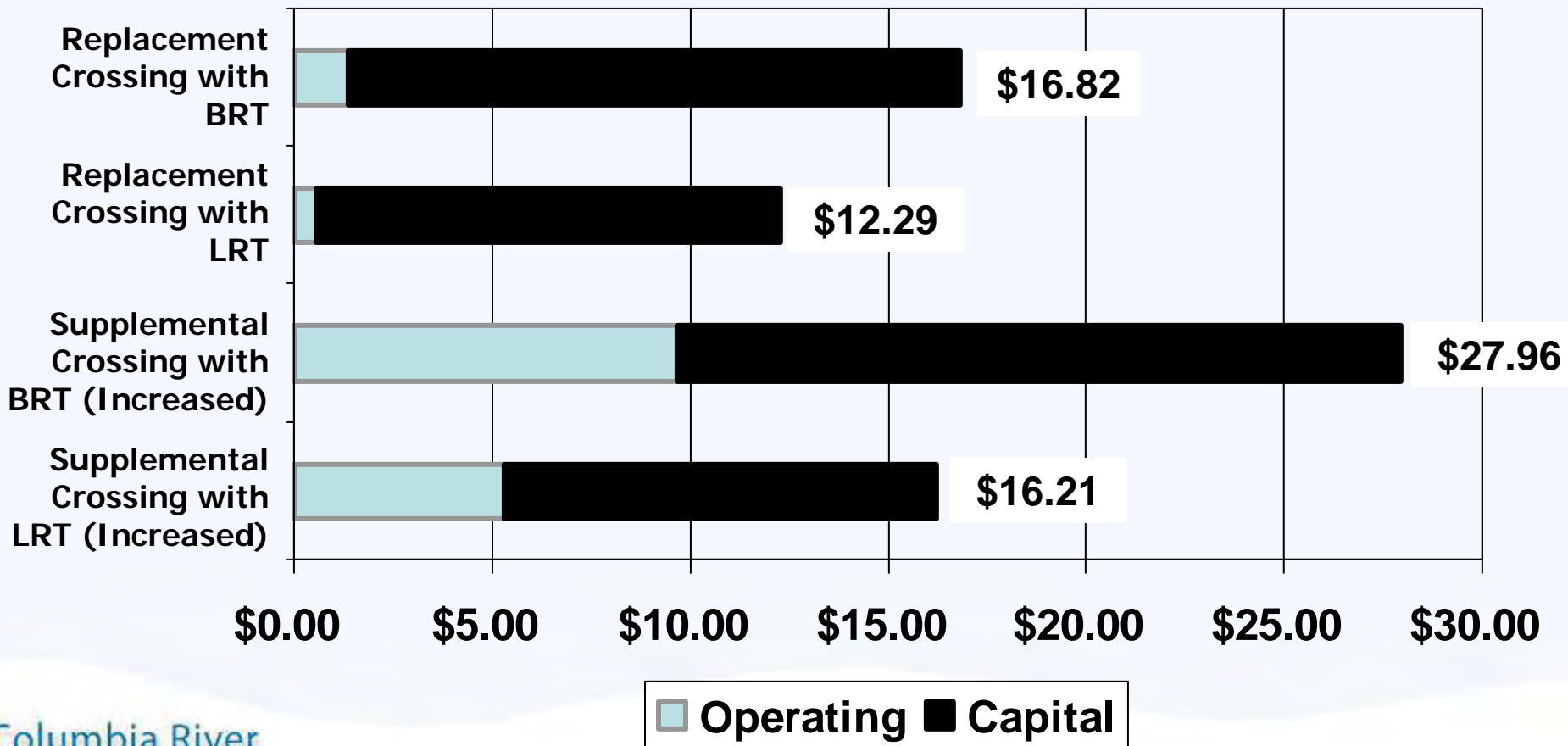


Transit Capital Costs



Total Annualized Cost per Guideway River Crossing

$$\frac{\text{Annualized capital and operating costs}}{\text{Annualized guideway river crossings}} = \text{Annualized cost per guideway river crossing}$$



CRC Transit Mode Evaluation Criteria*

CRC Evaluation Criteria	Measure	BRT	LRT
2.2	Transit Delay	90% reduction	90% reduction
3.1	Bi-State Transit Travel Time	Slower than LRT	Faster than BRT
3.2	Service to Transit Markets	Less transit market share than LRT	More than 25% greater transit market share than BRT
2.5	Annual Ridership over I-5 Crossing	Lower than LRT	30% higher than BRT
8.3	Operating Cost	Higher than LRT	35% lower than BRT
8.2	Capital Cost	20% lower than LRT	Higher than BRT
8.1	Total Annualized Operating and Capital Cost per Guideway River Crossing	Higher than LRT	More than 25% lower than BRT

Columbia River **CROSSING**

Transit Mode Questions and Discussion

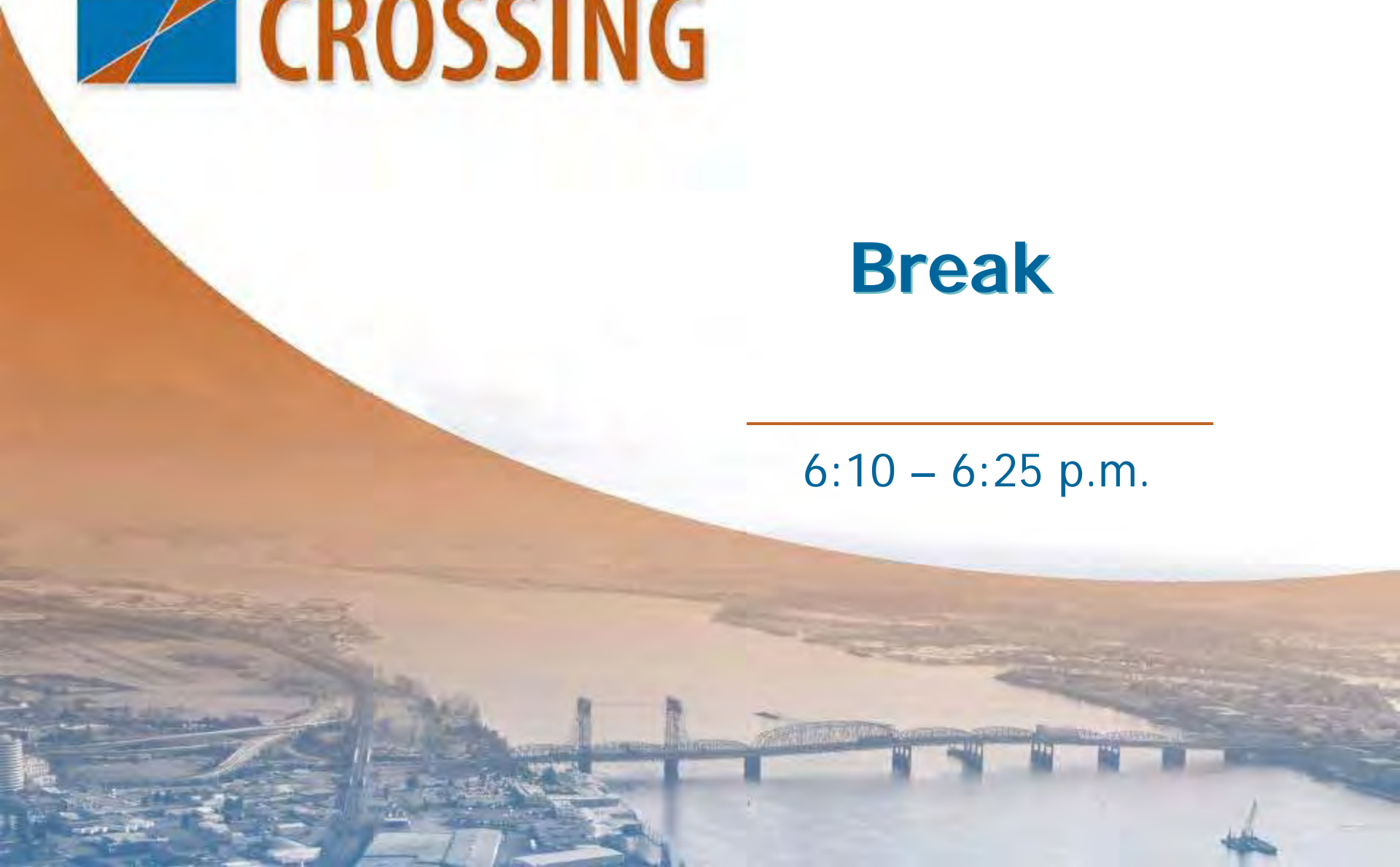
5:50 – 6:10 p.m.



Columbia River **CROSSING**

Break

6:10 – 6:25 p.m.



Columbia River **CROSSING**

Transit Alignment Findings

6:25 – 6:45 p.m.



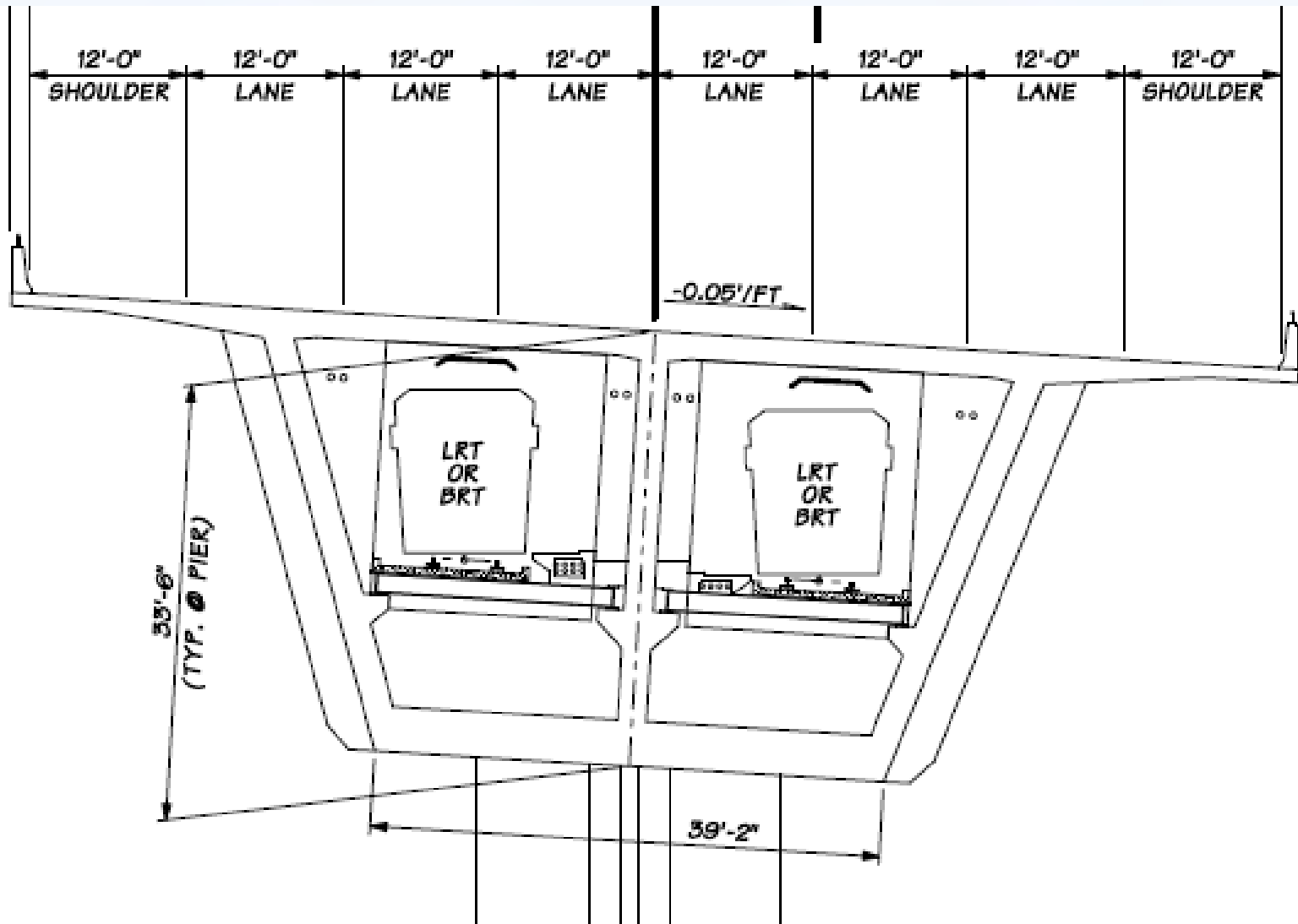
CRC Transit Alignment Choice

- Vancouver Alignment
 - Downtown Vancouver city streets
- I-5 Alignment
 - East at McLoughlin or 16th Street
 - North from Clark College, east side of I-5

High Capacity Transit Alignments, Portland



"Transit in a Box"



High Capacity Transit Alignments, Vancouver



Full Segment Vancouver Transit Alignment



Full Segment I-5 Transit Alignment



Minimum Operable Segment Vancouver and I-5 Transit Alignment



Minimum Operable Segment I-5 Transit Alignment



Key Findings

- Transit performance is similar for both alignments
- Vancouver alignment better serves urban markets
- Vancouver alignment has lower capital and operating costs
- I-5 alignment construction is more difficult – shifts I-5 freeway
- Vancouver alignment has more traffic and right of way impacts

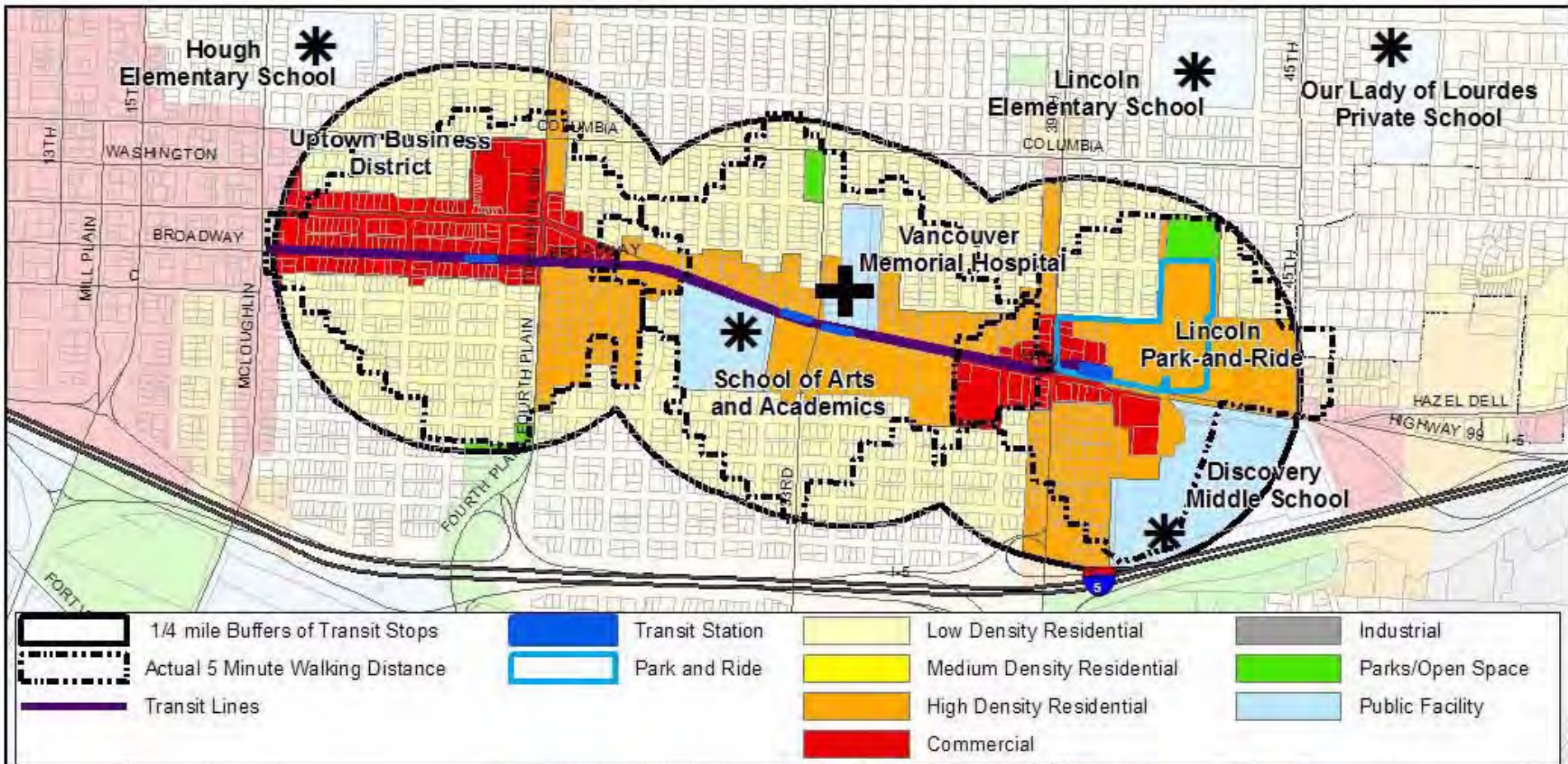
CRC Transit Alignment Evaluation Criteria*

CRC Evaluation Criteria	Measure	Vancouver Alignment	I-5 Alignment
2.5	Annual Ridership over I-5 Crossing		
3.2	Urban Markets		
8.2	Capital Cost		
8.3	Operating Cost		
10.2	Constructability		
1.2, 1.4, 1.5	Traffic and Right of Way Impacts		

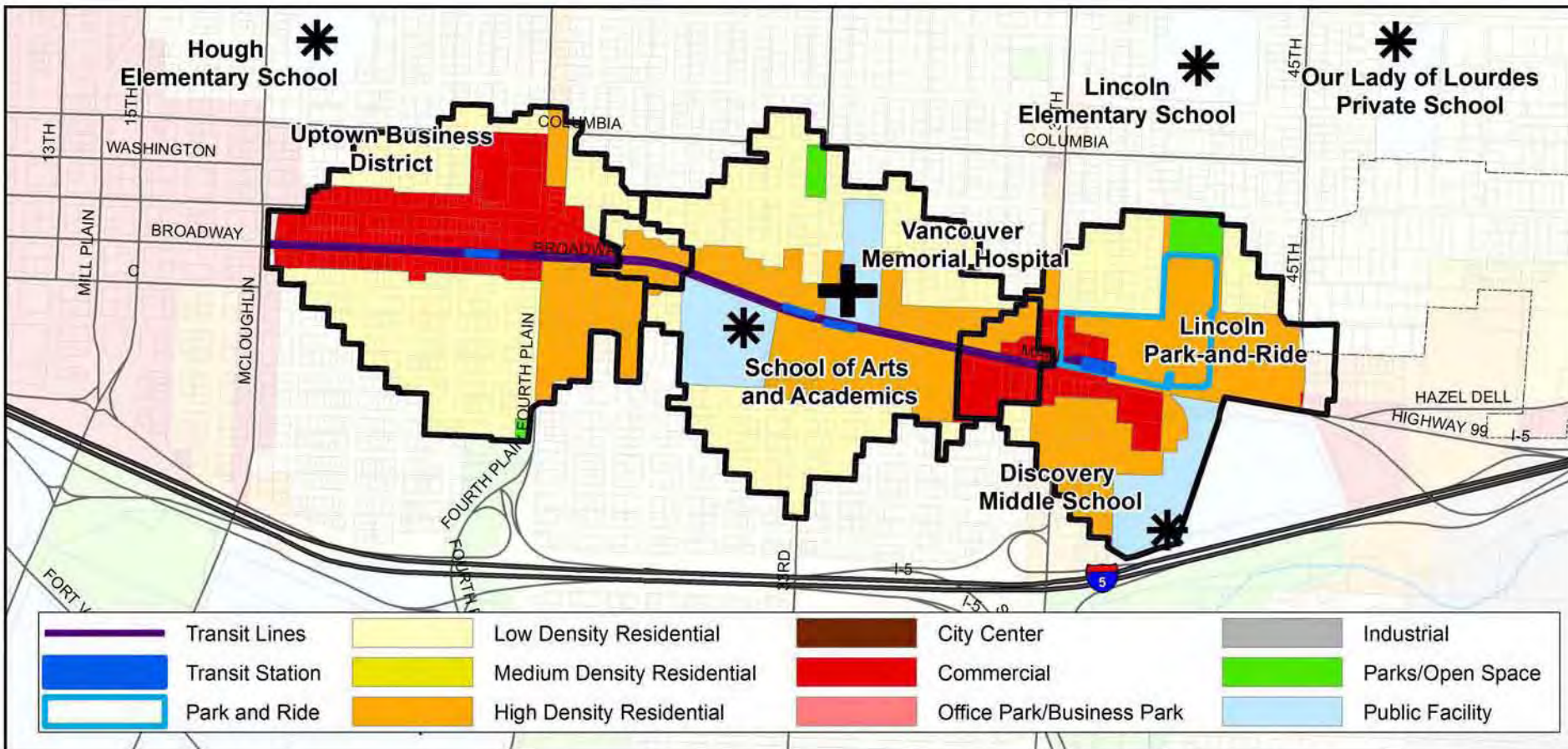
Transit Performance

- No substantial difference in annual transit river crossings
 - Vancouver alignment – 6.7 million crossings
 - I-5 alignment – 6.8 million crossings
- Distance from Mill District station to terminal
 - Vancouver alignment is 1.4 miles
 - I-5 alignment is 2.5 miles
- Similar travel times
 - I-5 alignment is about 20 seconds faster

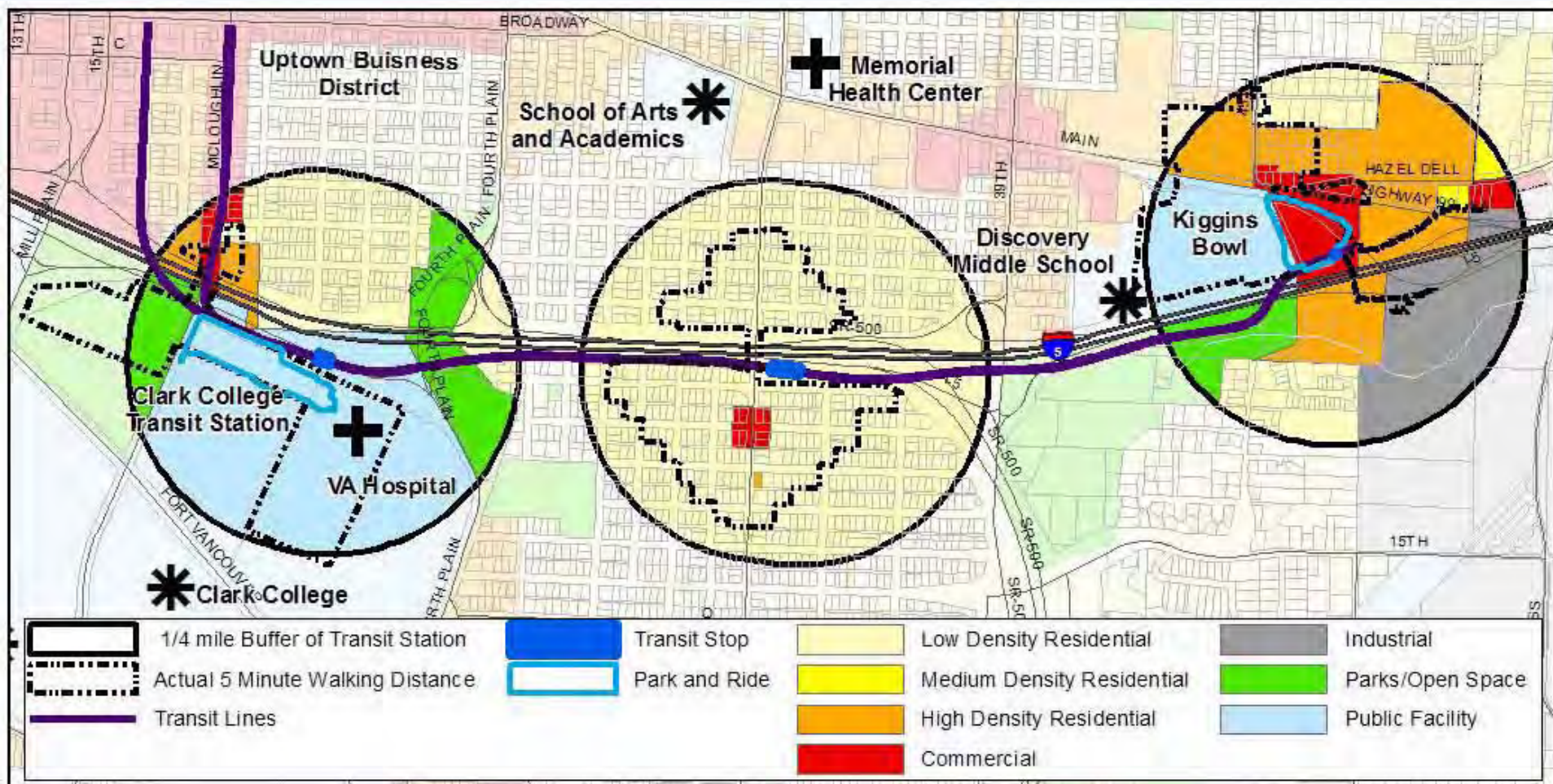
Urban Markets – Vancouver Alignment



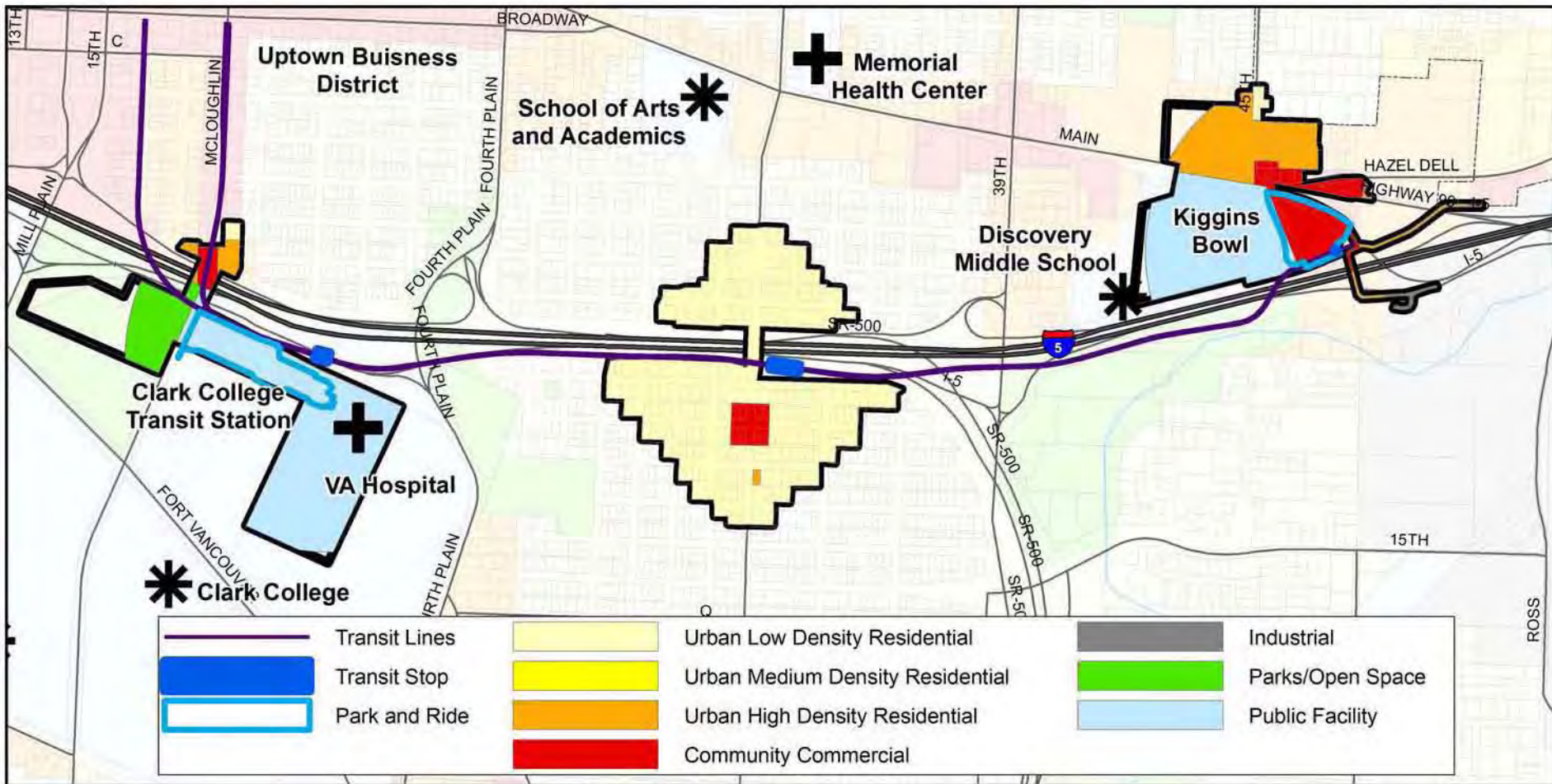
Urban Markets – Vancouver Alignment 5 minute walk distance



Urban Markets – I-5 Alignment



Urban Markets – I-5 Alignment 5 minute walk distance



Capital and Operating Costs

Significant Capital and Operating Cost Differences

- Vancouver alignment capital cost is \$180-\$200 million less than I-5 alignment
- I-5 alignment higher capital costs due to
 - Length
 - Structures (bridges and retaining walls)
 - Shifting I-5 freeway 20-24' west
- Vancouver alignment operating cost is \$900 thousand less than I-5 alignment
- I-5 alignment higher operating cost due to
 - Length (maintaining the guideway)
 - Feeder bus connections

Constructability

- Vancouver alignment is easier to construct
 - 8 months faster than I-5
- I-5 alignment has significant bridges, tunnels, and retaining walls



Traffic and Right of Way Impacts

- Vancouver alignment affects traffic on Main Street
- Vancouver alignment has a different set of property acquisitions than I-5

CRC Transit Alignment Evaluation Criteria*

CRC Evaluation Criteria	Measure	Vancouver Alignment	I-5 Alignment
2.5	Annual Ridership over I-5 Crossing	Same as I-5 alignment	Same as Vancouver alignment
3.2	Urban Markets	More supportive land uses and zoning, transit oriented development opportunities, bike and pedestrian access	Less supportive land uses and zoning, transit oriented development opportunities, bike and pedestrian access
8.2	Capital Cost	Lower capital cost	Higher capital cost
8.3	Operating Cost	Lower operating cost	Higher operating cost
10.2	Constructability	Less complex; shorter construction period	More complex; longer construction period
1.2, 1.4, 1.5	Traffic and Right of Way Impacts	More local impacts	Fewer local impacts

Columbia River **CROSSING**

Transit Alignment Questions and Discussion

6:45 – 7:05 p.m.



Columbia River **CROSSING**

Public Comment

7:05 - 7:25 p.m.



Columbia River **CROSSING**

Report on Public Involvement

7:25 – 7:35 p.m.



Report on Public Involvement

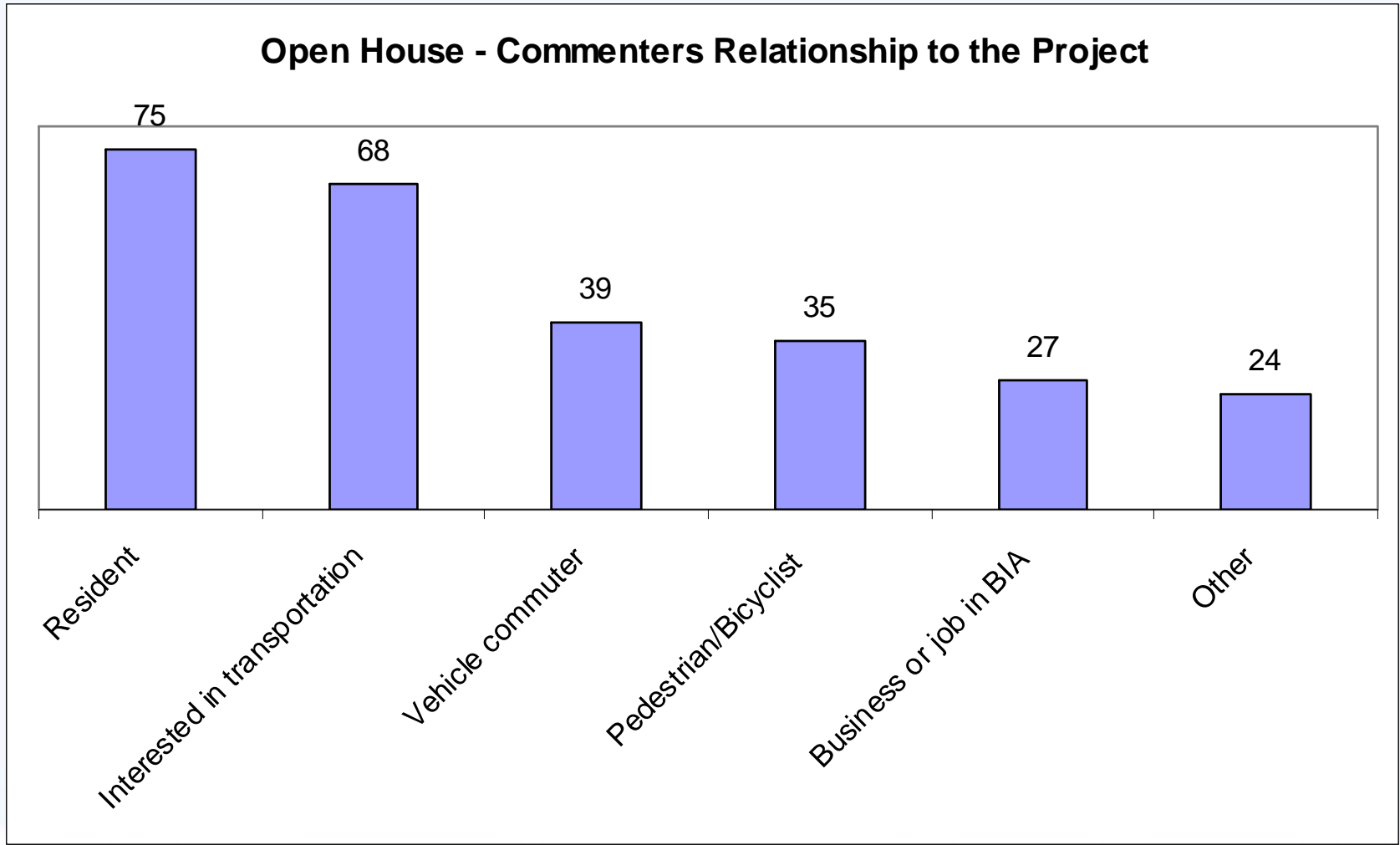
- June – November public involvement highlights
- Advisory group activities
- Transit roundtable
- October open houses



October Transit Tour and Roundtable Discussion

- Neighbor to neighbor dialogue
- 25 Vancouver representatives; 5 Portland representatives
- Lessons learned in MAX construction
 - businesses impacts
 - property values
 - safety and security
 - parking
 - noise
- Additional tours/roundtables over next three months

Who provided comments about open house materials?

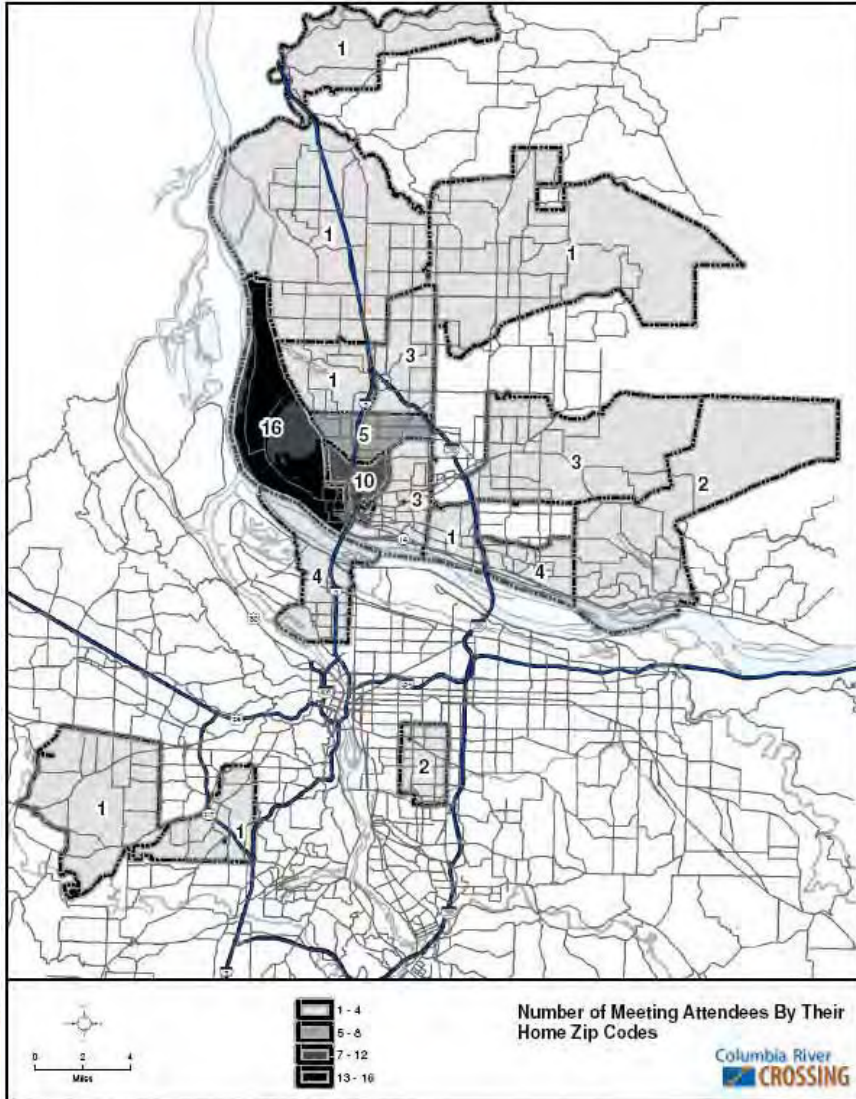


131 comment forms received

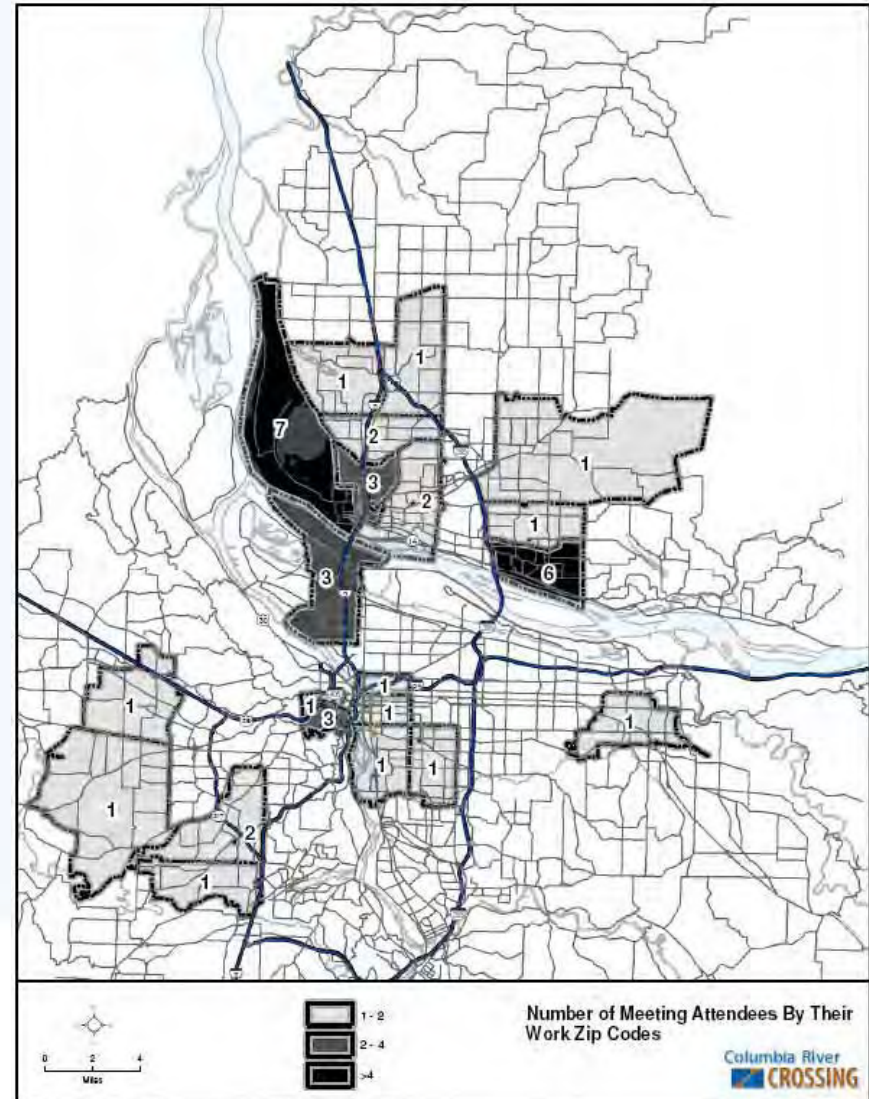
At open houses, online and in the mail

Where do open house attendees.....?

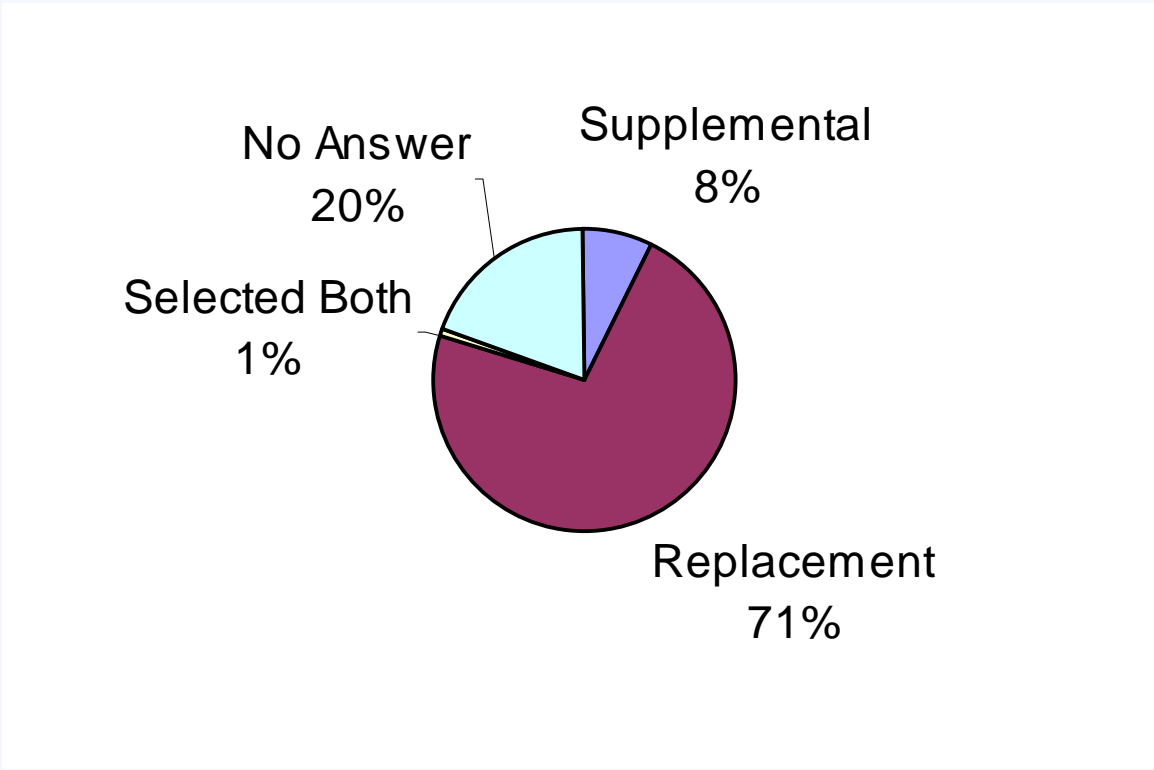
Live



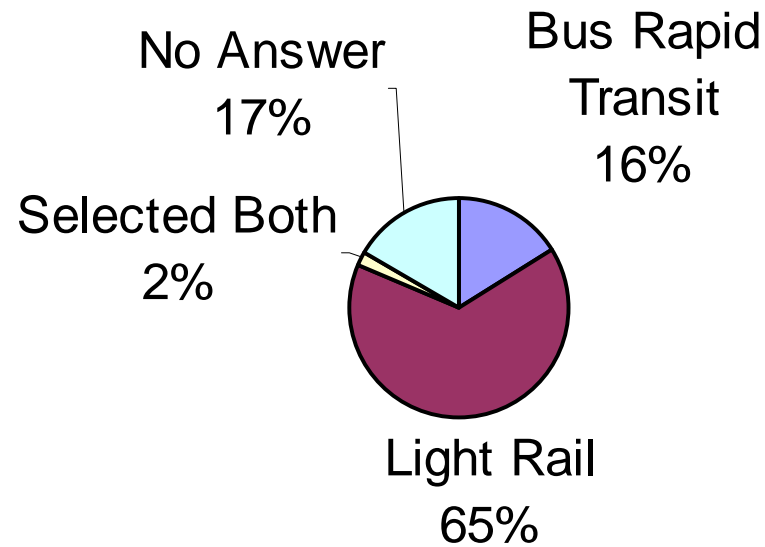
Work



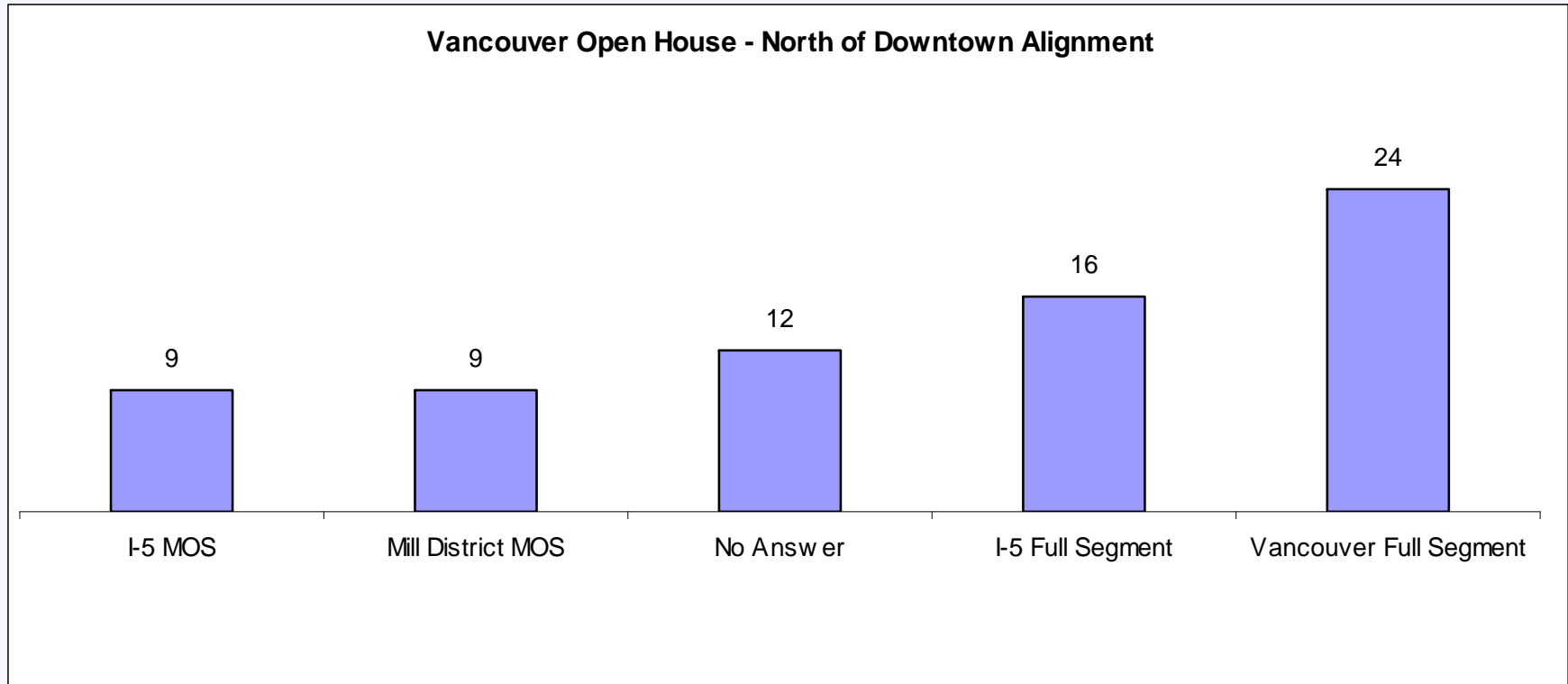
Open House Comments – Bridge Choice



Open House Comments – Transit Mode Choice



Open House Comments – Transit Alignment Choice



What do you know about your community that should be considered by project staff and the CRC Task Force in the next several weeks?

Answers mentioned many of these issues:

- Transit
 - Alignment choice/effects
 - Need for HCT
 - Effects of mode choice
- Community and Neighborhood
 - Overall effects, livability
 - Access, connectivity
 - Right of way and acquisitions
 - Business/development concerns and effects
- Process
 - Decision-making, timeline
 - Public involvement
- Traffic
 - Congestion
 - Effects
 - Access
- Costs
 - Funding
 - Tolling
 - Cost breakdown

Columbia River **CROSSING**

Questions and Discussion

7:35 – 7:55 p.m.



Columbia River **CROSSING**

Closing Remarks

7:55 – 8:00 p.m.



Next Steps

- February 2008: Draft EIS and Draft LPA
 - 60-day public comment period
- April – June 2008: Local board/council consideration
- June 2008: Adopt LPA
- Early 2009: Final EIS
- Mid – late 2009: Record of Decision
- 2010: Earliest construction can start

Columbia River **CROSSING**

Next Meeting

January 22, 2007
4:00 pm – 8:00 p.m.
Vancouver Hilton, WA

