

I-5 COLUMBIA RIVER CROSSING PROJECT
REGIONAL COORDINATING COMMITTEE MEETING
APRIL 8, 2004
MINUTES

People Present:

Don Wagner, WashDOT	360-905-2001	wagnerd@wsdot.wa.gov
Dale Hines, WashDOT	360-905-2006	hinesd@wsdot.wa.gov
Matt Garrett, ODOT	503-731-8256	matthew.l.garrett@odot.state.or.us
Geoff Larkin, Larkin Group, Inc.	503-227-3944	larkingroupinc@comcast.net
Steve Siegel, Larkin Group, Inc.	503-274-0013	siegelconsulting@aol.com
Andy Cotugno, METRO	503-797-1763	cotugnoa@metro.dst.or.us
Richard Brandman, METRO	503-797-1749	brandmanr@metro.dst.or.us
Thayer Rorabaugh, City of Vancouver	206-696-8039	thayer.rorabaugh@ci.vancouver.wa.us
Susie Lahsene, Port of Portland	503-944-7517	lashes@portptld.com
Neil McFarlane, Tri-Met		mcfarlan@trimet.org
Dean Lookingbill, RTC		dean.lookingbill@rtc.wa.gov
John Fratt, Port of Vancouver	360-992-1116	jfratt@portvanusa.com
Karen Schilling, Multnomah Co	503-988-5050 X29635	karen.c.schilling@co.multnomah.or.us
John Gillam, City of Portland	503-823-7707	john.gillam@pdxtrans.org
MaryJo Porter, Underhill Co	206-726-7906	underhillcompany@qwest.net

DECISION MAKING PROCESS

- Bi-state coordination committee will vet the proposals/recommendations that are a consensus of all jurisdictions.
- Proposals/recommendations will then go to joint state decision-making group, Metro/JPACT and RTC.
 - Specialty information will be included when decision-making group forms next month.
 - Public involvement scope of work is almost ready for this group's view. WASHdot will contract the work.
 - Joint state decision-making group needs to determine if CAC will report directly to them or to work with the bi-state group

JUNE 2002 STRATEGIC PLAN CONCLUSIONS

- The document titled "How Did We Get Where We Are? And By The Way Where Are We?" was distributed and described.
- All possible project variations of the I-5 Partnership's "bridge influence area" recommendations must be modeled. Then the group can determine which variations are viable and which aren't and document why each is or isn't. This includes the options thought to be dropped by the Partnership as there is no documentation of conclusions reached as to why they were dropped. All this information must be included in the EIS along with the rationale for the decisions that were made.
- Although there was not a decision to do so, there is considerable support for changing the current phase ("step between strategic planning and EIS") into the actual EIS scoping phase.
- Major Issues:

- Can the I-5 Partnership Report be packaged as a document to show intent to begin EIS scoping now rather than in 1-1/2 years after this phase of work is complete?
- Is the group's focus to be 1) "How do we get across the river" or 2) "How do we address the criteria from the trade corridor study"?
- Will options not included in Partnership recommendations be included?
 - ✓ Tolling: is it something that needs to be scoped as part of each proposed project's options or is it a funding consideration that needs to be discussed after project options have been selected?
- How does the group include the public transit option in the project?
 - ✓ How to resolve discrepancy between METRO and RDC on transit alternatives?
- How does the group include the freight movement option in the project?
- How does the group address public involvement in decision-making (as mentioned, Public Involvement Scope of Work is almost ready for group discussion/approval)?

UPDATE ON STATUS OF TECHNICAL WORK

- Time constraints didn't allow for technical status update.
- Group members will be given the technical status update and advised of the next meeting date/location by e-mail.

I-5 COLUMBIA RIVER CROSSING PROJECT
REGIONAL COORDINATING COMMITTEE MEETING
MAY 13, 2004
MINUTES

People Present:

Dale Hines, WashDOT	360-905-2006	hinesd@wsdot.wa.gov
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Lynne Griffith	360-906-7303	lynneg@c-tran.org

1. Update

- Joint Commission Meeting

First meeting of Oregon Transportation Commission and Washington Regional Council has taken place. Members are very interested in work of the RCC.

- Public-Private Partnership
- Public Communications Plan
- Work Plan Update

2. Policy Analysis

3. Tolling Research

4. Status of Transit Component

5. Other Business

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JUNE 10, 2004
MINUTES

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Tom Markgraf	503-285-9549	markgraf@teleport.com
Pat Serle, Enviro Issues	206-269-5041	psevie@envivoissues.com

Group discussion on each of this meeting's agenda items identified the following areas where there must be agreement:

- 1) They must determine which federal agency will take the regulatory lead for the project. It will probably be a joint FHWA and FTA lead, but whose rules will be paramount? In order to discuss this with the agencies, a Purpose of Need must be prepared. How can this group facilitate which agency will be the lead for this project?
- 2) Before moving forward to Notice of Intent, this group must decide whether or not to go forward with a private/public partnership?
- 3) The public must receive a unified key message from this group. All communications must present the key messages as we move forward.

1. Public Involvement/Communications Team

- Introductions

The contractor responsible for the public involvement/communications piece of this project will be Enviro Issues, represented by Pat Serle. Amy Echols of WashDOT will be working with her.

- Discussion of Communications Plan Scope

Over the next month, the contractor will develop a work plan. All correspondence and interactions will be captured and made part of the project record. Their focus is to handle communication outreach during the EIS phase of the scope of work, approximately 2005.

People can contact Amy Echols regarding outreach. She would like to wait until a work plan is in place, laying out points to be carried out before getting too much contact.

2. Traffic and Tolling Analysis - Update

David Evans & Assoc and Bolmer Associates are the contractors who will be doing the tolling research. Bolmer Associates will be at the June 24 work session to present their analysis.

A decision is needed: Before the EIS can be finished this group must decide whether a new population/employment forecast will need to be done. The existing forecast numbers are sufficient for Bolmer Associates to model this phase, but not enough for the next phase.

3. Discussion of Transit Component

After discussion on transit issues, the group identified that a decision was needed before there could be any further discussion. Geoff Larkin and Steve Siegel were tasked with getting a small group together to analyze the choices and present arguments to the group for a decision. The main choices are:

A. They must agree upon whether to:

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OR

- 2) analyze and agree upon which transit options will be included in the EIS before initiating conversation with FTA.

4. Other Business

- Rob deGraff has been hired by ODOT to be Oregon's liaison for the I-5 Bridge Crossing project.
- The first Joint Commission meeting has been held. Senior executives are very engaged in this process and are ready to be involved in decision-making. Their next meeting will be in early September. This group needs to be able to present them with agreements and supporting arguments.

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Rump Group
July 8, 2004
9:00 AM – 10:00 AM
Agenda

1. Introduce Rob DeGraff
2. Meeting with FHWA and FTA
 - a. Purpose
 - b. Draft Agenda
3. Advancing the DEIS
 - a. Schedule
 - b. Work Program Development
4. Status of Transit Alternatives
 - a. Position on Alternatives Analysis
 - b. Current Thinking on Alternatives that may be Addressed in DEIS
 - c. How this will be Addressed Procedurally
 - d. Transit Network Issues
 - e. Status of Loop Study
5. Status of Population and Employment Forecasts

I-5 COLUMBIA RIVER CROSSING PROJECT
REGIONAL COORDINATING COMMITTEE MEETING
MARCH 19, 2004
MINUTES

People Present:

Don Wagner, WashDOT	360-905-2001
Dale Hines, WashDOT	360-905-2006
Matt Garrett, ODOT	503-731-8256
Geoff Larkin, Larkin Group, Inc.	503-227-3944
Steve Siegel, Larkin Group, Inc.	503-274-0013
Andy Cotugno, METRO	503-797-1763
Richard Brandman, METRO	503-797-1749
Mark Turpel, METRO	503-767-1734
Thayer Rorabaugh, City of Vancouver	206-696-8039
Pete Capell, Clark County	360-397-6118 ex 4071
Susie Lahsene, Port of Portland	
Dale Miller, C-Tran	360-906-7459 dalem@c-tran.org
Laurel Wentworth, Portland Dept of Transportation	503-823-7736 laurel.wentworth@pdxtrans.org
Bob Hart, Regional Transportation Council	360-397-6067 ex 5206 bob@rtc.wa.gov

Introductions and Kickoff

Don Wagner, WashDOT

Matt Garrett, ODOT

- Geoff Larkin and Associates are the contractors who have been selected to manage I-5 Bridge Project movement from the strategic planning phase that has already taken place through to the EIS phase...currently known as "This Phase" of work. The people at this table are those who will be reviewing and evaluating the contractor's work. They, and other entities to be included when identified as necessary, will move the I-5 Bridge Project forward successfully to the EIS phase.
- Oregon's money and Washington's money will be combined and managed by both states to meet the scope of the work.
- Both state's Commission Chairs and DOT Directors want to be part of the project parameter selection process. On May 25 in Vancouver there will be a joint working group of the two commissions toward this end.

Contractors

Geoff Larkin & Associates

represented by Geoff Larkin and Steve Siegel

- Larkin & Associates can help parties come to resolution and clarify project vision.
 - Strategic plan results aren't clear. Different parties adopted results according to different interpretations.
 - After reviewing the work of the I-5 Partnership, they conclude that prior work can be condensed into three areas: 1) bridges will need to be replaced or supplemented 2) a transit piece will be included 3) there probably isn't enough federal and state money to complete it so, although the Partnership didn't say "toll", tolling may be required.
 - They have seven tasks:

- 1) Scope assumptions, alternatives and issues for development into the DEIS
 - 2) Develop and implement intergovernmental coordination plan
 - 3) Prepare scopes of work for five other contractors. They are: Public Involvement, Environmental Justice, Conceptual Engineering, Environmental Analysis, Traffic/Tolling Expertise.
 - 4) Provide technical oversight of own and all other contractor work
 - 5) Analyze tolling options
 - 6) Prepare financial analysis
 - 7) Analyze state statutes and regulations regarding the river crossing itself
- They have devised an 18-month schedule. In the first month they have developed 2 of the 5 scopes of work, they are well underway in surveying tolling experience of other jurisdictions, and they anticipate having other contractors actually at work within next 60 days.
 - The contractor will do technical work to options that can be scoped now in order to save time, money and effort down the line in the EIS. Options will be scoped on all identified models.
 - One of the options the contractor will scope is tolling as a financing alternative. In order to effectively explain the issue, this financing option will be scoped by a combined traffic/tolling contractor.
 - The contractor will also be identifying and outlining all the statutory regulations and administrative rules of both states and the federal government in order to describe the parameters within which the project can be developed.
 - The contractor will attempt to bundle the work of the I-5 Partnership into an alternatives analysis report to use as a tool when showing why alternatives were accepted or rejected.
 - The results of the contractor's process will extend through the Notice of Intent.

Business:

- After discussion of this group's role and some opening remarks on the pros & cons of various project options, there was agreement that option selection needs to be based on this project's purpose and need. Also, this project's purpose and need must be commonly understood and agreed upon by both sides of the river. This is paramount to all other decisions.
 - Between now and May 25, the consultant and this group will work to identify differences in policy terminology and develop agreed-upon terminology definitions that mean the same thing on both sides of river. The group will also outline a potential project structure for proposal to the working group.
 - Additional discussion identified distinctions between analysis limits and project limits. Traffic analysis and other scoping tasks will assist in defining the differences in those two limits.
 - There will be several project models scoped. Among them will be I-5 alone and I-5/I-205 together models.
 - Any challenges to option selection can be met by documenting that options selected met the purpose and need and those not selected did not.

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Regional Coordinating Committee

Thursday, April 8th
9:00 – 11:00
Metro, Room 370
600 NE Grand Ave.

MEETING AGENDA

1. DECISION MAKING PROCESS – Garrett, Wagner
2. JUNE 2002 STRATEGIC PLAN CONCLUSIONS – Discussion
3. UPDATE ON STATUS OF TECHNICAL WORK – Larkin, Siegel, Porter
4. OTHER BUSINESS

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9:00 – 11:00
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MEETING AGENDA

Agenda - Andy

1. UPDATE
 - Joint Commission Meeting
 - Public-Private-Partnership
 - Public Communications Plan — *Work Plan back to RCC next month and input of team.*
 - Work Plan update
2. POLICY ANALYSIS
3. TOLLING RESEARCH
4. STATUS OF TRANSIT COMPONENT — *next time; not a public conversation at this time. Must begin in Vancouver to reflect South of Worth EIS*
5. OTHER BUSINESS

I-5 COLUMBIA RIVER CROSSING PROJECT

Regional Coordinating Committee

Thursday, June 10th

9:15 – 11:00

Metro, Room 370

600 NE Grand Ave.

MEETING AGENDA

1. PUBLIC INVOLVEMENT/COMMUNICATIONS TEAM

- Introductions
- Discussion of Communications Plan Scope

*- Next month's
Agenda Packet
Draft SOL*

2. TRAFFIC & TOLLING ANALYSIS – Update

3. DISCUSSION OF TRANSIT COMPONENT

- Agenda Packet

4. OTHER BUSINESS

- Copy of minutes*
- scope of works*
- other packet info*

I-5 COLUMBIA RIVER CROSSING PROJECT

CONSULTANT ROSTER

June 10, 2004

Technical Analysis & Oversight

Geoff Larkin, The Larkin Group, Inc. – Lead
Steve Siegel
Mary Jo Porter
Jeanne Krikawa

Traffic and Tolling Analysis –

Ron Anderson, David Evans & Associates – Lead
Jay Lyman
Mike Baker
David Parisi

Vollmer Assos. – Tolling Analysis – *June 24TH presentation
10:15 ODOT*

Gerry Nielsten
Laura Feeley

Communications

Pat Serie, Enviroissues – Lead
Jeanne Krikawa
Jeanne Lawson
Tom Markgraf
John White

Conceptual Engineering/Environmental Analysis – TBD

**Columbia River Crossing Project – Preliminary
Communications and Outreach Process
June 10, 2004**

*Columbia River Crossing Project -- highway and transit portions of the
I-5 Partnership Strategic Plan elements*

June 2004 – Spring 2005

- Support technical pre-scoping analyses in preparation for next phases
- Collaborate with local electeds, jurisdictional, business and community leadership
- Develop communications and outreach strategy
- Develop communication tools and systems
- Develop media strategy and implement as needed
- Develop environmental justice and context-sensitive design strategy
- Prepare basic public information materials for next phase

Spring 2005

- Further build collaboration with electeds, jurisdictions, businesses, and other community leaders
- Engage general public, neighborhoods, interest groups, etc.
- Implement media strategy
- Publicize and conduct NEPA scoping
- Summarize scoping input
- Draft EIS-phase communications and outreach plan

2005 – 2007

- Implement EIS-phase communications and outreach plan -- to be determined.

Columbia River Crossing Project

Communications & Outreach Team

- Amy Echols, WSDOT Communications Manager
- Jeanne Krikawa, The Underhill Company
- Pat Serie, EnviroIssues
- Jeanne Lawson, Jeanne Lawson Associates
- Tom Markgraf, Markgraf Associates
- John White, The JD White Company, Inc.

OPTIONS MATRIX

Option	Description	Design Options	Comment
No Build	Current + committed+natural growth bus only from Expo Center. May have to be downward adjusted for CTRAN revenues		Must include
Baseline	Current+ expansion bus only from Expo Center, run buses in HOV lane on new bridge	Various bridge options, tunnel if readded	Must address for TSUB, natural fit within EIS
BRT	Current+ bus expansion on own lane across new bridge, plus other BRT improvements on network	Various bridge options, tunnel if readded	Raised as an option, probably inefficient
Busway	Exclusive busway from Expo north to undetermined termini	Various bridge options, including own bridge; and tunnel if readded	Will screen out
LRT-Bridge	LRT from Expo north to undetermined termini, feeder bus center	Various bridge options, including own bridge; and tunnel if readded	Strategic plan, need to decide if we can limit to one termini
LRT-Bridge and Loop	Includes LRT Bridge options, plus loop options, including loop termini	As above, with numerous additional loop options	AA required on loop
Ferry			Will screen out
HOV only	No transit in HOV, buses in mixed traffic	Various bridge options, tunnel if readded	Raised as an option
Commuter Rail	Options have been studied		If AA required on crossing, may have to reconsider
Other TDM only Options	For example, major HOV		No need to consider in EIS, Major complications if added. May be raised as option

