I-5 Portland/Vancouver Transportation and Trade Partnership
Analysis of Option Packages
Kickoff Meeting- May 31, 2001
1:30-3:30 pm

AGENDA

Introduction/Overview _____ **1:30-1:45 pm**
- Roles/Responsibilities
- Next Work Order (two part process)
- Work to date (coordination meetings)
- Evaluation Factors

Project Administration _____ **1:45-2:00 pm**
- Scope/budget
- Letter authorizations
- Invoices
- Communication (progress reports, general)

Administrative Q/A _____ **2:00-2:10 pm**

Overview by Task Managers _____ **2:10-2:20 pm**
- Project Schedule

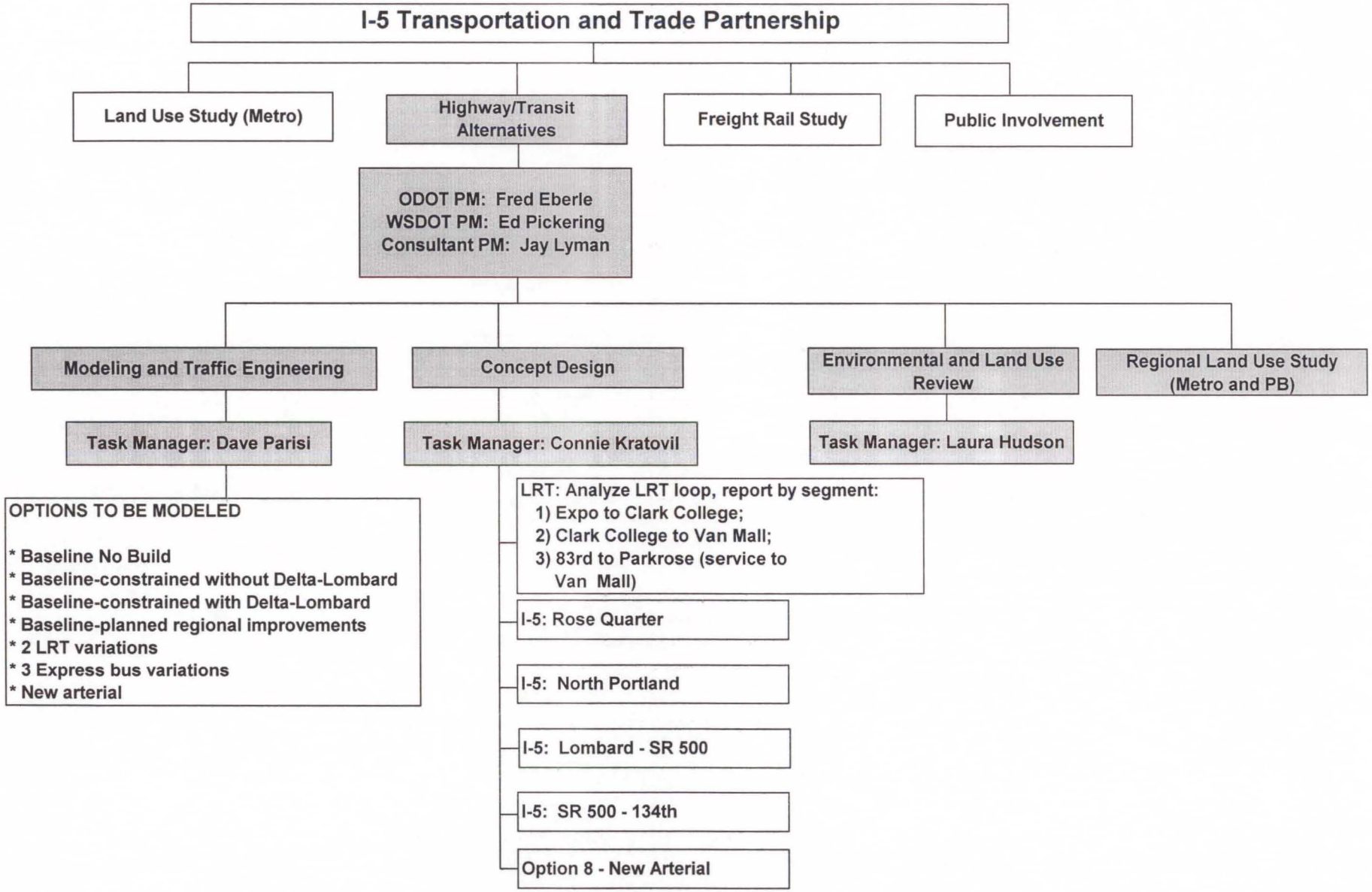
Identified Issues _____ **2:20-2:35 pm**

Q/A _____ **2:35-3:15 pm**

Summary of Immediate Actions _____ **3:15-3:25 pm**

Meeting Wrap up _____ **3:25-3:30 pm**

I-5 Portland/Vancouver Transpo[illegible]n and Trade Partnership Study
Draft Evalua[illegible]on Factors
Kickoff Meeting: May 31, 2001



I-5 Portland/Vancouver Transportation and Trade Partnership Study
Draft Evaluation Factors
Kickoff Meeting: May 31, 2001

No.	Evaluation Factor	Responsibility: ◆-Lead, ○-Support				
		Modeling/Traffic	Concept Engr.	Environmental	LU	Economic
1	**Maintain or Improve Transportation Performance**					
1.1	Improve travel times	◆				
1.2	Maintain or reduce congestion	◆				
1.3	Promote transportation choices	◆				
1.4	Enhance public safety	◆	○			
1.5	Improve travel reliability	○	◆			
1.6	Minimize impacts on other highways and streets	◆				
2	**Support Trade and Freight Movement and the Regional Economy**					
2.1	Improve strength of regional industrial areas	◆				
2.2	Increase regional business savings					◆
2.3	Minimize impacts to water navigation		◆			
2.4	*Reduce freight delay*	◆				
3	**Maintain or Enhance Quality of Life**					
3.1	Reduce spillover traffic into neighborhoods	◆				
3.2	Support adopted city plans (local/neighborhood livability and transportation goals)				◆	
3.3	Air quality impacts	○		◆		
3.4	Noise impacts	○		◆		
3.5	Impacts to water resources			◆		
3.6	Other land use impacts				◆	
3.7	Average commute length & time (representing time spent away from family)	◆				
3.8	Auto occupancy vs. capacity (untapped capacity	◆				
3.9	Level of Service (how congested are the roads?)	◆				
3.10	Annual transit ridership per capita	◆				
3.11	Time cost of travel (by mode)	○				◆
3.12	A general quality of life indicator	○		◆		
4	**Minimize Impacts to the Environment**					
4.1	Historic, cultural, and institutional resources			◆		
4.2	Other environmental impacts	○		◆		
5	**Support Regional Land Use Plans**					
5.1	Support growth patterns identified in Clark Co. Comprehensive Plan and Metro 2040 Growth Concept				◆	
6	**Distribute Benefits, Costs, and Impacts Equitably**					
6.1	Distribute benefits equitably (see below)	○				◆
6.2	Distribute costs equitably (see below)	○				◆
6.3	Distribute impacts equitably (see below)	○				◆
7	**Evaluate Project Capital and Operating Costs**					
7.1	Evaluate project capital and operating costs		◆			○

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No.	Evaluation Factor	Responsibility: ◆-Lead, ○-Support				
		Modeling/Traffic	Concept Engr.	Environmental	LU	Economic
1	**Maintain or Improve Transportation Performance**					
1.1	**Improve travel times**	◆				
	a. Morning, mid-day and evening travel time for transit, autos and trucks to key locations via I-5					
	b. Morning, mid-day and evening travel time for transit, autos and trucks from key locations to I-5					
1.2	**Maintain or reduce congestion**	◆				
	a. Percentage of highway lane miles in study area exceeding capacity					
	b. Percentage of arterial lane miles in study area exceeding capacity					
	c. Study-area total rush hours delay (for non-transit modes)					
1.3	**Promote transportation choices**	◆				
	a. Number and percentage of trips by carpool, transit, bicycles and pedestrians					
	b. Number and percent of rush hour trips from downtown Vancouver and downtown Portland by carpool, transit, bicycles and pedestrians					
	c. Number of people able to cross the Columbia River during rush hour (all modes)					
	d. Change in vehicles miles traveled (VMT) and VMT per capita					
1.4	**Enhance public safety**	◆	○			
	a. Change in number of traffic conflict points—difficult merges, for example					
	b. Impacts on emergency vehicle access					
	c. Impacts on incident management access					
	d. Bridge height encroachment into Pearson Airpark flight path					
1.5	**Improve travel reliability**	○	◆			
	a. Total exclusive right-of-way by mode					
	b. Duration of "rush hour" congestion					
	c. Dollar cost of bridge lift delays for transit, autos and trucks					
1.6	**Minimize impacts on other highways and streets**	◆				
	a. Change in "rush hour" traffic (autos and trucks) on highways and streets adjacent to study area					
2	**Support Trade and Freight Movement and the Regional Economy**					
2.1	**Improve strength of regional industrial areas**	◆				
	a. "Rush hour" and non-"rush hour" travel time for autos and trucks from key locations to I-5					
	b. Percentage of truck route lane miles over capacity during rush hours					
2.2	**Increase regional business savings**					◆
	a. Daily value of reduced time spent in traffic by trucks and rail					
2.3	**Minimize impacts to water navigation**		◆			
	a. Qualitative measure based on need to negotiate bridge piers					
	b. Frequency of bridge lifts					
2.4	***Reduce freight delay***	◆				
3	**Maintain or Enhance Quality of Life**					
3.1	**Reduce spillover traffic into neighborhoods**	◆				
	a. Traffic volumes (autos and trucks) on selected roads					
3.2	**Support adopted city plans (local/neighborhood livability and transportation goals)**				◆	
	a. Measures to be determined pending city staff input					
3.3	**Air quality impacts**	○		◆		
	a. Production of standard pollutants in study area					

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3.4	**Noise impacts**	○		◆		
	a. To be determined					
3.5	**Impacts to water resources**			◆		
	a. Impacts to water quality					
	b. Impacts to fisheries and threatened and endangered species					
	c. Impacts to wetlands and riparian areas					
3.6	**Other land use impacts**				◆	
	a. Acres of additional right-of-way required					
	b. Number of displaced households, people, businesses					
3.7	**Average commute length & time (representing time spent away from family)**	◆				
3.8	**Auto occupancy vs. capacity (untapped capacity**	◆				
3.9	**Level of Service (how congested are the roads?)**	◆				
3.10	**Annual transit ridership per capita**	◆				
3.11	**Time cost of travel (by mode)**	○				◆
3.12	**A general quality of life indicator**	○		◆		
4	**Minimize Impacts to the Environment**					
4.1	**Historic, cultural, and institutional resources**			◆		
	a. Property acquisitions and encroachments					
	b. Change in access					
	c. Visual impacts					
	d. Noise impacts					
	e. Vibration impacts					
	f. Change in context or use					
4.2	**Other environmental impacts**	○		◆		
	a. Geologic impacts					
	b. Hydraulic impacts					
	c. Hazardous materials impacts					
	d. Energy Consumption / Efficiency					
5	**Support Regional Land Use Plans**					
5.1	**Support growth patterns identified in Clark Co. Comprehensive Plan and Metro 2040 Growth Concept**				◆	
	a. Mixed use development in downtown Vancouver, downtown Portland, and regional centers					
	b. Percentage of population/employment forecasts achieved by subarea					
	c. Average home to work trip distance					
6	**Distribute Benefits, Costs, and Impacts Equitably**					
6.1	**Distribute benefits equitably (see below)**	○				◆
6.2	**Distribute costs equitably (see below)**	○				◆
6.3	**Distribute impacts equitably (see below)**	○				◆
	a. Impacts to be measured by income level and minority status as appropriate					
7	**Evaluate Project Capital and Operating Costs**					
7.1	**Evaluate project capital and operating costs**		◆			○
	a. Estimates of public sector capital costs					
	b. Estimates of public sector operating costs					

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Project Meeting/Communication Protocol

1. Plan for bi-weekly task manager meetings
2. Task managers need to distribute internal meeting summaries from their meetings
3. Submit weekly progress reports to Jay and Mike by 3 pm on Fridays
4. Identify key coordination issues to Jay and Mike as early as possible
5. Open communication among team, but copy Jay on key issues and all emails to/from client

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Existing Project Coordination Issues

1. Need to define what conceptual engineering will be done for the express bus options.
2. Identify system descriptions (connections, etc.) to guide modeling and conceptual design work.
3. Cross-reference options to be modeled with recent results of LRT work group session
4. Discuss product for June 25 draft modeling memorandum
5. Base mapping
6. Work product specificity

WEEKLY PROGRESS REPORT

TO: Jay Lyman

FROM:

DATE:

PERIOD: Week 1 (ending June 8, 2001)

PROJ. #: ODOT0000-0364

COPIES:

I. Major activities/products completed or in progress during this period:

-
-
-

II. Schedule for Work- Next Weekly Period:

-
-
-

III. Problems/Potential Causes for Delay:

-
-
-

IV. Decisions Pending/Information to be provided by others:

-
-
-

V. Other Noteworthy information:

-
-
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