

**FINAL  
WASHINGTON STATE TRANSPORTATION COMMISSION  
OREGON STATE DEPARTMENT OF TRANSPORTATION  
JOINT SUBCOMMITTEE ON THE COLUMBIA RIVER CROSSING  
MEETING AGENDA**

**The Heathman Lodge  
7801 NE Greenwood Drive  
Vancouver, Washington**

**Tuesday, May 25, 2004**

<b>AGENDA ITEM</b>	<b>TIME</b>
<i>Please note: All listed times are estimates only and the Commission reserves the right to move agenda items as needed.</i>	
<b>1. INTRODUCTION AND RESPONSE TO LETTER FROM THE TWO CHAIRS</b> <ul style="list-style-type: none"><li>• <i>Doug MacDonald, Secretary of Transportation, WSDOT</i></li><li>• <i>Bruce Warner, Director of Transportation, ODOT</i></li></ul>	6:00 p.m.
<b>2. DINNER AND DISCUSSION</b>	6:15 p.m.
<b>3. DESCRIBE DIRECTION, KEY MILESTONES TO DATE, AND WHAT'S COMING UP</b> <ul style="list-style-type: none"><li>• <i>Don Wagner, Southwest Regional Administrator, WSDOT</i></li><li>• <i>Matt Garrett, Region 1 Manager, ODOT</i></li></ul>	7:00 p.m.
<b>4. BI-STATE COMMISSION PRESENTATION</b> <ul style="list-style-type: none"><li>• <i>Commissioner Craig Pridemore, Clark County</i></li><li>• <i>Rex Burkholder, Metro Councilor</i></li></ul>	7:20 p.m.
<b>5. OPEN DISCUSSION AMONG JOINT SUBCOMMITTEE</b> <ul style="list-style-type: none"><li>• <i>John Conrad, Assistant Secretary, Engineering and Regional Operations Division, WSDOT</i></li><li>• <i>John Rosenberger, Deputy Director, Highway Division, ODOT</i></li></ul>	7:35 p.m.
<b>6. CLOSE AND NEXT STEPS</b> <ul style="list-style-type: none"><li>• <i>John Conrad, Assistant Secretary, Engineering and Regional Operations Division, WSDOT</i></li><li>• <i>John Rosenberger, Deputy Director, Highway Division, ODOT</i></li></ul>	7:55 p.m.
<b>7. ADJOURN</b>	8:00 p.m.

**FINAL  
WASHINGTON STATE TRANSPORTATION COMMISSION  
MEETING AGENDA**

The Heathman Lodge  
7801 NE Greenwood Drive  
Vancouver, Washington

**Local Area Meeting: Wednesday, May 26, 2004**

AGENDA ITEM	TIME
Please note: All listed times are estimates only and the Commission reserves the right to move agenda items as needed.	
<b>1. WELCOME AND INTRODUCTIONS</b>	8:30 a.m.
<b>2. OPENING REMARKS</b>	9:00 a.m.
<ul style="list-style-type: none"> <li>• <i>Mayor Royce Pollard, City of Vancouver</i></li> </ul>	
<b>3. SOUTHWEST REGION HIGHLIGHTS</b>	9:05 a.m.
<ul style="list-style-type: none"> <li>• <i>Don Wagner, Southwest Regional Administrator</i></li> </ul>	
<b>4. COLUMBIA RIVER CROSSING PROJECT</b>	9:30 a.m.
<ul style="list-style-type: none"> <li>• <i>Mayor Royce Pollard, City of Vancouver</i></li> <li>• <i>Dale Himes, Project Director, Columbia River Crossing</i></li> </ul>	
<b>5. OREGON'S NEW PUBLIC PRIVATE LEGISLATION</b>	9:45 a.m.
<ul style="list-style-type: none"> <li>• <i>Stuart Foster, Chair, Oregon State Department of Transportation Commission</i></li> <li>• <i>Bruce A. Warner, Director of Transportation, ODOT</i></li> </ul>	
<b>6. PANEL: FREIGHT AND PORTS—TRUCK, RAIL, AND RIVER</b>	10:00 a.m.
<ul style="list-style-type: none"> <li>➤ <b>Overview of Freight</b> <ul style="list-style-type: none"> <li>• <i>Lance Grenzeback, Senior Vice President, Cambridge Systematics, Inc.</i></li> </ul> </li> <li>➤ <b>Ports' Perspective on Freight Transportation</b> <ul style="list-style-type: none"> <li>• <i>Commissioner Arch Miller, Chair, Port of Vancouver</i></li> <li>• <i>Commissioner Fred Swanstrom, Port of Kalama</i></li> <li>• <i>Ken O'Hollaren, Executive Director, Port of Longview</i></li> </ul> </li> <li>➤ <b>Freight Rail</b> <ul style="list-style-type: none"> <li>• <i>Ron Jackson, General Manager, Pacific Northwest Division, Burlington Northern-Santa Fe</i></li> <li>• <i>Commissioner Betty Sue Morris, Chair, Clark County</i></li> <li>• <i>Steve Schulte, Transportation Program Manager, Clark County Public Works</i></li> </ul> </li> <li>➤ <b>Trucking Industry</b> <ul style="list-style-type: none"> <li>• <i>Peter Bennett, Vice President, Pacific Coast Operations, K-Line America, Inc.</i></li> </ul> </li> <li>➤ <b>River Freight</b> <ul style="list-style-type: none"> <li>• <i>John Pigott, Port Captain, Tidewater Barge Line, Chair, Columbia River Towboat Association</i></li> </ul> </li> </ul>	11:00 a.m.
	11:20 a.m.
	11:40 a.m.
	11:55 a.m.
<b>7. LUNCH</b>	12:15 p.m.
<b>8. LOCAL TRANSPORTATION PROJECTS</b>	1:00 p.m.
<ul style="list-style-type: none"> <li>• <i>Dean Lookingbill, Executive Director, Regional Transportation Council</i></li> <li>• <i>Rosemary Siipola, Transportation Planning Manager, Southwest Washington Regional Planning Organization</i></li> <li>• <i>Pete Capell, Director/County Engineer, Clark County Public Works</i></li> <li>• <i>Thayer Rorabaugh, Manager of Transportation Engineering, City of Vancouver</i></li> <li>• <i>Steve Gorcester, Executive Director, Transportation Improvement Board</i></li> </ul>	

(Continued)

AGENDA ITEM	TIME
Please note: All listed times are estimates only and the Commission reserves the right to move agenda items as needed.	
<b>9. PANEL: COLUMBIA RIVER CHANNEL DEEPENING</b> <ul style="list-style-type: none"><li><i>Dave Hunt, Executive Director, Columbia River Channel Deepening Coalition</i></li><li><i>Lanny Cawley, Executive Director, Port of Kalama</i></li><li><i>Kathleen Davis, Director of Highways &amp; Local Programs, WSDOT</i></li><li><i>Steve Brown, Columbia River Pilots Association</i></li></ul>	2:00 p.m.
<b>10. TRANSIT: SUSTAINING QUALITY TRANSPORTATION IN CLARK COUNTY</b> <ul style="list-style-type: none"><li><i>Councilmember Jeanne Harris, Chair, C-TRAN Board of Directors</i></li><li><i>Lynne Griffith, Executive Director/CEO, C-TRAN</i></li></ul>	2:30 p.m.
<b>11. LEWIS &amp; CLARK BICENTENNIAL UPDATE</b> <ul style="list-style-type: none"><li><i>Arlene Johnson, Director, Lewis &amp; Clark Expedition Bicentennial Committee</i></li><li><i>Nabiel Shawa, Washougal City Manager</i></li></ul>	2:45 p.m.
<b>12. PANEL: COLUMBIA RIVER GORGE</b> <ul style="list-style-type: none"><li>➤ <b>Update on Gorge Master Plan</b><ul style="list-style-type: none"><li><i>Martha Bennett, Executive Director, Columbia River Gorge Commission</i></li></ul></li><li>➤ <b>Transportation Issues in the Gorge</b><ul style="list-style-type: none"><li><i>Mayor Brian Prigel, City of Bingen</i></li><li><i>Commissioner Robert Talent, Skamania County</i></li><li><i>Commissioner Ray Thayer, Klickitat County</i></li></ul></li></ul>	3:00 p.m.
<b>13. AIRPORT CAPACITY IN CLARK COUNTY</b> <ul style="list-style-type: none"><li><i>John Sibold, Director, Aviation Division, WSDOT</i></li></ul>	3:45 p.m.
<b>14. PUBLIC COMMENT PERIOD</b>	4:00 p.m.
<b>15. ADJOURN</b>	4:30 p.m.

(The Commission reserves the right to take action on any item during the Commission meeting)

All Transportation Commission meetings are open to the public.



**SPECIAL NEEDS**

**Americans with Disabilities Act (ADA) Information**

Individuals requiring reasonable accommodation may request written materials in alternate formats, sign language interpreters, physical accessibility accommodations, or other reasonable accommodation by contacting the Commission Office at (360) 705-7070, by May 21, 2004. Persons with hearing impairments may call Washington State Telecommunications Relay Service (TTY) at 1-800-833-6388, or Tele-Braille at 1-800-833-6385, or Voice at 1-800-833-6384, and ask to be connected to the event sponsor's phone number.

**Title VI Notice to Public**

It is the Washington State Department of Transportation's (WSDOT) policy to assure that no person shall, on the grounds of race, color, national origin and sex, as provided by Title VI of the Civil Rights Act of 1964, be excluded from participation in, be denied the benefits of, or be otherwise discriminated against under any of its federally funded programs and activities. Any person who believes his/her Title VI protection has been violated, may file a complaint with WSDOT's Office of Equal Opportunity (OEO). For Title VI complaint forms and advice, please contact OEO's Title VI Coordinator at (360) 705-7097.

# **COLUMBIA RIVER CROSSING PROJECT UPDATE**

## **BRIEFING PAPER**

Prepared for the Washington Members of the Joint Subcommittee  
on the Columbia River Crossing  
Washington State Department of Transportation Commission  
Oregon State Department of Transportation

Prepared by: Dale Himes, WSDOT Project Director, and Mary Legry, Community  
Visioning/Support Services Business Lines Manager

Reviewed by: Don Wagner, WSDOT Southwest Regional Administrator

Approved by: John Conrad, Assistant Secretary of Transportation

### **PURPOSE:**

This item will provide the committee members with information on the kickoff of the Columbia River Crossing Project, including its history and background, near-term plans, and key issues being considered.

### **ACTION/OUTCOME:**

Feedback for the joint WSDOT/ODOT project team on project goals and planned activities. No formal action is required of the Commissions.

### **BACKGROUND:**

#### **Defining the Problem**

The I-5 corridor between Clark County and Portland faces increasing pressures of congestion, safety, and delays in freight and commuter movement. A critical connection in that corridor, the Interstate Bridge across the Columbia River, is actually two side-by-side bridges built in 1917 and 1958. Both are functionally obsolete. Washington and Oregon share goals for improving all types of transportation within the corridor, and responsibility for maintaining and replacing the current crossing infrastructure. Emerging is an even stronger regional commitment to making the region a more attractive and economically sustainable destination, requiring world-class regional infrastructure, including a river crossing adequate to meet the region's needs. (See attachment A for further detail on the history and background of the issue.)

#### **Commitment to Move Toward a Solution**

A bi-state consensus has been forged that illustrates bi-state responsibility and commitment to make necessary improvements in support of economic development, quality of life, and regional sustainability. Formalized in the 2002 *Portland/Vancouver I-5 Transportation and Trade Partnership Strategic Plan* (See attachment B for Strategic Plan recommendations), regional leadership pledged to work together to solve the

problem. Early implementation efforts recommended in the strategy that are under way are the Delta Park to Lombard project in which ODOT is pursuing the widening of I-5 southbound at a critical choke point, and WSDOT's widening I-5 of in Vancouver from 99<sup>th</sup> Street to I-205. The most prominent recommendation, however, and probably the most challenging, is to make needed changes in the Columbia River Crossing. This can be done only with a strong partnership between the two states and strong support from throughout the region. Decisive and coordinated leadership and actions must emerge now from local, regional, state, and federal government, supported actively by regional business and freight, communities, and other interests.

### **What is the Columbia River Crossing Project?**

ODOT and WSDOT have jointly chartered the project, which extends north and south from the crossing itself to the surrounding area influenced by the bridges and crossing issues. In the remainder of 2004 and by mid-2005, the project will deliver:

#### Technical Analyses and Products to Support Definition of Project Options

- Analysis of federal and state administrative and statutory requirements and procedures.
- Analysis of state-of-the-art tolling implementation options.
- Report on project financing options.
- Agreement between both states on how to conduct joint project.
- Identification of environmental justice and context-sensitive design considerations.
- Traffic and travel forecasting within the corridor and area of bridge influence.
- Conceptual engineering on emerging ideas for crossing the river.
- Basis documents to begin environmental review process in mid-2005 (project purpose and need, preliminary project options, scope for environmental review).

#### Strategy for Involvement at All Levels – Documented in Communications and Outreach Plan

- Outreach to public sector decision makers at the local, regional, state, and federal levels.
- Outreach to the private sector that must support ultimate actions.
- Outreach to communities within the corridor.
- Outreach to public sector agencies and technical resources.
- Work with media and other communication channels.

By summer of 2005, project alternatives will be well defined and supported by the interests within the region. The project will be ready to enter formal environmental review, with a draft EIS to be issued in early 2007. ODOT and WSDOT have assembled a joint project team, contractors have been hired, and outreach to the region's leadership and communities is ready to begin.

### **What Is Needed from the Commissions Now?**

Support and guidance from the Transportation Commissions of Oregon and Washington will help the project build and maintain momentum, preparing the way for new infrastructure investments to be put in place within the next 10-12 years.

### **DISCUSSION:**

There will be an opportunity for questions after the presentation.

For further information, contact: Dale Himes, WSDOT Project Manager, 360-905-2006  
Matt Garrett, ODOT Region 1 Administrator, 503-731-8256

Attachment A  
BACKGROUND – COLUMBIA RIVER CROSSING RIVER CROSSING  
PROJECT UPDATE

Washington State Transportation Commission  
Oregon State Transportation Commission  
May 25, 2004

**BACKGROUND ON THE COLUMBIA RIVER CROSSING TODAY**

I-5 is the only continuous Interstate on the West Coast, and it is critical to the national, regional and local economies. Where I-5 crosses the Columbia River, the interstate provides a critical connection to two major ports, deep-water shipping, up-river barging, two transcontinental rail lines, and much of the region's industrial land.

In 1997, 14 million tons of freight (valued a \$17 billion) was shipped from the Oregon side of the metro area to locations in Washington. Shipments southbound from Washington into the Oregon totaled 28.5 million tons (worth an estimated \$7.5 billion).

For residents in the Portland and Vancouver area, I-5 provides one of two crossings of the Columbia River for transit and automobiles. It connects the Portland and Vancouver metropolitan areas for work, recreation, shopping and entertainment purposes. An average of 125,000 trips are made across the I-5 Bridge every day.

**National Economic Benefits**

Washington State is the most trade-oriented state in the nation. It leads the nation in per capita exports, and the export trade directly or indirectly supports one out of every four jobs in the state. It is estimated that by 2005 one in every three jobs will be export related. Washington State handles seven per cent of America's exports although the State accounts for only two per cent of the U.S. population. Exports average about \$34 billion per year. This is about 19 per cent of the State's gross domestic product. Freight mobility in the I-5 highway and rail corridors will be essential to maintaining this source of income and employment for Washington as the Pacific Northwest's trade orientation continues to grow.

**Congestion**

Congestion is a cost of doing business, but the severity of it in this region is leading to a reduction in productivity, which in turn limits economic competitiveness and curtails economic expansion. It will become an even greater drag on the economy in the future as the region grows and the demand for travel increases. Congestion is weakening our competitiveness in global markets.

Between 1998 and 2020 import-export freight tonnage in the Portland/Vancouver area is forecast to grow 123 percent and domestic freight tonnage will increase by 76 percent. Reliable transportation is essential to support this growth. Freight transport by truck

through Southwest Washington encounters two major choke points. The first is the congested bridge at the Columbia River and the second is to the north where Interstate 5 drops down to two lanes in each direction through Centralia/Chehalis in Lewis County. Without improvements at the Columbia River highway crossing congestion will spread into the midday period, which is the peak travel period for trucks.

The Portland/Vancouver rail network and Columbia River rail crossing is one of the busiest in the nation, with over 160 trains moving through the region each day. Currently, two transcontinental railroads, Amtrak long distance trains, and the regional Amtrak Cascades use the network. The two-track Burlington Northern-Santa Fe rail bridge, adjacent to the Interstate Bridge, is the only rail crossing connecting Portland and Vancouver. The rail bridge carries 63 freight trains daily. The next major rail crossing of the river is 92 miles upstream near The Dalles, Oregon.

### Safety Issues in I-5 Corridor

There are potential safety issues within the I-5 bi-state study area based on accident patterns and associated safety concerns. A total of 1,344 accidents were reported along the mainline and ramp terminals in the Oregon section between January 1995 to December 1997. There was a total of 1,158 total accidents reported along the mainline and ramp terminal in the Washington section between January 1994 and December 1996. Table 1 summarizes the accident data collected for the two segments of I-5 within the study area.

In Oregon, for I-5 MP 301.09 to MP 308.38, the average accident rate was 1.48 accidents per vehicle miles (ACC/MVM) from January 1995 to December 1997. During this period, the average statewide accident rate for urban interstates in Oregon was 0.75 ACC/MVM.

In Washington, for I-5 MP 0.00 to MP 8.50, the accident rate was 1.75 ACC/MVM from January 1994 to December 1996. During this period, the average statewide accident rate for urban interstates in Washington was 1.46 ACC/MVM.

**TABLE 1**

Location	HAC/SPIS	Accidents					Accident		
		Types					Rear -end	Fixed Objects	Other
		Total	Fatalities	Injuries	PDO <sup>1</sup>				
I-5 in Oregon <sup>2</sup> (MP 301.09 to MP 308.38)	No SPIS locations	1,344	7	1,040	676	867	91	290	
I-5 in Washington <sup>3</sup> (MP 0.00 to MP 8.50)	2 HAC segments <sup>4</sup>	1,158	3	709	669	520	178	214	
<i>Total</i>		<b>2,502</b>	<b>10</b>	<b>1,749</b>	<b>1,345</b>	<b>1,387</b>	<b>269</b>	<b>504</b>	

<sup>1</sup>Property Damage Only

<sup>2</sup>ODOT 1998 Accident Summary (1995-1997)

<sup>3</sup>Accident data from WSDOT (1994-1996 Data)

<sup>4</sup>Identified by WSDOT Olympia



## **History of the Interstate Bridge – 1917 to Today**

The Interstate Bridge, which connects Vancouver, WA and Portland, OR over the Columbia River, is actually two bridges side by side. The first bridge, which now carries northbound traffic, was constructed in 1917. The original eastern bridge was the first highway bridge across the Columbia River, joining Oregon and Washington. Prior to its construction, traffic crossing the river did so on a small steam ferry. The second bridge, which now carries southbound traffic, was built on the west side of the original span in 1958.

The bridges are co-owned by both the Oregon Department of Transportation (ODOT) and the Washington State Department of Transportation (WSDOT). Both states share maintenance costs equally.

Each bridge is 3,528 feet long. The northbound bridge is 38 feet wide and the southbound bridge is 40 feet wide. There is a sidewalk for pedestrians and bicycles on the right side of both bridges. The vertical clearance for boats passing under the bridges is 72 feet under fixed section of the bridges, 38 feet under the lift span when closed and 174 feet when the lift span is fully opened.

When the center lift span of the bridge is raised to allow boats to pass under the bridge or for regular bridge maintenance, traffic stops for 10 to 15 minutes. Bridge lifts are not allowed during peak weekday commute times (6:30 a.m. to 8 a.m. and 3:30 p.m. to 6 p.m.), and additional timing and water-level related lift restrictions exist for pleasure and commercial boats. The bridge lifts cause traffic backups on I-5.

The Interstate Bridge has a directional peak capacity of 5,700 vehicles per hour. The bridge handles approximately 125,000 vehicles per day, which is increasing at a rate of 4 percent each year. Both spans have been classified as functionally obsolete.

To pay back the \$1.7 bond used to construct the first bridge, 5-cent tolls were collected for the next 12 years until 1929. The \$1,683,000 equates to \$24.7 in 2004 dollars. The last major renovation of the 1917 span was conducted between 1958 and 1960 as part of the construction of the second bridge.

Between 1944 and 1951, Oregon and Washington joined together to study the possibility of constructing a second bridge. Although alternate sites for a second bridge were investigated, it was determined that a new bridge immediately adjacent to the existing bridge was the most feasible solution. The total cost of the entire project – including design, engineering, right of way, also building the nearby Oregon Slough Bridge, remodeling the 1917 bridge and installing new lighting, landscaping and toll plaza equipment – came to \$14.5 million. This equates to \$94.2 million in 2004 dollars.

In 1953, the Oregon and Washington state legislatures authorized the sale of bonds to design and build the bridge. Construction started in 1956 and was completed in 1958. A ribbon cutting ceremony for the new bridge occurred on July 1, 1958. Tollbooths were

installed in 1960 after remodeling work on the 1917 span was completed. To pay off the construction bond, tolls of 20 cents for cars, 40 cents for light trucks and 60 cents for heavy trucks and buses were collected until 1966.

In 1998, WSDOT and ODOT first partnered with representatives of local businesses and other stakeholders from both states to plan and implement transportation corridor improvements along I-5, from I-84 in Oregon to I-205 in Washington. The result was the publication of a “Portland/Vancouver I-5 Trade Corridor Freight Feasibility and Needs Assessment Study”. This assessment of issues impacting trade and commerce along the Portland/Vancouver I-5 corridor earned national attention and funding for further study.

Following this report, then-Oregon Governor John Kitzhaber and Washington Governor Gary Locke convened a 28-member bi-state Task Force of community and business representatives and elected officials to develop a strategic plan for the corridor. A 100-member Community Forum, comprised of citizens representing neighborhood, business, environmental and other interests in the corridor, provided guidance to the Task Force as the strategic plan for the corridor developed.

In early 2002, after extensive public outreach, the Task Force provided draft recommendations as part of the corridor-wide strategic plan. In June 2002, the Task Force officially adopted the [Final Strategic Plan for the I-5 Corridor](#). It is also referred to as the “Portland/Vancouver I-5 Transportation and Trade Partnership Study”.

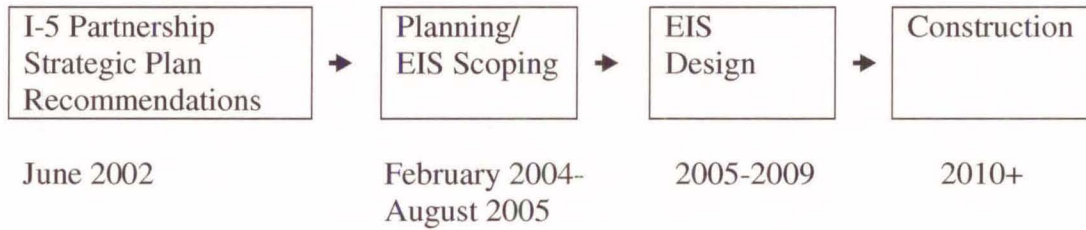
The key recommendation of the I-5 Transportation and Trade Partnership Study, which included a variety of corridor-wide improvement recommendations, was to provide additional capacity over the Columbia River with a replacement bridge or by supplementing the existing I-5 bridges.

### **Today’s Solutions -- Launching the Columbia River Crossing Project**

This phase, jointly chartered between WSDOT and ODOT, will transition the project from the I-5 Transportation and Trade Partnership Study, completed in June 2002, through key technical analyses, the identification of a range of potentially viable options for a new Columbia River crossing, and the beginning of the formal environmental review process. From now till mid-summer 2005, the project will prepare the project statement of purpose and need, scope the project for environmental review, and determine how the upcoming phase of this project will be structured and managed. The team will also develop a sound funding strategy including sources, funding capacity, political acceptance and tolling options. The toll revenue-producing ability of both the I-5 and I-205 corridors across the Columbia River will be analyzed, as well as analyses on costs, schedules, traffic impacts and legal and finance subjects and issues. The potential for a public-private partnership will be explored. A communications and public involvement plan will cover communication during this period as well as all implementation phases of the project. Once this phase is complete, the Columbia River crossing project will be ready to move into the EIS phase, provided that necessary funding is available.

## What is the end product?

### Major Milestones



### Funding Available

Milestones	January, 2000 Freight Feasibility & Needs Assessment	June, 2002 Final Strategic Plan	April, 2003 Regional Economic Effects of Transp Choke Points	Feb, 04 to Aug, 05 Planning/EIS Scoping Phase	2005-2009 EIS Design	<b>TOTAL\$</b>
Million\$						
Federal\$	0	2.638	0	3.5 <sup>1</sup>	3 <sup>2</sup>	<b>9.138</b>
WA\$	0.5	0.5	0	0		<b>1</b>
OR\$	0.5	0.537	0.1	0.4		<b>1.537</b>
<b>TOTAL\$</b>	<b>1</b>	<b>3.675</b>	<b>0.1</b>	<b>3.9</b>	<b>3</b>	<b>11.675 <sup>3</sup></b>

<sup>1</sup> Oregon Federal Earmark in FFY 2003 Appropriation

<sup>2</sup> Washington Federal Earmark in FFY 2004 Appropriation

Note: These Funds are somewhat at risk in Reauthorization Process.

<sup>3</sup> Not shown in this number is \$16 million in Congressional Reauthorization Bill as earmarks for the project: \$10 million to WSDOT and \$6 million to ODOT.

**Attachment B**  
**Recommendations of the Portland/Vancouver I-5  
Transportation and Trade Partnership Task Force for the I-5  
Corridor. From the Final Strategic Plan, June 2002**

**Transit:**

- \_ Provide a phased light rail loop in Clark County in the vicinity of the I-5, SR500/4<sup>th</sup> Plain and I-205 Corridors.
- \_ Provide peak-hour, premium express bus service in the I-5 and I-205 Corridors to markets not well served by light rail.
- \_ Increase transit service in the Corridor over the next 20 years called for in regional transportation plans.

**Interstate 5:**

- \_ The I-5 freeway between the Fremont Bridge in Portland and the I-205 interchange in Vancouver will be a maximum of 3 through lanes in each direction. This includes widening I-5 to 3 lanes between Delta Park and Lombard, and 99th St. to I-205 in Vancouver.
- \_ Designate one of the 3 through lanes for use as a high occupancy vehicle (HOV) lane during the peak period, in the peak direction.
- \_ Add a new supplemental or replacement bridge across the Columbia River with up to 2 auxiliary and/or arterial lanes in each direction, and 2 light rail tracks.
- \_ Improve interchanges between SR 500 and Columbia Blvd to address safety and capacity problems -- including making Columbia Blvd into a full interchange.
- \_ In adding river crossing capacity and making interchange improvements every effort should be made to: 1) avoid displacements and encroachments, 2) minimize the highway footprint and 3) minimize the use of the freeway for local trips.

**Additional Rail Capacity:**

- \_ Pursue the rail infrastructure improvements required to accommodate anticipated 20 year freight rail growth in the I-5 Corridor and frequent, efficient intercity passenger rail service.
- \_ Establish a public/private Bi-State rail forum to advise regional decision makers about prioritizing, scheduling and funding of needed rail improvements.
- \_ The rail forum and regional decision-makers should encourage funding for:
  - \_ Additional inter-city passenger rail service in the Pacific Northwest High Speed Rail Corridor
  - \_ High Speed Rail service in the Corridor; and
  - \_ The replacement of the existing "swing span" with a "lift span" located closer to the center of the river channel

**Land Use:**

- \_ Adopt and implement a Bi-State Coordination Accord to protect existing and new capacity and support economic development.

\_ Jurisdictions in the Corridor will develop and agree on a plan to manage land development to avoid adversely impacting I-5 or the Region's growth management plans.

### **Transportation Demand and System Management:**

\_ Commit to a comprehensive use of TDM/TSM strategies -- alternative modes, work-based strategies, policies and regulatory strategies, pricing and TSM strategies -- and pursue additional funding for transit and TDM/TSM strategies.

\_ Prepare an "I-5 TDM/TSM Corridor Plan" with guidance from the proposed "Bi-State Coordination Committee"

\_ Fund and implement additional TDM/TSM strategies now to encourage more efficient use of the transportation system.

### **Environmental Justice**

\_ Establish a Community Enhancement Fund for use in the impacted areas in the I-5 Corridor in Oregon and Washington

\_ Map low-income and minority communities in the corridor.

\_ Take list of potential impacts identified by representatives of environmental justice communities into the EIS for the Bridge and Bridge Influence Area as a starting point for more analysis.

\_ Work with affected communities to explore ways to offset impacts and/or bring benefits to the community.

\_ Develop a public outreach plan for EIS process that includes special outreach to low-income and minority communities.

\_ Form and coordinate two working groups for the EIS -- one for public involvement and one for environmental justice.

### **Finance**

\_ OR, WA and the Portland/Vancouver region should develop a financing plan for transit and highway capital projects

\_ Tri-Met and C-Tran need to increase revenues for a significant expansion of transit service, starting within the next five years.

\_ Establish regional transit financing commitments that will allow for:

\_ an aggressive bi-state TDM program and

\_ an expansion of transit service to support the light rail loop.

\_ Seek funding to widen I-5 to 3 lanes: Delta Park to Lombard after environmental and design work is completed.

### **Next Steps/Implementation**

\_ Fall 2002: SW Washington Regional Transportation Council and Metro review and amend the Regional Transportation Plans to incorporate recommended I-5 corridor improvements.

\_ Delta Park to Lombard: widen I-5 to 3 lanes

- Summer 2002-2004: Conduct environmental assessment and design work

- Post 2004: Construction of Delta Park to Lombard

\_ 2003 – 2009: Environmental Impact Study on Bridge Influence Area (new supplemental or replacement bridge, interchange improvements between SR 500 and Columbia Blvd., including light rail between Expo Center and downtown Vancouver)

\_ 2010+: Construct improvements in Bridge Influence Area.

**TO: Joint DOT Subcommittee**  
**FROM: Dale Himes, WSDOT Project Director**  
**DATE: May 25, 2004**  
**SUBJECT: I-5 Columbia River Crossing Project**

### **Introduction**

The work now underway on the I-5 Columbia River Crossing Project is a "next step" in implementing the recommendations of the I-5 Transportation and Trade Partnership's *Strategic Plan*, including the evaluation of highway bridge and transit alternatives across the river. The goal is to explore a number of issues prior to an Environmental Impact Statement (EIS), including key assumptions that will form the basis for much of the analysis in the EIS. It is anticipated that completing this work now will substantially shorten the time necessary to complete the EIS.

Over the next several months tools to support the scoping decisions for the EIS will be developed. This work, along with the other technical project work, will provide the foundation to support decisions that will provide the framework for the formal Environmental Impact Statement analysis (expected to begin in 2005). It is that future EIS work that ultimately will provide decision makers with the technical foundation for a broad set of Bridge Influence Area decisions.

### **Planning/EIS Scoping Phase – February '04 – July '05**

#### **Intergovernmental Coordination Plan\***

This task will prepare and implement an Intergovernmental Coordination Plan to facilitate jurisdictional and agency agreements on project issues. The Plan will establish contact points and specific means for involvement in the process for all affected local and regional governments. It will provide a process for the DOT's to coordinate with each other and the Consultant to ensure project objectives are met. It will describe the bi-state and regional decision-making process for the next 18-month phase of the project.

#### **Public Communications Plan**

The purpose of this task will be to develop an initial strategy for communicating about the project over the next 18 months. The Plan will address the federal requirements during alternatives analysis, early coordination, context sensitive solutions, environmental justice and scoping. Also, this task may undertake new survey research regarding attitudes in the Portland-Vancouver region towards project alternatives and funding options.

#### **"Scope" Assumptions, Alternatives, and Issues for DEIS\***

This task will provide the technical materials and intergovernmental coordination necessary to allow the DOT's to "scope" the alternatives, assumptions and issues to be addressed in the DEIS. It will seek to limit the alternatives and issues, in the manner permitted by NEPA, SEPA, GMA and FHWA and FTA regulations, and to specify alternatives, assumptions and issues in detail as a way to facilitate timely completion of the DEIS.

#### **Environmental Considerations/ Context Sensitive Solutions/Environmental Justice**

These tasks will assist in identifying resource agencies and the environmental criteria needed to screen the alternatives during scoping as well as providing an overall assessment of alternatives and issues for

the scoping process. It will also develop and implement an ongoing methodology to address context sensitive solutions and environmental justice requirements during alternative analysis and scoping.

Travel Demand Forecasting, Traffic Analysis and Traffic Engineering

This task will propose how travel demand, traffic and tolling analyses should be addressed in the DEIS and financial analyses. In addition this task will identify and evaluate tolling options; explain current and future traffic conditions and the impacts of traffic conditions on travelers as it relates to the Purpose and Need statement and assess the benefits and impacts of including HOV lanes.

Conceptual Engineering

This task will include a variety of work activities including: compiling and reconciling any differences in DOT engineering guidelines and standards for project alternatives; identifying permitting requirements and describing impacts on project design and the project development process and schedule; identifying and refining engineering criteria and design aspects of project concepts; identifying and refining capital costs of alternatives; and other necessary activities to ensure a reliable scoping process and properly define alternatives for the DEIS.

Analyze Tolling Options\*

This task will identify and assess the programmatic, administrative and financial issues involved with instituting tolling on the Columbia River bridges in the Portland-Vancouver region and optimizing the use of net proceeds from the tolling to achieve bi-state transportation objectives.

Prepare Financial Analyses\*

This task will analyze the key financial issues associated with developing the I-5 Project, both the highway/bridge and transit components under a "public approach" and establishing an implementation strategy to develop a detailed funding plan. The financial analysis will be prepared at a "concept level" of detail, commensurate with the level of cost estimating and forecasting in this pre-DEIS stage. Capital and operating costs and revenues will be addressed for both highway and transit. The results of the tolling-related analyses will also be incorporated into this task.

Analyze Federal and State Administrative and Statutory Requirements and Procedures\*

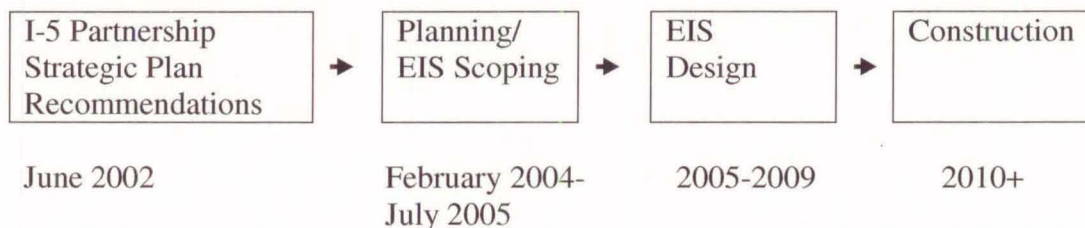
This task will identify and assess significant regulatory issues that can affect the availability and utility of toll revenues, and the organizational structure established to develop and implement the project under a "public approach" and possibly under a public private partnership.

Coordinate with ODOT's Innovative Partnership Program (IPP)\*

The purpose of this task will be to assist the DOT's in analyzing potential impacts of the Oregon and Washington IPP rules and procedures on the Columbia River Crossing project.

\*Assigned to the The Larkin Group, Inc.

**Preliminary Milestones**





**Washington State  
Transportation Commission**

March 22, 2004

Douglas MacDonald, Secretary  
Washington State Department of Transportation  
PO Box 47316  
Olympia Washington 98504-7316

Bruce Warner, Director  
Oregon Department of Transportation  
355 Capitol Street NE, Rm 135  
Salem Oregon 97301

Gentlemen:

A standing working committee consisting of members of the Transportation Commissions of Washington and Oregon expects to convene its first meeting in Vancouver, Washington on May 25, 2004. The purpose of the committee is to ensure that the efforts of the two state transportation departments in planning for improvements to the crossings of the Columbia River in the Portland/Vancouver area are well coordinated, that maximum value is obtained from the federal grants received for project planning, and that public officials and citizens in both states are kept abreast of progress.

At that meeting we would appreciate your two departments presenting to the working committee the following topics:

- The status of work currently underway in each of the departments on Columbia River crossing planning issues.
- Expectations of each of the two departments, and of the departments working together, for the use of federal highway funding that is available to the project.
- Views on how an inter-agency working agreement between the two departments can best support progress on the project (this might include possible roles for a standing inter-commission committee as well as for the two departments).
- A summary of how the departments are working with public officials, local government bodies, Congressional staff and interested citizens on both sides of the river on the planning issues surrounding the project.

We look forward with our fellow commissioners to hearing from you at our meeting.

Sincerely,

Aubrey Davis, Chairman  
Washington State Transportation Commission

Stuart Foster, Chairman  
Oregon Transportation Commission





**Washington State  
Department of Transportation**

**NEWS**

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**FOR IMMEDIATE RELEASE**

May 21, 2004

Contact: Jennifer Ziegler, Transportation Commission Administrator, 360-705-7070  
Amy Echols, WSDOT Communication Manager, 360-905-2058

## **State Transportation Commission to meet with local officials in Southwest Washington**

Transportation across and along the Columbia River, freight movement, and the Southwest region's economy will highlight talks next week when the Washington State Transportation Commission comes to Vancouver. Commission members will meet with state and local officials, business and industry representatives, and community leaders on Wednesday, May 26, to discuss transportation system needs and activities in Southwest Washington.

The meeting is being held at The Heathman Lodge, 7801 NE Greenwood Drive, Vancouver, WA, starting at 8:30 a.m. The public is welcome to attend.

City of Vancouver Mayor Royce Pollard will open the meeting and kick off a series of roundtable discussions with several short presentations throughout the day. The agenda includes an update of the Columbia River Crossing Project, which examines the feasibility of supplementing or replacing the Interstate 5 bridge across the Columbia River. WSDOT's Southwest Region Administrator Don Wagner will describe major transportation improvements and activities underway in the region. A panel discussion focusing on freight and ports will wrap up the morning session.

Local transportation projects and issues will be in the spotlight for the afternoon's agenda. Included will be discussion of the Columbia River channel deepening, transit issues, airport capacity, and transportation issues along the Columbia River Gorge. A public comment period is scheduled to begin at 4 p.m.

The Commission holds several "local meetings" each year in various cities throughout the state to gain insight from local government leaders about transportation issues that affect the local communities and the surrounding areas. This information helps the Commission to develop and implement a vision for statewide transportation that reflects the policies, plans and priorities of the people of the State of Washington.

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