



DRAFT Meeting Agenda

MEETING TITLE: Project Sponsors Council
DATE: May 4, 2009, 1:30 p.m. to 3:00 p.m.
LOCATION: Clark County Public Services Center, Hearing Room (sixth floor)
1300 Franklin Street, Vancouver, Washington

TIME	AGENDA TOPIC
1:30 – 1:40 p.m.	Welcome and Introductions
1:40 – 2:40	Tolling: <ul style="list-style-type: none">• Tolling Legislation Update, Washington and Oregon• Tolling Background presentation/lessons learned• Application to the CRC project• Outreach• Project Schedule
2:40 – 2:55	Performance Measurements Technical Working Group
2:55 – 3:00	Next Steps – Meeting Calendar
Next Meeting: June 5, 2009, ODOT Region 1	

PUBLIC TRANSIT DIRECTIONS from PORTLAND:

C-TRAN express bus #105 (I-5 Express) departs from downtown Portland only, serving downtown Vancouver. Fare is \$3 one-way. Take the #105 bus north to downtown Vancouver. Exit the bus on Broadway St. at Mill Plain Blvd. From here, transfer to C-TRAN bus #25 Fruit Valley, and then exit at Franklin Street. (Or, to walk the half-mile (six blocks) from Broadway and Mill Plain, walk west (left) along Mill Plain Blvd., then walk south (left) on Franklin Street). For detailed trip planning assistance and other options, please call C-TRAN at 360-695-0123 or visit www.c-tran.com

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Columbia River CROSSING Draft Meeting Summary

MEETING TITLE: Project Sponsors Council (PSC)

DATE: March 6, 2009, 10:00 am – 12:00 pm

LOCATION: Washington State Department of Transportation, SW Region, 11018 NE 51st Circle, Vancouver, WA

ATTENDEES:

Adams, Sam	Mayor, City of Portland
Bragdon, David	Council President, Metro
Dengerink, Hal (Chair)	Chancellor, Washington State University, Vancouver
Garrett, Matthew	Director, Oregon Department of Transportation (ODOT)
Hammond, Paula	Secretary, Washington State Department of Transportation (WSDOT)
Hansen, Fred	General Manager, TriMet
Hewitt, Henry (Chair)	Past chair, Oregon Transportation Commission
Leavitt, Tim	Chair of the Board of Directors, C-TRAN
Pollard, Royce	Mayor, City of Vancouver
Stuart, Steve	Vice-chair, SW Washington Regional Transportation Council

STAFF:

Brandman, Richard	ODOT CRC Project Director
Wagner, Don	Regional Administrator, Washington State Dept. of Transportation

Note: Meeting materials and handouts referred to in this summary can be accessed online at: <http://www.columbiarivercrossing.org/ProjectPartners/PSCMeetingMaterials.aspx>

Welcome and Meeting Summary Approval

Co-chair Hal Dengerink welcomed Project Sponsors Council (PSC) members and the audience. The draft meeting summary from Feb. 6, 2009 was approved with no changes.

Co-chair Dengerink proposed a change in the published agenda to move directly to the issue of the number of lanes and the proposed mobility council. He requested the group postpone a discussion on the questions from the last meeting until the end so that the most important work could be completed early. Members agreed to this change.

Number of Lanes:

Review of Mobility Council Concept

Co-chair Dengerink said there has been a lot of discussion since the last meeting regarding the number of lanes decision. He said it's becoming apparent to this group that this particular project will have a major impact on this community and that the bridge needs some ongoing consideration, particularly in terms of management (for example signaling and tolls) to respond to traffic conditions. The Portland City Council passed a resolution supporting up to three add/drop lanes and three through lanes in each direction provided these lanes were actively managed. This recommendation came with a request to form a mobility council that would provide advice on the optimal long term performance of the Columbia River Crossing. There's been some discussion in the newspaper about the possibility of a mobility council. Staff of the CRC project worked diligently with all of the partner government staffs on this concept over the past two weeks. He said that he understood that the members had the opportunity to discuss this with their staffs. The concept plan formed the basis for the number of lanes recommendation from the PSC.

Co-chair Henry Hewitt moved to put the concept on the table for discussion. The motion was seconded by **Portland Mayor Sam Adams**.

Richard Brandman gave an overview of the Mobility Council concept. He summarized the draft concept document that was available. He noted that developing this concept was a collaborative effort by all the partners. On the issue of performance measures, he said the PSC members have all agreed as a principle that the Columbia River Crossing should be built to achieve long term benefits and that the project should be managed appropriately to achieve those benefits. These measures should be quantifiable. He said the CRC team is suggesting that work on the measures continue because they are currently in an embryonic stage. He stated that when the PSC reconvenes in June, staff will bring more information and a list of agency and partner staff who would be working to develop the measures, with a goal of bringing a recommendation back to the PSC in January 2010.

Co-chair Dengerink asked for discussion.

Mayor Adams proposed adding language to the second paragraph under the section titled "process" for the Columbia Crossing Mobility Council. He proposed adding "and others" to be fair to local governments if the mobility council has a recommendation to city of Portland and Vancouver.

Metro Council President David Bragdon said there's a philosophical underpinning to the mayor's comment. He said that this is a transportation system and any future proposal should be seen by all parties as a recognition of interdependence, not as a way to take away authority.

Steve Stuart, Vice-Chair of the Regional Transportation Council and Clark County Commissioner, said Mayor Adams' proposed addition needed to be added in other places too, including paragraphs b, c and e on the last page.

Council members accepted this change as a friendly amendment.

Commissioner Stuart said the key is to help partnering agencies get advice on managing a public asset. This is an opportunity to get a coordinated look and do the best job possible, he said.

Paula Hammond, Washington Secretary of Transportation, said we are on a really good path. She said the governors of Washington and Oregon have been clear that this bridge will be a hallmark of how you can build a green facility with two states and two cities. She said she was excited about this and the ability to use performance measures to manage a transportation facility. It is something that hasn't been done.

Vancouver Mayor Royce Pollard said he heard during discussions while in Washington D.C. that our region is opening a new door for getting partnerships between two states. He said he believes we are on the verge of a new frontier with this project. This is part of that step and he supports it.

Fred Hansen, General Manager of TriMet, proposed adding "including operations and maintenance" to paragraph f on page 3, which refers to the decision process for toll rates. The bonds will have to pay off construction. He said that over time, we don't want to fall into a default position of doing nothing. Let's not dig ourselves a hole that future generations have to pay for, he said.

Co-chair Dengerink said the performance measures get to this issue.

General Manager Hansen's proposal was accepted as a friendly amendment.

Commissioner Stuart said the public doesn't know about tolls because the region doesn't have a lot of experience with them. There are a lot of questions out there. It's the responsibility of the PSC to start a public dialogue if we are going to have performance measures in place. It's important that people recognize that the PSC is not making decisions in a vacuum. He proposed adding a bullet to page 1 on areas of agreement that would call for a public dialogue on the potential for tolls to begin in 2009.

Secretary Hammond said the background work is beginning. In Puget Sound, several scenarios went to the public for review and feedback. There were very different outcomes from the different scenarios and that's how the public dialogue emerged. She proposed coming back in the next meeting to talk about a tolling work plan for CRC.

Mayor Adams proposed kicking off the public dialogue in June when the PSC would begin the evaluation of issues related to tolling.

Matthew Garrett, Director of the Oregon Department of Transportation, said the process needs to be transparent.

Council President Bragdon said the dialogue needs to be couched in terms of outcomes. It's not just tolling for the sake of tolling.

General Manager Hansen said it's important to know that we can't have a full discussion until we know the performance measures.

Mayor Adams said he has been getting emails about tolling backups related to toll booths and noted the conversations about the mechanics of tolling can begin earlier. People don't realize tolls can be collected electronically.

Co-Chair Hewitt proposed the following language relative to the tolling dialogue: "The Project Sponsors Council will begin evaluation of issues related to tolling at its June 2009 meeting and commence a process for public dialogue and discussion about tolling."

The new bullet was accepted as a friendly amendment.

Mayor Adams proposed, at the desire of the Portland City Council, to add language to the concept that the partners would bring recommendations directly to the DOTs. He also proposed adding representatives from the Department of Ecology and Department of Environmental Quality to be added to the mobility council.

Co-Chair Dengerink asked if there was anything that prevents the partners from bringing recommendations directly to the DOTs now. Mayor Adams answered no. Co-Chair Dengerink said it seems that two government agencies can provide input without being on the Council. There are going to be opportunities for input.

Mayor Adams said the answer will be more apparent as PSC starts to work on the performance measures. He said this issue could be discussed later.

Council President Bragdon said the Department of Ecology and Department of Environmental Quality have the responsibility to validate claims of air quality improvements or reductions in climate change emissions. He questioned the reluctance to include them because, in the interest of credibility, it doesn't hurt to have them involved.

Secretary Hammond said that she reports to Governor Gregoire, as does the Washington Department of Health and the Department of Ecology. She is expected to bring the concerns of air quality and climate change forward and that it wouldn't be necessary to bring on another member of the governor's cabinet to do this. It would be duplicative.

Council President Bragdon said if the claims related to air quality and climate change emissions can be validated through performance measures, then it can be done without the addition of other agency representatives to the council. But it needs to be done.

Co-Chair Hewitt proposed additional language to be added to the section on Columbia Crossing Mobility Council process: "The Mobility Council will consult with other local, state and federal agencies relevant to issues being considered."

PSC members accepted this language as a friendly amendment.

Tim Leavitt, Chair of the C-TRAN Board and Vancouver Councilmember, said he was supportive of the mobility council concept. It delivers a message to our partners and the public that we are working together. He said that it's important to remember that our federal partners aren't sitting at this (PSC) table and they are looking to us to see that we are working together. He went on to suggest that annual recommendations of the mobility council related to transit be more specific so the members know they can offer recommendations related to high capacity transit.

Co-Chair Dengerink said that, at this point, we need to make the agreement broad because this group is going to have to look at a whole variety of things.

Commissioner Stuart commented on questions he's received about the timing for the mobility council and whether it would take over the work of the PSC. He said the new council would not, but wanted to be clear that everyone had this same understanding as the project moves toward construction and beyond.

Mayor Pollard said it was a great discussion and his goal was to get the concept approved. Later it will be massaged and moved forward. For tolling, the transparency issue is important because people have said decisions have already been made. He clarified that no decisions have been made. Any attempt to pay for this bridge on the back of Clark County residents is unacceptable, Pollard said. He said that we're not going that way and that all of us are in this together. He said we have to be very careful about the toll – it can't be seen as a push or a punishment to get people out of their cars and into light rail. These changes will happen for other reasons.

Co-Chair Hewitt said he hoped that this discussion will facilitate a larger discussion in the region that is long overdue.

Council President Bragdon said we have a lot of commonalities. He said the days are passed where we build highways and they just sit there. They have to be managed to reach the highest and best use. The dividing line between our work and the mobility council is that there are decisions that need to be made 50 years in the future. He went on to say he has been a skeptic about 12 lanes because there's a possibility that 12 lanes could create more congestion. He said he didn't want his skepticism to take away from this agreement. The concept acknowledges that this is a system with other highways, local streets and ports and allows us to manage the system over time. Bragdon said that, overall, he is very supportive of the concept and appreciates working on it.

Commissioner Stuart said that he often hears from constituents complaining about signal timing. This concept takes signal timing to a new level for the regional movement of people and goods. It's what people have been asking for at a new level.

Council President Bragdon said the CRC project will cost a lot of money. People need to believe it's a value proposition for the funds paid – whether by taxes or tolls – before it gets built.

Co-Chair Dengerink called for the vote.

A hand vote was unanimous in favor of the proposal. The final Mobility Concept is attached to this meeting summary.

Co-Chair Dengerink thanked the PSC members and said that this vote shows that as a metro area we are functioning as a metro area. We are recognizing our obligations to others and not operating as fiefdoms. He noted the next meeting would be in June to give staff sufficient time to obtain necessary data related to tolling. He said it's a far more complex question because we don't have experience with tolling and it will be as difficult or more than the number of lanes issue. He asked the members if they wanted to go back to the questions asked at the February meeting. The members shook their heads no. He invited the members to attend the March 10 workshop on light rail station planning in Vancouver.

Co-Chair Dengerink then adjourned the meeting.

Next meeting

Monday, May 4, 2009 | 1:30 – 3:00 pm

Clark County Public Service Center – 6th Floor Hearing Room
1300 Franklin St., Vancouver, WA 98660.

**Columbia Crossing Mobility Council
- Concept -**

Project Sponsors Council – March 6, 2009

Background/Preamble:

The Columbia River Crossing Project is a long term, comprehensive, multi-modal transportation project that will bring significant economic and environmental benefits and improve the quality of life in the bi-state region. The I-5 corridor is nationally significant and the most important trade and commerce corridor on the entire West Coast. This project addresses one of the most significant chokepoints in this corridor.

The accomplishments achieved to date have been primarily due to the cooperation of all the project partners at the state, local and regional levels. That cooperation was founded in a Locally Preferred Alternative (LPA) in July 2008 that was unanimously supported by all partner agencies. The LPA achieved consensus on the following higher level outcomes:

- The project will build a replacement bridge.
- The project will incorporate light rail transit as the high capacity transit mode.
- The light rail transit extension will terminate at Clark College in Vancouver.
- The project will provide a range of options and significant improvements for those wishing to use alternate modes of travel within the corridor (light rail transit, bus, shared ride, bicycle and pedestrian).

Several other areas of agreement are apparent as we move forward through the final phase of the Environmental Impact Statement (EIS) and into design:

- The replacement bridge will be constructed with adequate width to accommodate six lanes in each direction to provide for safe operations between interchanges and efficient movement of people and goods.
- This project is consistent with the regional plans that call for three through lanes in each direction on I-5 within the metropolitan area.
- The finance plan will consist, in part, of tolling options to not only repay debt and ongoing operations and maintenance, but also to help as a tool to manage the travel performance of the Columbia River crossings.
- The Project Sponsors Council will begin evaluation of issues related to tolling at its June 2009 meeting and commence a process for public dialogue and discussion about tolling.
- The project will increase the safety in the corridor by improving the interchanges within the project area.
- The project will create predictable and reliable trip durations for freight and other high-priority trips moving through and within the corridor.
- The project will help to maintain regional trips on the facility, rather than spilling over to local collectors and arterials due to congestion.
- At its June 2009 meeting, the Project Sponsors Council will endorse membership of a technical group to draft performance measures.
- By January 2010, the afore-mentioned group will present recommendations to the Project Sponsors Council.

Columbia Crossing Mobility Council

The Project Sponsors Council supports creation of a local advisory Mobility Council to advise the state departments of transportation (DOTs) and transit districts on the optimal long-term performance of the Columbia River crossings. It is through such a partnership that the federal, state, regional and local needs will be achieved. The Project Sponsors Council supports practical and measurable performance standards to maintain long term system management.

This complex project has significant areas of agreement among the local agencies and stakeholders. The areas of agreement as noted above will serve as the starting point of a Council to advise the DOTs and transit agencies on ways to not only achieve the goals of the local communities, but also preserve the integrity and function of this yet to be constructed national asset.

Purpose:

The purpose of this Mobility Council is to provide recommendations to the DOTs and transit agencies on ways to actively manage mobility for all modes of transportation on the Columbia River crossings and their adjoining city streets and highways. This Mobility Council will help maximize the long-term benefits of the new multi-modal crossing for all users and affected stakeholders in an equitable manner by recommending the implementation of the agreed upon goals.

Partners:

Oregon Department of Transportation (ODOT), Washington Department of Transportation (WSDOT), City of Portland, Oregon, City of Vancouver, Washington, Tri-Met, C-TRAN, Metro, RTC, Port of Portland, Port of Vancouver

Council Structure:

Along with a Chair appointed jointly by the governors of the states of Oregon and Washington, each Partner appoints a non-elected citizen representative to serve a three-year term on the Columbia Crossing Mobility Council.

Process:

The DOTs will provide staff to the Mobility Council which will hold its first meeting at such time as the CRC Project Sponsors Council deems it necessary.

Each year the Mobility Council will recommend a Columbia Crossing Mobility Operations Plan for consideration by ODOT and WSDOT, and TriMet and C-TRAN, and others, as applicable.

The Mobility Council will consult with other local, state and federal agencies relevant to issues being considered.

The Mobility Council's annual recommendations may include, but are not limited to, tools such as:

- Toll rate structures, provided they are consistent with toll bond covenants and do not negatively impact the ability to pay bonds or meet other project related financial needs with toll revenues (including operations and maintenance)
- Travel and auxiliary lane uses and access

- Applicable transit policies
- Transportation demand management (TDM) strategies

The Plan will be forwarded from the Mobility Council to the DOTs and Transit Agencies. At that point, ODOT and WSDOT, and C-TRAN and TriMet, and others, as applicable, will either accept the Plan as is, or reject it with comments.

- a. The Oregon and Washington DOT commissions or CEOs, or transit agency boards or directors as applicable will consider the Plan before taking action.
- b. When accepted, the Plan will be implemented by the DOTs, Transit Agencies and others as applicable.
- c. If applicable sections of the Plan are rejected by either DOT or Transit Agency, the Plan will be sent back to the Mobility Council with comments and a request to amend the Plan. The Mobility Council will resubmit a revised Plan for approval by ODOT and WSDOT, or C-TRAN and TriMet, or others, as applicable.
- d. If agreement on a revised Plan cannot be reached within 90 days, the ODOT and WSDOT Transportation Commission Chairs, or their CEOs, or the Chairs of C-TRAN and TriMet, or their delegates, will convene with the Chair of the Mobility Council to resolve any differences and complete the annual Columbia Crossing Mobility Operations Plan.
- e. If agreement cannot be reached as outlined in (d) above, the DOTs and transit agencies and others, as applicable, may act without recommendation in accordance with their best judgment on how to achieve the agreed upon performance goals.
- f. When toll rate decisions need to be adjusted at a faster rate than this process identifies in order to satisfy bond needs (including operations and maintenance), the DOTs are entitled to act on those decisions while giving the greatest possible consideration to the performance goals of the project.
- g. The Columbia Crossing Mobility Council may recommend extending this process to pertinent operations of other Partners.

Proposed Oregon Legislation

**PROPOSED AMENDMENTS TO
SENATE BILL 580**

On page 1 of the printed bill, live 2, after “Project” insert a period and delete the rest of the line and line 3.

Delete lines 5 through 30 and delete pages 2 and 3 and insert:

SECTION 1. The Department of Transportation shall:

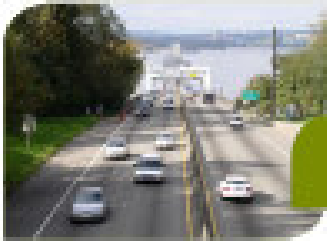
“(1) Make every effort to enter into any combination of contracts, agreements and other arrangements with any unit of government, as defined in ORS 383.003, necessary to implement tolling on the Interstate 5 and Interstate 20-5 bridges that cross the Columbia River; and

“(2) No later than January 1, 2011, in collaboration with any unit of government as defined in ORS 383.003, develop a rate structure for tolling that allows for congestion indexing and submit the rate structure to the Oregon Transportation Commission for approval pursuant to ORS 383.004.”

Washington legislation passed by the House and Senate, pending signature by Governor:

The department must prepare a tolling study for the Columbia River Crossing project. While conducting the study, the department must coordinate with the Oregon Department of Transportation to perform the following activities:

- a) Evaluate the potential diversion of traffic from Interstate 5 to other parts of the transportation system when tolls are implemented on Interstate 5 in the vicinity of the Columbia River;
- b) Evaluate the most advanced tolling technology to maintain travel time speed and reliability for users of the Interstate 5 Bridge;
- c) Evaluate available active traffic management technology to determine the most effective options for technology that could maintain travel time speed and reliability on the Interstate 5 Bridge;
- d) Confer with the project sponsor's council, as well as local and regional governing bodies adjacent to the Interstate 5 Columbia River crossing corridor and the Interstate 205 corridor regarding the implementation of tolls, the impacts that the implementation of tolls might have on the operation of the corridors, the diversion of traffic to local streets, and potential mitigation measures;
- e) Regularly report to the Washington Transportation Commission regarding the progress of the study for the purpose of guiding the commission's potential toll setting on the facility;
- f) Research and evaluate options for a potential toll-setting framework between the Oregon and Washington Transportation Commissions;
- g) Conduct public work sessions and open houses to provide information to citizens, including users of the bridge and business and freight interests, regarding implementation of tolls on the Interstate 5 and to solicit citizen views on the following items:
 - (i) Funding a portion of the Columbia River Crossing project with tolls;
 - (ii) Implementing variable tolling as a way to reduce congestion on the facility;
 - (iii) Tolling Interstate 205 separately as a management tool for the broader state and regional transportation system; and
- h) Provide a report to the governor and the legislature by January 2010.



520 Tolling Implementation Committee Approach and Lessons Learned

**Columbia River Crossing
Project Sponsor's Council
Monday, May 4, 2009**

**David Hopkins, Director, Government
Relations and Communications,
Tolling Division, WSDOT**

520 Corridor & Columbia River Crossing Context



Committee members



Bob Drewel, Chair

Puget Sound
Regional Council



Paula Hammond

Washington State
Department of
Transportation
Secretary



Dick Ford

Washington State
Transportation
Commission

520 Tolling Implementation Committee charge

- Evaluate:
 - Traffic diversion from 520 to other routes, including 522, and recommend mitigation
 - Advanced tolling technology
 - New applications of emerging technology to better manage traffic
- Explore opportunities to partner with the business community to reduce congestion and contribute financially
- Confer with mayors and city councils
- Conduct public work sessions and open houses to solicit citizen views on tolling the existing 520 bridge, tolling both 90 and 520, providing incentives for transit and carpooling, implementing variable tolling
- Provide a report to the governor and legislature in January 2009

Committee charge - engagement

Engage citizens on the following topics:

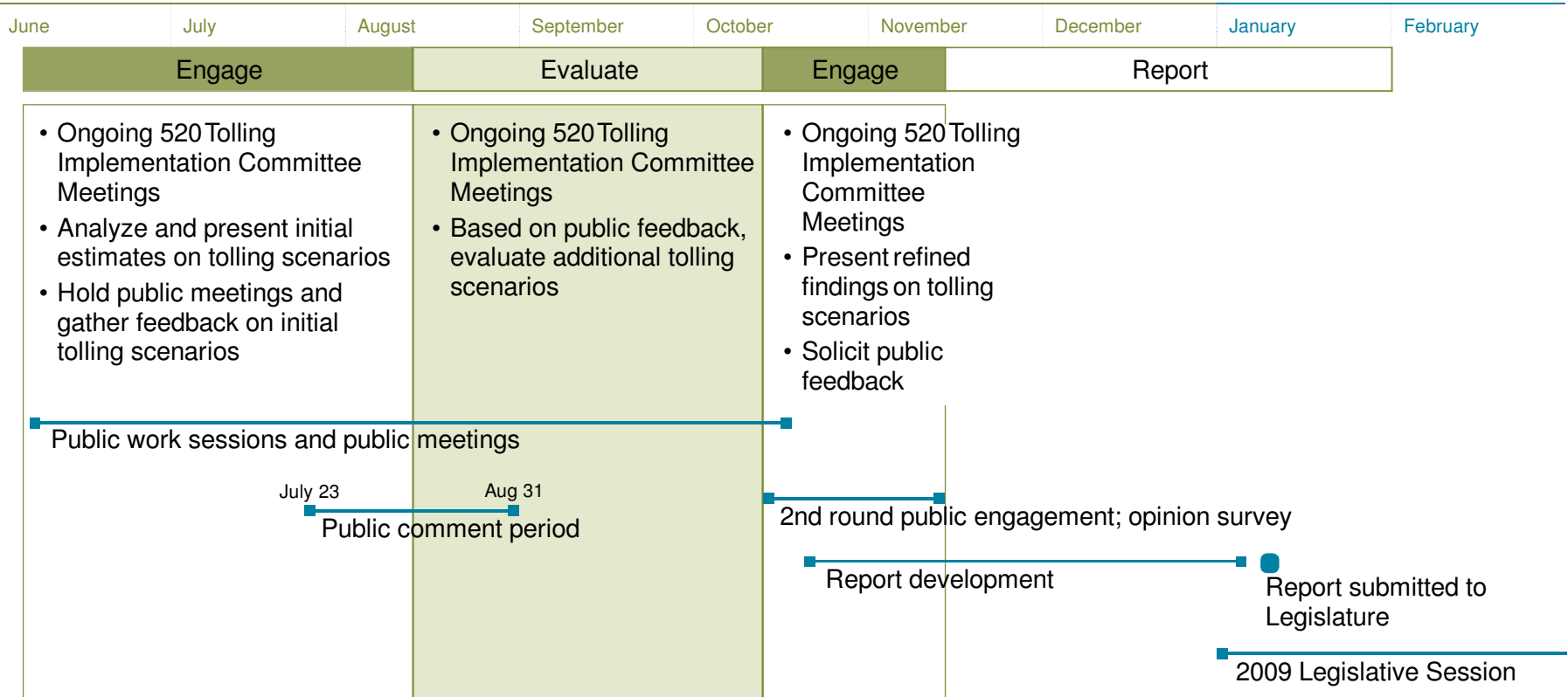
- Funding a portion of the 520 replacement project with tolls on the existing bridge
- Funding the 520 replacement project and improvements on the 90 Bridge with a toll paid by drivers on both bridges
- Providing incentives and choices for transit and carpooling
- Implementing variable tolling as a way to reduce congestion

Funding target established of \$1.5 to \$2.0 billion from tolls

Work plan of committee

2008

2009



Public Open Houses

July 29 – Bothell

July 31 – Renton

August 5 – Seattle

August 6 – Bellevue

August 7 – Kirkland

August 13 – Mercer Island

November 12 – Bellevue

November 13 – Seattle

November 17 – Mercer Island



Public engagement

- **16,000 build520.org Website visitors**
- **7,800 web survey participants**
- **1,200 phone survey respondents**
- **8,000 written comments**
- **700 open house attendees**
- **1,000+ Sierra Club postcards**
- **3,300+ No Toll on I-90 petition signatures**



Overview of ten scenarios

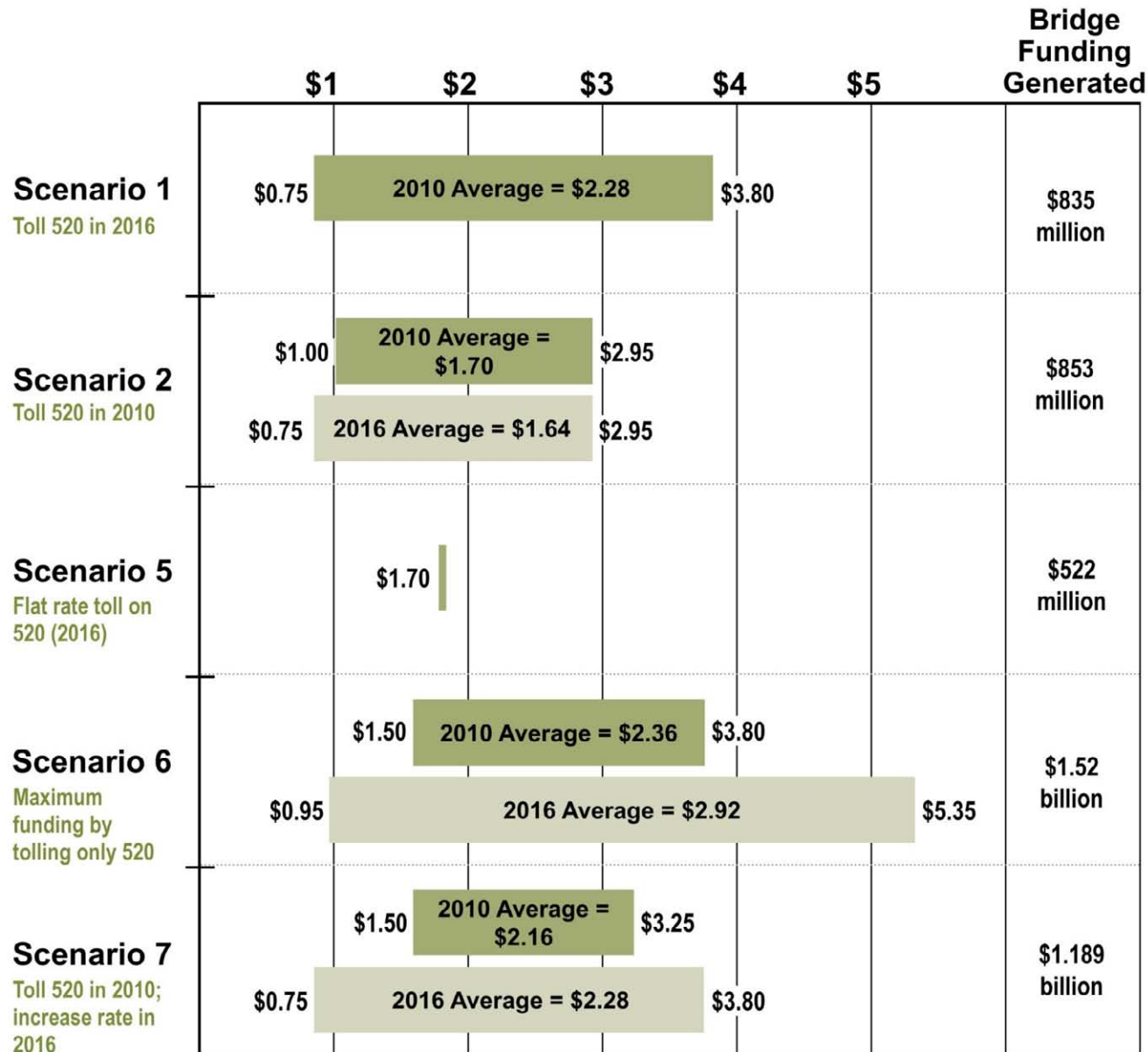
1	Toll 520 in 2016, when project is complete	520-Only
2	Toll 520 in 2010, when construction begins	
5	Flat rate toll on 520 (in 2016)	
6	Maximize funding by tolling only 520	
7	Toll 520 in 2010; increase rate in 2016	
3	Toll both bridges in 2016	Two-Bridge (520 & I-90)
4	Toll 520 in 2010 and 90 in 2016	
8	Toll 520 at a higher rate than 90 in 2016	
9	Toll both bridges in 2010	
10	Full bridge toll on 520; HOT lanes on I-90	

Examples of variable toll ranges evaluated

Time of Day	Range of Tolls Evaluated (2007\$)
Morning Commute (5 AM – 9 AM)	\$2.15 - \$4.25
Mid-Day (9 AM – 3 PM)	\$1.05 - \$2.75
Afternoon Commute (3 PM – 7 PM)	\$2.80 - \$5.35
Evening (7 PM -10 PM)	\$1.00 - \$2.60
Overnight (10 PM – 5 AM)	\$0.00 – \$0.90
Weekend	\$0.80 - \$1.60

Note: Tolls assumed to increase at rate of inflation

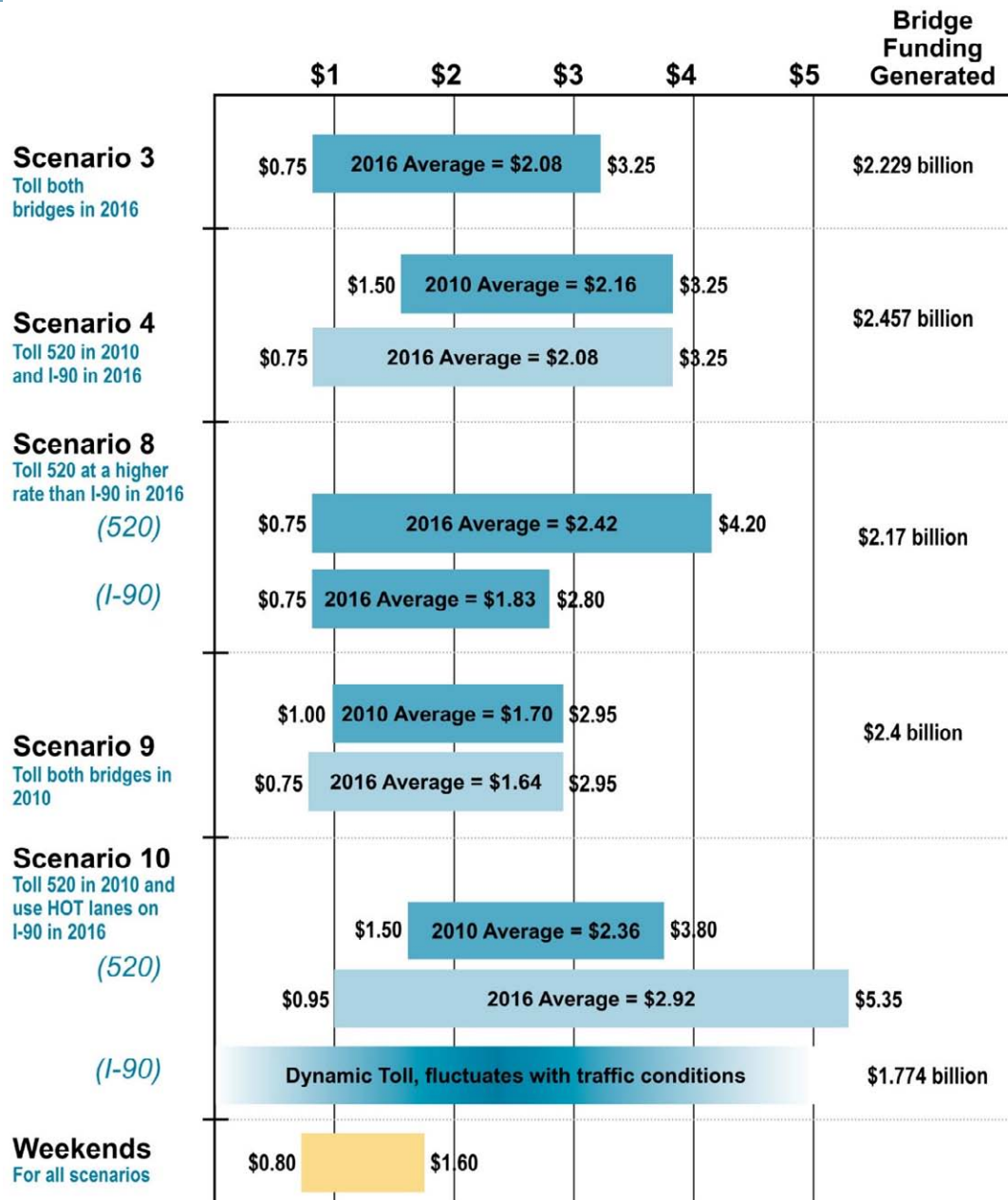
Toll ranges for 520-only scenarios (2007\$)



Notes:

- All toll rates are one-way
- All tolls are 2007\$
- 2010 scenarios do not charge an overnight toll.

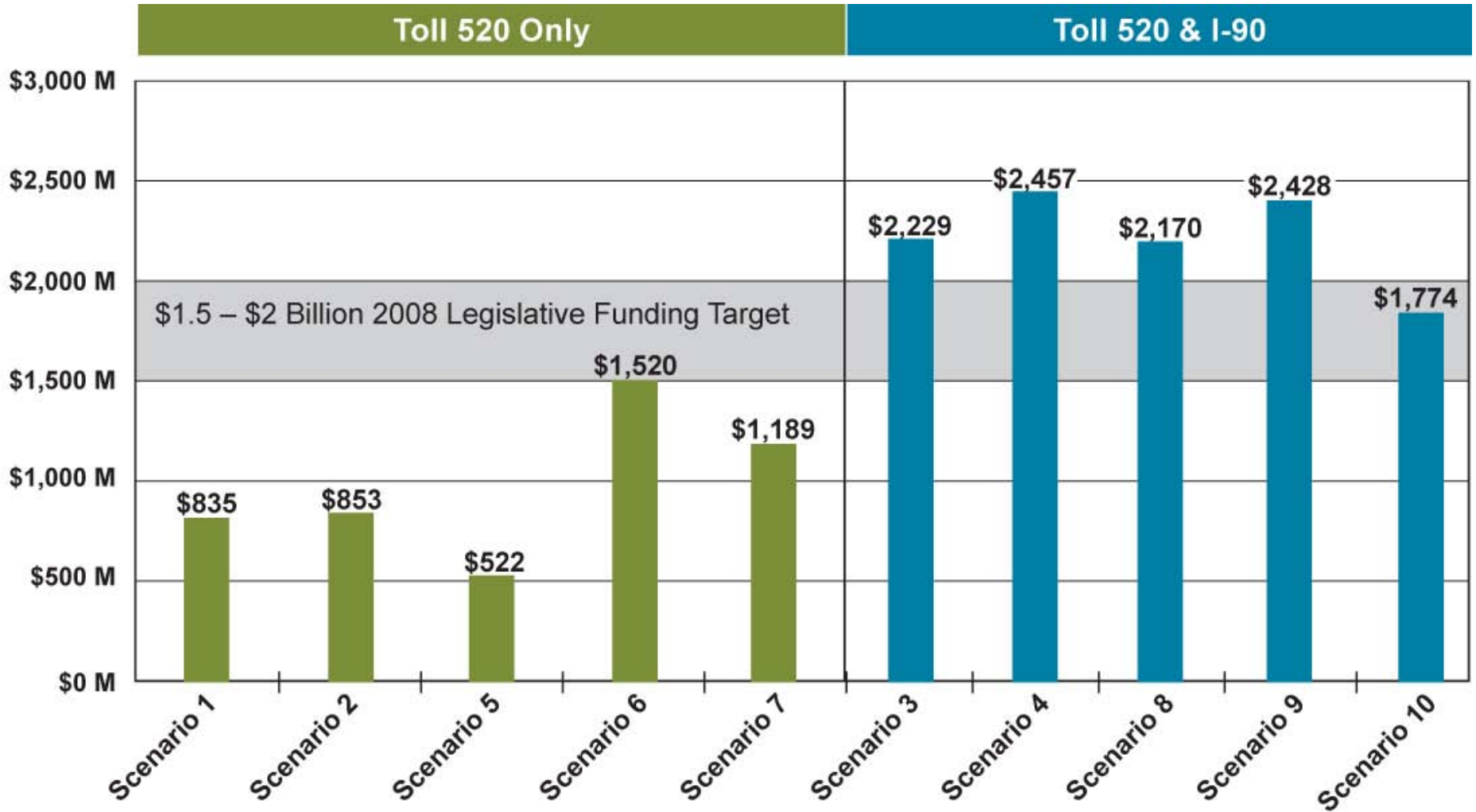
Toll ranges for two-bridge (520 & I-90) scenarios



Notes:

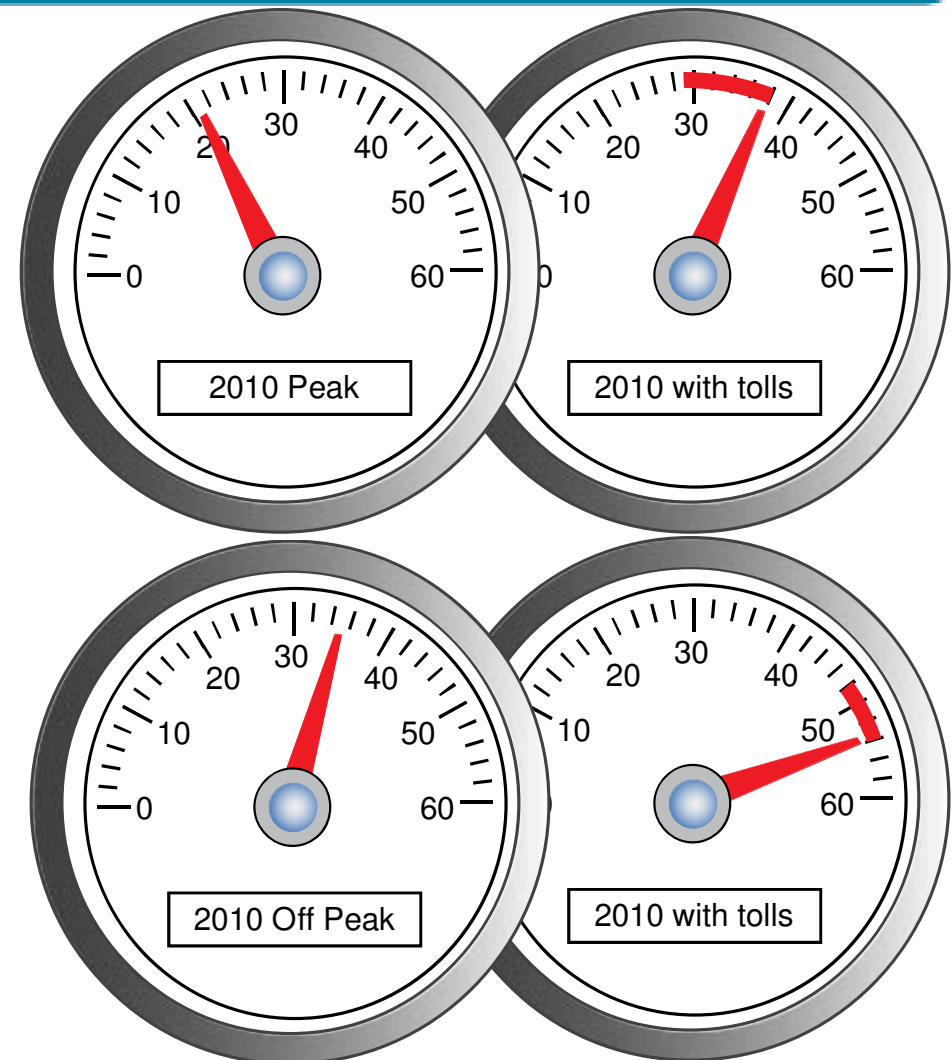
- All toll rates are one-way
- All tolls are 2007\$
- 2010 scenarios do not charge an overnight toll.

Bridge funding raised from toll scenarios



When tolls are in place, speeds improve

- On 520, up to 40% increase in speeds
- The only time speeds decrease on I-90 by more than 5 mph is under the highest toll scenario for 520.
- With two-bridge scenarios (520 & 90), speeds increase on both bridges (in peak and off-peak times)
- On 522 and 405, speeds never decrease by more than 3 mph



Examples: 520 bridge speed ranges in 2010; speeds with tolls, compared to roadway speed without tolls

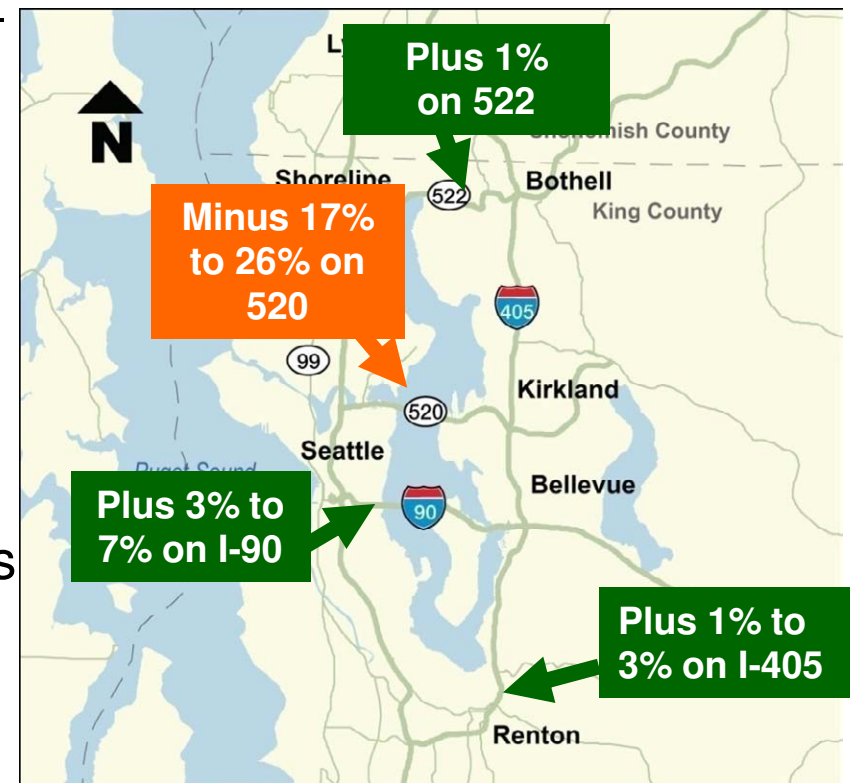
Route diversion – people may change their travel routes, but net effect is distributed across the system

520-only –

- Peak period traffic on I-90 increases less than 5%, except in highest toll one-bridge scenario (8%)
- Peak period traffic on SR 522 (at 61st/Kenmore) increases no more than 5%
- Peak period traffic on I-405 (at SR 167) increases no more than 3%
- Local roadways leading to tolled bridges have less traffic when tolls are in place
- System-wide congestion makes alternative routes less attractive

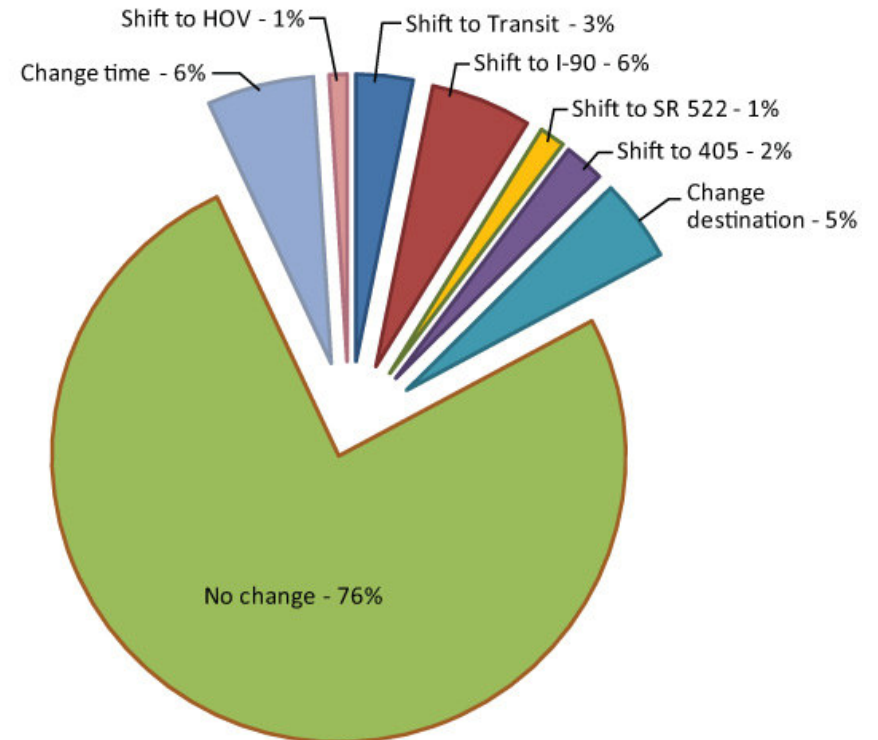
Examples of traffic diversion when tolling 520

(2010, Scenario 7: Toll 520 in 2010, increase rate in 2016)



Some people make different choices – take transit, shift time of day or change destination

- Overall, under one-bridge scenarios, 0-15% change their destination.
- Overall, Under two-bridge scenarios, 5-10% change their destination.
- When tolls are at their highest, changing destination is also its highest (15 to 20% at off-peak).



Total Diversion under Scenario 6: Maximize funding by tolling only 520. 82% of person volume stays on 520 based on 2010 baseline 520 volume.

Comments from local jurisdictions

Comments from Local Jurisdictions

This chart highlights city and county comments regarding tolling 520 and/or I-90, as well as their concerns about potential diversion. It should be noted that nearly all cities had comments beyond diversion and mitigation issues, which provided meaningful comments and input. Among the common issues was opposition to “segment” tolls – tolls collected on the highways leading to the bridge – because of the potential for greater diversion to local streets and arterials. All letters are included in Appendix I.

Figure 4. Local jurisdictional comments

Jurisdiction/ Agency	Toll 520 in 2010	Toll I-90	Diversion	Mitigation ideas and other comments
Town of Beaux Arts Village (Town Council)				Toll 520 and I-90 at the same time; toll revenue should be used for capital improvements in the corridor, operations and maintenance and for early mitigation of impacts to local roadways; don't use toll revenues for transit
City of Bellevue (Mayor)	Support only if it allows early completion of project, and provides a lower toll for users	Prefer tolling only 520; if more funds needed, seek other state or federal sources; toll I-90 only when R-8A improvements are in place, and at a lower rate than 520	Minimize diversion to local roadways	
City of Bothell (Council and Mayor)			Concern about 522 and neighborhood streets	Improve transit service and capacity; improve park-and-ride facilities; add capacity to 522; use toll revenues for mitigation; concern about potential for hazardous materials to move through city streets; seek \$20 million commitment to assist with 522 corridor improvements; want 100th Ave and Juanita Drive added to traffic monitoring; want variable message signs and EIS for tolling
City of Clyde Hill; Town of Hunts Point; City of Medina; Town of Yarrow Point (Mayors)	Support	Support	Concern about diversion to local roadways	Toll revenue should be used for capital improvements in the corridor, operations and maintenance and for early mitigation of impacts to local roadways; don't use toll revenues for transit

Figure 4. Local jurisdictional comments

Jurisdiction/ Agency	Toll 520 in 2010	Toll I-90	Diversion	Mitigation ideas and other comments
City of Issaquah (Council)	Support	Maintain a free or low cost option on I-90; consider HOT lane; toll only after diversion to I-405 is mitigated	Concerns about I-405 diversion	Want transit improvements at I-90/I-18; efficient toll collection system and good public education are important
City of Kirkland (Council)	Support	Support		Reasonable uses of toll revenue include: construction and transit service on tolled route or parallel facilities; mitigation of diversion; operations and maintenance of tolled facilities; tolls should not replace current revenue sources; concern about needs of lower-income drivers
Mercer Island School District (Superintendent)		Oppose; or provide a free option		53 percent of employees commute eastbound; 47 percent commute westbound on I-90
City of Mercer Island (Council and Mayor)	Support tolls at a low rate to discourage diversion to I-90	Oppose tolls on travel to and from Mercer Island on I-90, the only access route to and from Mercer Island		Highlights city's rights according to I-90 Memorandum of Agreement; does not want traffic to or from Mercer Island to be tolled; desires mitigation if access is decreased; wants tolls to be used on facility where collected; analyze tolling I-405 and I-5; wants financial information on revenues collected if Mercer Island traffic is not tolled; says exempting Mercer Island traffic from tolls does not diminish capacity to fund 520
Mayors of Cities of Lake Forest Park; Kenmore; Woodinville and King County Councilmember Bob Ferguson			Concern about diversion to 522	Improve transit capacity and transit service; add park-and-rides; add capacity to 522, 202, and Woodinville-Duvall Road; use toll revenues to fund transit

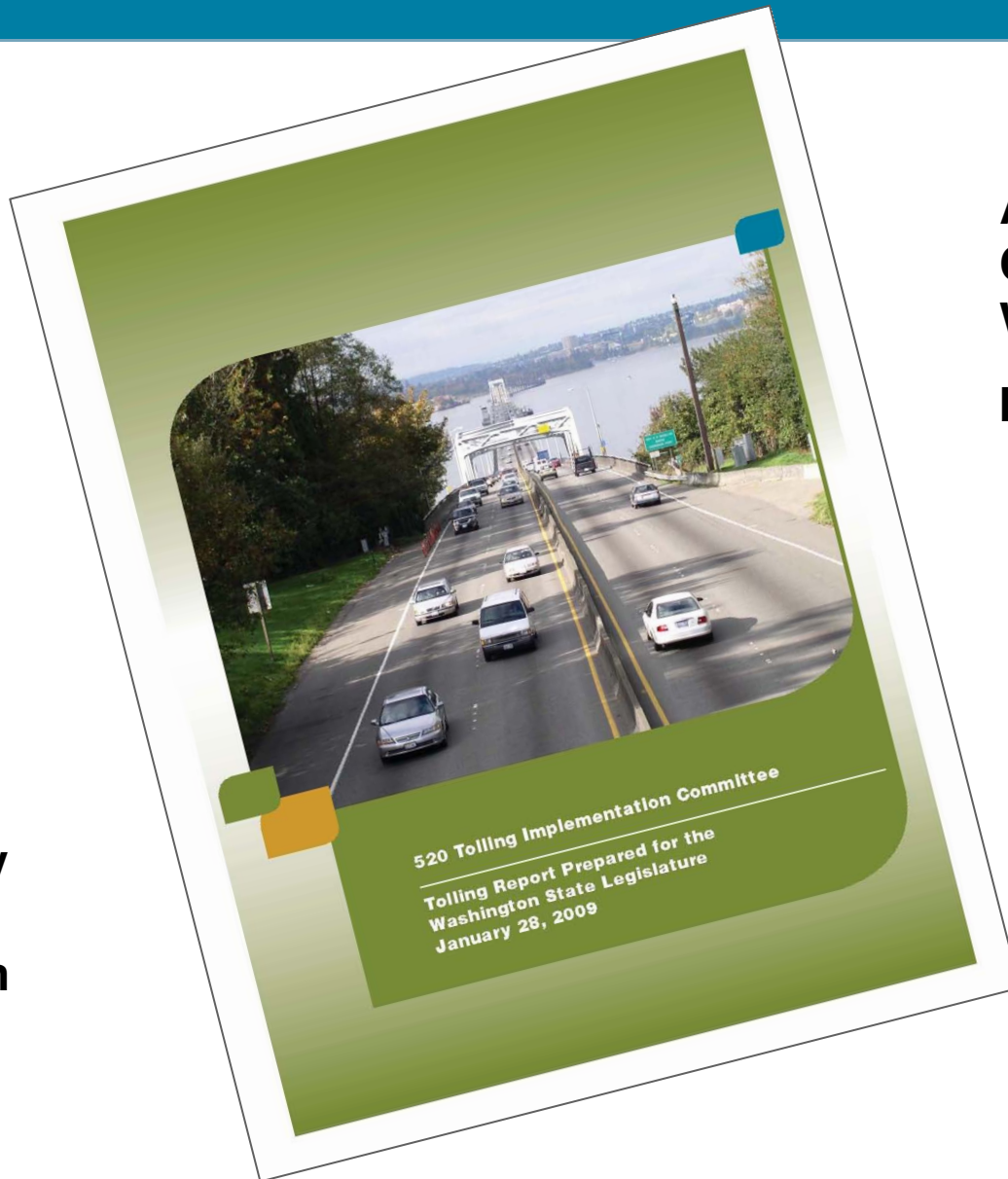
Key findings from phone survey

- **Support for tolling as a way to help fund the bridge replacement program**
- **Support for the idea of variable tolling in which tolls vary by time of day**
- **Support for full electronic tolling with transponders and no toll booths**
- **Support for tolling the existing 520 bridge in 2010 when construction begins**
- **Majority support for tolling I-90 in addition to 520, but strong opposition from I-90 users**

Lessons Learned

- **Set context**
- **Make scenarios flexible**
- **Establish credible model results**
- **Communicate complex information**
- **Create Website**
- **Provide comment opportunities and database**
- **Field surveys**
- **Engage local jurisdictions and elected officials**
- **Circulate draft report**
- **Form staff working group**

520 Tolling Implementation Committee report



Available on
Committee
Website

build520.org

Approved by
Committee
January 28th



QUESTIONS?

CRC Tolling Study

The Columbia River Crossing Tolling Study will study the various aspects of potential tolling concepts for the Columbia River Crossing project. Study will include, but not necessarily be limited to the aspects defined as enacted by ESSB 5352 by the 2009 Washington State Legislature. The study will culminate in a report on tolling options considered and public perspectives on these options. All meetings will be conducted as information and listening sessions to gather public opinion.

Purpose

The purpose is to study the various aspects of tolling for the Columbia River Crossing project. The study will serve as a forum to address questions posed by the public and the Project Sponsors Council, and will also satisfy the legislative directive outlined in ESSB 5352 in Washington. ESSB states that while conducting this study the department, Washington State Department of Transportation, must coordinate with the Oregon Department of Transportation. This tolling study shall include the following as a minimum:

- a) Evaluate the potential diversion of traffic from Interstate 5 (I-5) to other parts of the transportation system when tolls are implemented on I-5 in the vicinity of the Columbia River;
- b) Evaluate the most advanced tolling technology to maintain travel time speed and reliability for users of the I-5 bridge;
- c) Evaluate available active traffic management technologies to determine the most effective options for technology that could maintain travel time speed and reliability on the I-5 bridge;
- d) Confer with the Project Sponsor's Council, as well as local and regional governing bodies adjacent to the I-5 Columbia River Crossing corridor and the Interstate 205 (I-205) corridor regarding the implementation of tolls, the impacts that the implementation of tolls might have on the operation of the corridors, the diversion of traffic to local streets, and potential mitigation measures;
- e) Regularly report to the Project Sponsors Council and both the Washington and Oregon Transportation Commissions regarding the progress of the study for the purpose of guiding the commissions potential toll setting on the facility;
- f) Research and evaluate options for a potential toll-setting framework between the Oregon and Washington transportation commissions;
- g) Conduct public work sessions and open houses to provide information to citizens, including users of the bridge and business and freight interests, regarding implementation of tolls on I-5 and to solicit citizen views on the following items:
 - i. Funding a portion of the Columbia River Crossing project with tolls;
 - ii. Implementing variable tolling as a way to reduce congestion on the facility;
 - iii. Tolling I-205 separately as a management tools for the broader state and regional transportation system; and
- h) Provide a report to the governors and both legislatures by January 2010.

Listening Committee Membership

The Committee shall include the Secretary of the Washington State Department of Transportation (WSDOT), the Director of the Oregon Department of Transportation (ODOT), the Chair of the Washington State Transportation Commission, the Chair of the Oregon Transportation Commission and _____.

Committee Meeting Logistics

- Meetings shall be conducted in Vancouver, WA and Portland, OR.
- Notice of meetings shall be posted on the CRC Web site, www.ColumbiaRiverCrossing.org, and sent to media in advance of the meeting and note the time and place of the meeting. A draft agenda shall also be posted with the meeting notice.
- All meetings shall be accessible and open to the public.
- The Committee shall comply with the Washington Open Public Meetings Act, Chapter 42.30 RCW and the Oregon Open Meeting Law 192.

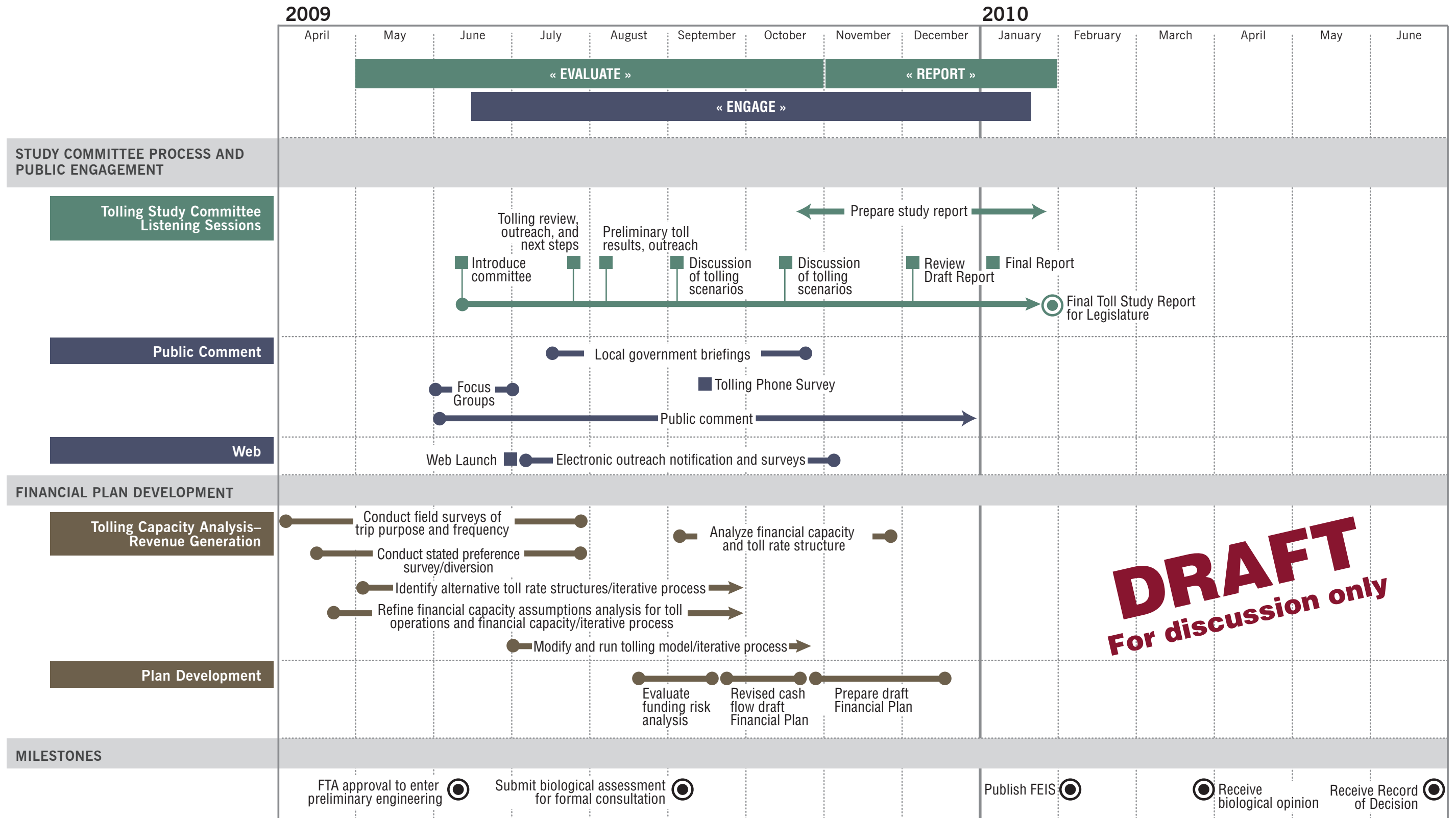
Committee Guidelines and Actions

- All actions of the Committee shall be recorded in minutes, copies of which shall be distributed to each member of the Committee, the Project Sponsors Council, and be available for public view via the CRC Web site
- Electronic and facsimile signatures are acceptable when authorized by a Committee member by electronic mail or when authorized verbally by a member at a Committee meeting.
- The files and official meeting notices and minutes of the committee and materials distributed and discussed at Committee meetings shall be kept at the offices of the Columbia River Crossing, 700 Washington St., Suite 300, Vancouver, WA, 98660.
- The Committee shall ensure the completion of the final tolling study report by January 2010 as prescribed by the Washington State Legislature in ESSB 5352.

Miscellaneous

- The Committee will sunset after completion of the final report for the 2010 legislative session

Financial Plan and Tolling Study Committee Timeline





Performance Measurement Technical Working Group

Background

At their March 2009 meeting, the Project Sponsors Council (PSC) agreed that a Performance Measures Technical Working Group (PMTWG) will convene prior to the formation of the CRC Mobility Council. The PMTWG will meet between June 2009 and January 2010.

Issues of importance to the Project Sponsors Council that prompted their request for transportation performance measures include:

- Protect investments in the corridor
- Maximize system capacity and efficiency of I-5 in the Portland/Vancouver area
- Reduce transportation related greenhouse gas emissions
- Minimize induced demand and growth

Purpose

The Performance Measures Technical Working Group will be responsible for:

- Developing reasonable and measurable transportation performance measures to ensure optimal long-term performance and management of the Columbia River crossing, including:
 - Safety in the corridor
 - Effective management of Interstate 5 and related arterials and highways
 - Predictable and reliable trips for the multi-modal transportation system
- Draft recommendations will be provided by the PMTWG to the CRC Project Sponsors Council by November 2009. Final report will be provided to the PSC by January 2010

Members

The member list for this group will be approved by the Project Sponsors Council and will include technically proficient staff from the following agencies:

- | | |
|--------------------|------------------------|
| • ODOT | • City of Vancouver |
| • WSDOT | • TriMet |
| • CRC | • C-TRAN |
| • Metro | • Port of Portland |
| • RTC | • Port of Vancouver |
| • City of Portland | • And national experts |

The group will be facilitated by a consultant with knowledge of performance measures and experience facilitating technical conversations. The facilitator will not be considered a member of the group.

Meetings and Schedule

The Working Group will be formed in June 2009 and sunset in January 2010. Meetings will take place at the CRC project office or other agency locations. Frequent meetings are anticipated in order to meet the scheduled outlined above. Exact meeting dates will be determined by the PMTWG.



700 WASHINGTON STREET
SUITE 300
VANCOUVER, WA 98660
360-737-2726 | 503-256-2726

May 1, 2009

The Honorable Sam Adams
Mayor, City of Portland
1221 SW Fourth Avenue, Suite 340
Portland, Oregon 97204

Subject: Urban Design Advisory Group, Bridge Design Options

Dear Mayor Adams:

Thank you for your thoughtful comments and request for additional bridge design options in your April 21, 2009 letter.

Your comments, as well as comments from other committee members at the April 17, 2009 UDAG meeting have resulted in a new approach by UDAG for considering potential bridge design options, as well as resolving disagreements or conflicts among committee participants:

First, we have identified a working, hands-on, sub-committee of the Urban Design Advisory Group. This subcommittee includes any UDAG member interested in participating and would meet as long and as often to completely “air” bridge design concepts as well as resolve differences in bridge concepts. If possible the subcommittee would arrive at a consensus design to present to the full committee. If not, we plan on presenting a “majority” proposal from the subcommittee as well as a “minority” proposal for the full committee’s review and decision.

We are currently working with UDAG members and your office on scheduling at least two subcommittee meetings prior to the next regularly scheduled UDAG meeting planned for May 29, 2009.

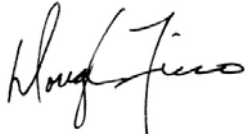
Second, we are keenly aware how important these decisions are to you and the City of Portland. And, we also know you share our interest in keeping the process and decisions moving in a timely and cost effective manner. We are attempting to schedule subcommittee meetings so that you will be able to participate, but if scheduling is not possible, we would like an opportunity to update you and receive your feedback in a timely enough manner to keep information and decisions flowing at the subcommittee to meet the full UDAG timeline.

Finally, in your letter you request that we develop or revisit several additional design options. We have started working on each of those requests and will provide a progress report to the UDAG subcommittee at its first scheduled meeting and an analysis of the technical feasibility and cost of each option at the following UDAG subcommittee. Again, depending on your availability for the subcommittee meetings we are prepared to present these concepts at your earliest convenience.

The Honorable Sam Adams
April 30, 2009
Page 2

Mayor Adams, we share your enthusiasm about the opportunity provided by the Columbia River Crossing and look forward to achieving a design that meets the expectations of all of the project stakeholders.

Sincerely,

A handwritten signature in black ink, appearing to read "Doug Ficco". The signature is written in a cursive, flowing style.

Doug Ficco, P.E.
Project Director

DF:fg

Cc: Mayor Royce Pollard
Project Controls



OFFICE OF MAYOR SAM ADAMS
CITY OF PORTLAND

RECEIVED

APR 21 2009

Columbia River Crossing

April 21, 2009

Ron Anderson
Consultant Project Manager
Columbia River Crossing
700 Washington Street, Suite 300
Vancouver, WA 98660

Dear Mr. Anderson:

As you know, I have been a participant in the planning process for a new Columbia River Crossing for more than four years. As a member of the original 39-member task force, a member of the Project Sponsors Council, and a co-chair of the Urban Design Advisory Group, I understand the complexity of the project. As the Mayor of a city that will be profoundly affected by the new crossing, I am intensely motivated to create a bridge that the world looks to as a functional success and an aesthetic icon.

Last July, I offered--and the Portland City Council unanimously supported--a resolution approving the Locally Preferred Alternative for the project. That resolution was clear about the CRC's design: It stated that the new bridge must have a signature, iconic design, and it must include "world class" bicycle and pedestrian facilities. I take those commitments seriously.

The bridge design that is currently on the table does not, in my view, achieve these goals. While it may serve as an appropriate starting point, the "stacked" bridge design with a bicycle and pedestrian path located on the lower deck has generated concerns from the community about safety and security. These concerns need to be aired and considered. Additional options must be considered. We cannot achieve world class bicycling and walking facilities without actually considering all available alternatives. I will not accept an under-deck design simply because it is the easiest alternative.

Similarly, the current design does not do justice to the City of Portland's call for an iconic bridge. As you know, I have been respectful of the City of Vancouver's desire to protect Pearson Airfield with height constraints. I have supported the "cap" and park that marks the bridge's entry into Washington state. However, to date, there has been no response to my repeated requests for a "signature" design element over the North Portland Harbor. Again, we can not achieve a world-class design without considering alternatives.

It is my belief that what is most important about this bridge should be what is most visible. Accordingly, I would like to see the CRC staff develop several additional design options:

1. A stacked design where the light rail and bicycle/pedestrian path are located on the top level, with the highway located underneath. The extra space on top could be designed with plantings to achieve state-of-the-art stormwater management and could function as an active park connecting the cities of Portland and Vancouver. (The City of New York is in the process of transforming the unused High Line railway structure into an elevated park and trail; www.thehighline.org). Using Florence's famed Ponte Vecchio as inspiration (www.agriturismobelvedere.it/firenze%20inglese/Monumenti/ponte_vecchio.htm), we could even locate a light rail station with active uses in the middle of the bridge.
2. A design that has the northbound highway lanes on one level and the southbound lanes on the other level. Please include two configurations: one with the light rail next to the lower level lanes and the bicycle and pedestrian path on the top level with substantial separation from the highway lanes, and one with both the bike/ped and light rail on the top level, with the light rail line providing separation from the highway lanes.
3. A North Portland Harbor bridge element with height and visual interest. As outlined in our April 17 memo to the UDAG, this would not necessarily need to be on the main freeway leading up to the bridge: it could be located on the light rail bridge and/or the flyover ramp leading onto the main span. A beautifully-designed bicycle and pedestrian bridge leading up to the main span bridge (see http://en.wikipedia.org/wiki/Humber_Bay_Arch_Bridge) could serve as a strong tourist draw, independent of and complementary to the bicycle facilities on the main bridge.

I will look forward to considering each of these concepts at an upcoming UDAG meeting. The Columbia River Crossing presents our region with an unprecedented opportunity to do something truly unique and innovative. We must not squander that opportunity.

Sincerely,



Sam Adams
Mayor, City of Portland

cc: CRC UDAG
CRC Sponsors Council

Building the right bridge over the Columbia

Posted by Hal Dangerink and Henry Hewitt, guest opinion April 30, 2009 08:30AM

Last year we took on an assignment that prompted some to throw up their arms and say, "It just can't be done." Many urged doing nothing to improve Interstate 5 over the Columbia River.

We respectfully disagree.

The Columbia River Crossing project must balance competing values, two of which have been the subject of recent media coverage.

One is to build a structure worthy of postcards and respectful of the region's economy, culture and environment. The other is cost-effectiveness.

The outcome of this effort depends on how well the region's leaders navigate the web of constraints: environmental regulations, transportation policy, marine and air routes, land-use rules, public opinion and financial reality.

Our assignment as volunteer co-chairmen of the Project Sponsors Council is to lead to a successful outcome. That task was preceded by a three-year process in which the people of this region identified six problems near the I-5 bridge that must be fixed:

- Traffic jams lasting up to six hours a day in North Portland.
- Limited public transit options.
- Impaired freight movement, which costs jobs and money.
- High crash rates from congestion, bridge lifts and closely spaced interchanges.
- Inadequate bicycle and pedestrian paths.
- Risk of bridge collapse in a major earthquake from soil liquefaction.

Last summer, after extensive conversations with residents, citizen volunteers of Columbia Crossing advisory groups and elected officials from six sponsoring agencies, a consensus was reached: replace the I-5 bridge, extend light rail to Vancouver, improve seven interchanges in the five-mile project area and enhance the bicycle and pedestrian path. It's an integrated and multi-modal solution to address all six of the identified problems.

When complete, this project will give people travel choices, allow for the efficient movement of freight and protect the safety of the traveling public. And we think it can look good, too.

By 2030, our region will have 1 million more people than today. Without action, our current transportation problems will grow and dramatically affect our quality of life.

Replacing the I-5 bridge is a tremendous undertaking that invites a public debate on the merits of proposed designs for the preferred alternative. We welcome that debate because we need to set the bar high. We need a transportation system that we can look to in 50 years and say: Great job.

We've read or heard many comments in recent weeks: The cost is too high, the designs sub-par, the bike path is in the wrong location, the bridge is too big and the environmental effects too great. These are valid concerns. We appreciate the participation of people raising them and their involvement to create acceptable solutions. In addition to listening to these concerns, we'll base our decisions on research, data and independent analysis.

We're committed to a project that we can be proud of. We'll all hear more over the next few years of the pros and cons,

and the likes and dislikes of the many different choices. That is as it should be. Our challenge is clear: world class and keep the cost down.

Hal Dengerink is chancellor of Washington State University, Vancouver and co-chairman of the Columbia River Crossing Project Sponsors Council. Henry Hewitt is co-chairman of the Columbia River Crossing Project Sponsors Council and a former chairman of the Oregon Transportation Commission.

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Project Sponsors Council Work Plan



This work plan was drafted to provide the Project Sponsors Council (PSC) with a framework to balance the requirements set forth by ESSB 5352 in Washington, the PSC's goal of identifying performance measures by January, and the ongoing responsibility of PSC to provide guidance on project development as outlined in the Governors' letter.

2009

2010

	May 4	June 5	July 17	September 4	October 2	November 6	December 4	January
FINANCIAL FRAMEWORK/ UPDATES	<p>■ Tolling Work</p> <ul style="list-style-type: none"> Legislative update Discuss schedule and work plan Committee composition <p>ACTION Advise and recommendations on moving forward with CRC Tolling Study Committee</p>	<p>■ Tolling Work</p> <ul style="list-style-type: none"> Preliminary summary of work to date What policies exist today? Allowable use of funds? Rates and structures for evaluation Tolling Study Committee <ul style="list-style-type: none"> Outreach schedule and preliminary plan <p>■ Preliminary discussions of state and federal contributions?</p>	<p>■ Tolling Work</p> <ul style="list-style-type: none"> Tolling Study Committee – status <ul style="list-style-type: none"> Outreach schedule and plan – status Rates and structures for evaluation Origin & destination survey update Stated preference survey update Discuss preliminary revenue projection <p>■ State and federal contribution assumptions</p> <p>■ Preliminary financial plan outline</p>	<p>■ Tolling Work</p> <ul style="list-style-type: none"> Tolling Study Committee – status <ul style="list-style-type: none"> Outreach schedule and plan – status Rates & structures being evaluated Discuss revenue projections <p>■ Preliminary financial plan outline</p> <ul style="list-style-type: none"> State and federal contribution assumptions 	<p>■ Tolling Work</p> <ul style="list-style-type: none"> Tolling Study Committee – status <ul style="list-style-type: none"> Outreach schedule and plan – status Rates & structures being evaluated Discuss revenue projections 	<p>■ Tolling Work</p> <ul style="list-style-type: none"> Tolling Study Committee – status <ul style="list-style-type: none"> Outreach schedule and plan – status Discuss preliminary report outline Rates, structures and revenue projections Report on telephone survey <p>■ Present Draft Financial Plan</p> <ul style="list-style-type: none"> State and federal contribution assumptions Toll rates structures with revenue projections <p>ACTION Advise and recommendations on Draft Financial Plan</p>	<p>■ Tolling Work</p> <ul style="list-style-type: none"> Tolling Study Committee – status <ul style="list-style-type: none"> Outreach schedule and plan – status Discuss committee final report Open houses report Receive report 	<p>■ Tolling Work</p> <ul style="list-style-type: none"> Tolling Study Committee Financial Update
PERFORMANCE GOALS/ MEASURES	<ul style="list-style-type: none"> Preliminary discussion on technical committee membership Advise/concur at June 5 meeting 	<p>ACTION Advise/concur of technical committee membership</p> <ul style="list-style-type: none"> Present work plan for technical committee 	<p>■ Technical committee – status</p>	<p>■ Technical committee – status</p>	<p>■ Technical committee – status</p>	<p>■ Technical committee update</p> <ul style="list-style-type: none"> Goals agreed to by committee Performance measures agreed to by committee Advise/concur on goals/measures at December 4 meeting 	<p>■ Technical committee update</p> <ul style="list-style-type: none"> Goals agreed to by committee Performance measures agreed to by committee <p>ACTION Advise/concur on goals/measures for Mobility Council</p>	
PROJECT DESIGN		<ul style="list-style-type: none"> Bridge Type and Aesthetics <p>ACTION Advise/concur two bridges versus three bridges</p> <ul style="list-style-type: none"> Transit alignments Interchanges Schedule for FEIS, ROD and construction start 	<ul style="list-style-type: none"> Bridge Type and Aesthetics <ul style="list-style-type: none"> Continued aesthetics discussion Transit alignments Interchanges Federal and state regulatory endorsement progress Schedule for FEIS, ROD and construction start 	<ul style="list-style-type: none"> Highway Transit Federal and state regulatory endorsement progress Schedule for FEIS, ROD and construction start 	<ul style="list-style-type: none"> Highway Transit Present project description going into FEIS Federal and state regulatory endorsement progress Schedule for FEIS, ROD and construction start 	<ul style="list-style-type: none"> Highway Transit Federal and state regulatory endorsement progress Schedule for FEIS, ROD and construction start 	<ul style="list-style-type: none"> Highway Transit Federal and state regulatory endorsement progress Schedule for FEIS, ROD and construction start 	<ul style="list-style-type: none"> Highway Transit Federal and state regulatory endorsement progress Schedule for FEIS, ROD and construction start
FUTURE MEETINGS	<p>■ Schedule and topics</p>	<p>■ Schedule and topics</p>	<p>■ Schedule and topics</p>	<p>■ Schedule and topics</p>	<p>■ Schedule and topics</p>	<p>■ Schedule and topics</p>	<p>■ Schedule and topics</p>	<p>■ Schedule and topics</p>

DRAFT
For discussion only