

MEETING TITLE: Task Force Meeting
DATE: January 22, 2008, 4:00 – 7:00 p.m.
LOCATION: Hilton Vancouver
 301 W 6th Street, Vancouver, WA

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

TIME	AGENDA TOPIC	ACTION
4:00 – 4:05	Welcome & Announcements	
4:05 – 4:10	November 2007 Meeting Summary	Approve Meeting Summary
4:10 – 4:40	Project and Public Involvement Update	Presentation
4:40 – 5:15	Public Comment	Receive Public Comment
5:15 – 5:40	Environmental Findings	Presentation
5:40 – 6:00	Environmental Questions and Answers	Discussion
6:00 – 6:15	Financial Analysis	Presentation
6:15 – 6:35	Financial Analysis Questions and Answers	Discussion
6:35 – 6:55	Draft Locally Preferred Alternative	Discussion
6:55 – 7:00	Closing Remarks and Adjourn	

TRANSIT DIRECTIONS from PORTLAND:

Take TriMet's MAX Yellow Line from downtown Portland or N/NE Portland to the Delta Park / Vanport MAX station. Transfer to C-TRAN bus #4, 41, or 44 and ride to the downtown Vancouver stop at Broadway and 7th Street. Walk three blocks west on 6th Street to Columbia Street.

TRANSIT DIRECTIONS from VANCOUVER:

From Vancouver Mall Transit Center: Take C-Tran bus # 44 to downtown Vancouver. Exit the bus on Columbia Street near 7th Street. Walk one block south to 6th Street and then west one block to Columbia Street.

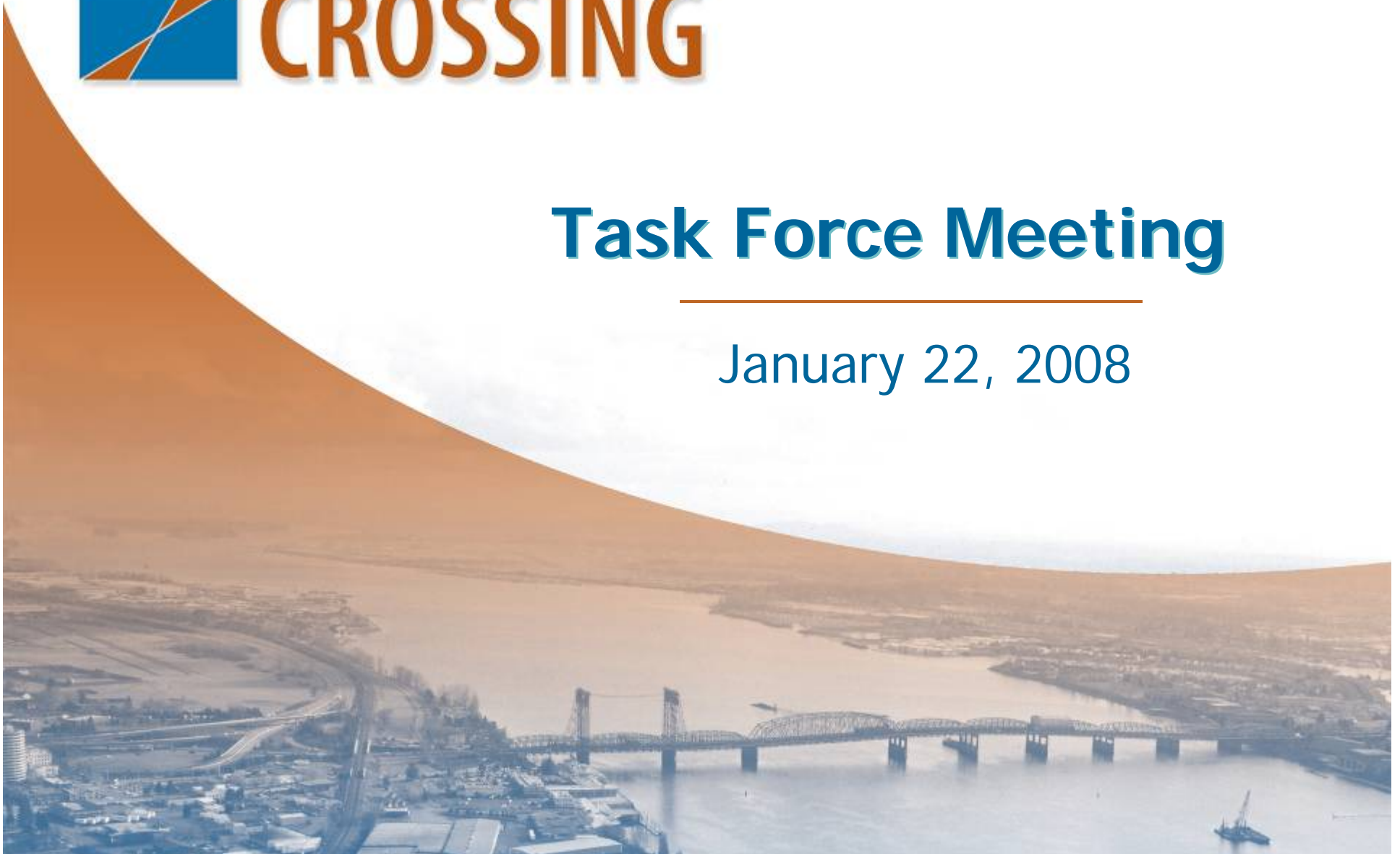
For detailed trip planning, please contact the two transit agencies: C-TRAN, www.c-tran.com, 360-695-0123, or TriMet, www.trimet.org, 503-238-RIDE

Meeting facilities are wheelchair accessible and children are welcome. Individuals requiring reasonable accommodations may request written material in alternative formats or sign language interpreters by calling the project team at the project office (360-737-2726 and 503-256-2726) one week before the meeting or calling Washington State's TTY telephone number, 1-800-833-6388.

Columbia River **CROSSING**

Task Force Meeting

January 22, 2008



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Welcome



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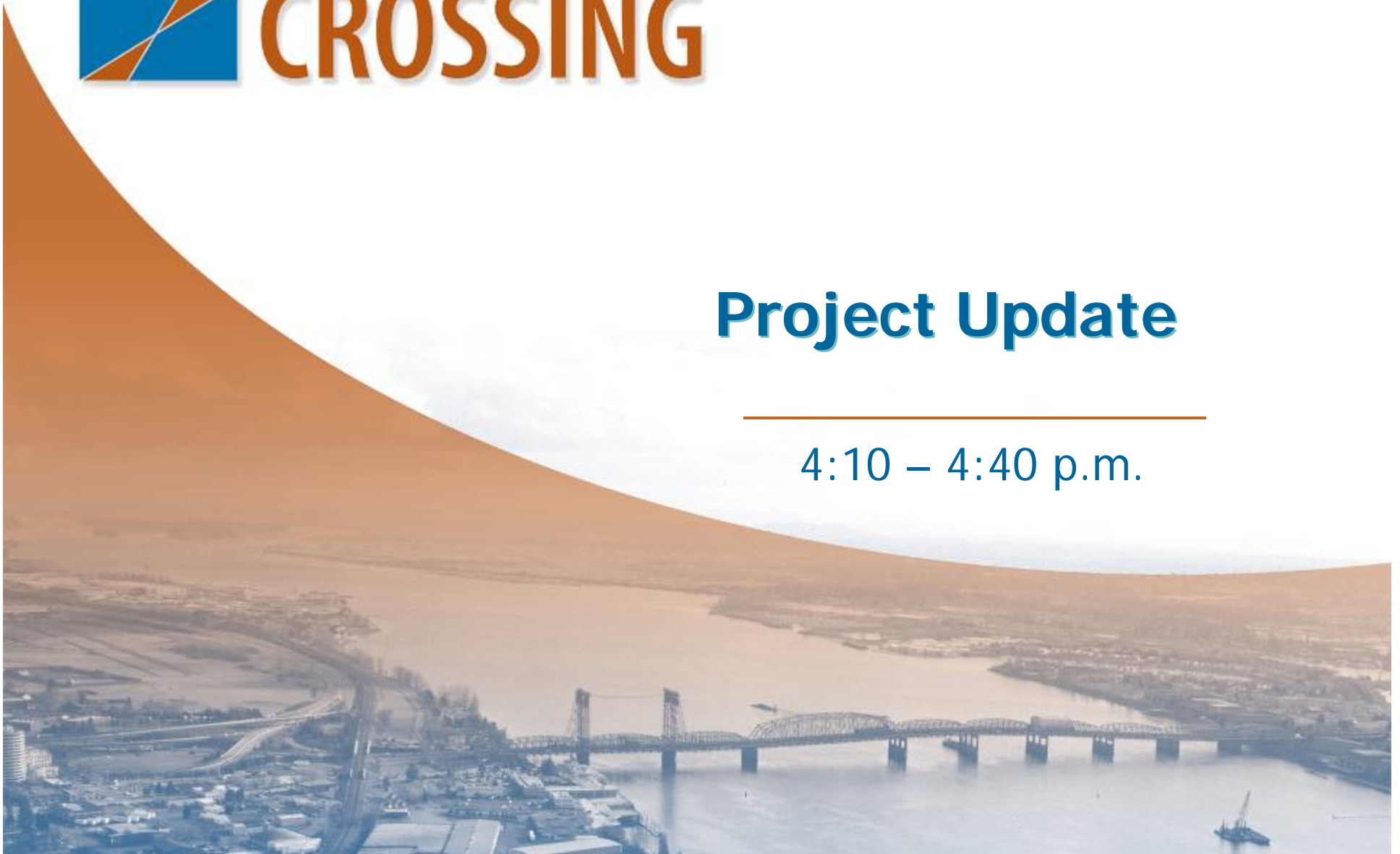
November 2007 Meeting Summary Approval



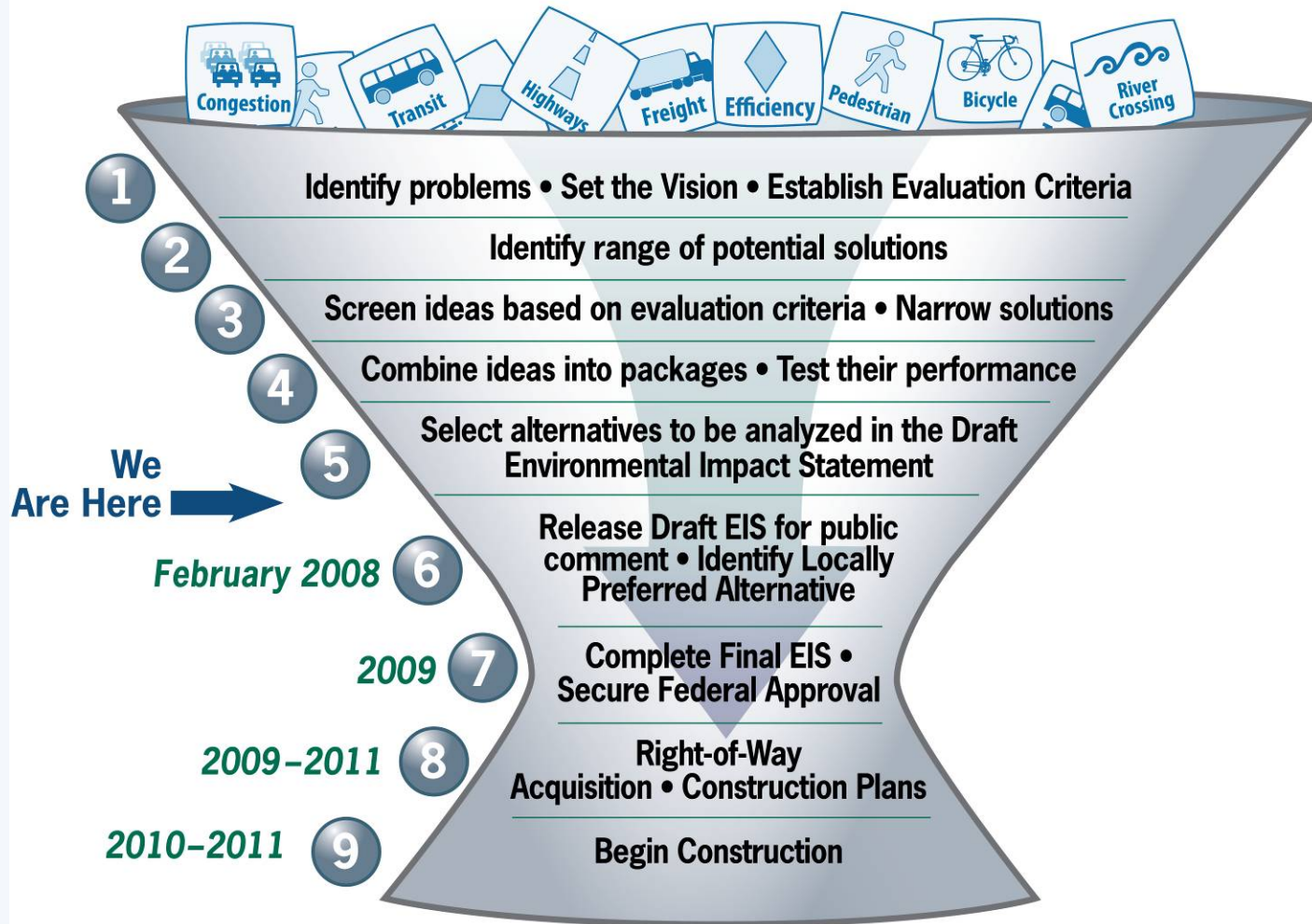
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Project Update

4:10 – 4:40 p.m.



Project Schedule | Major Milestones

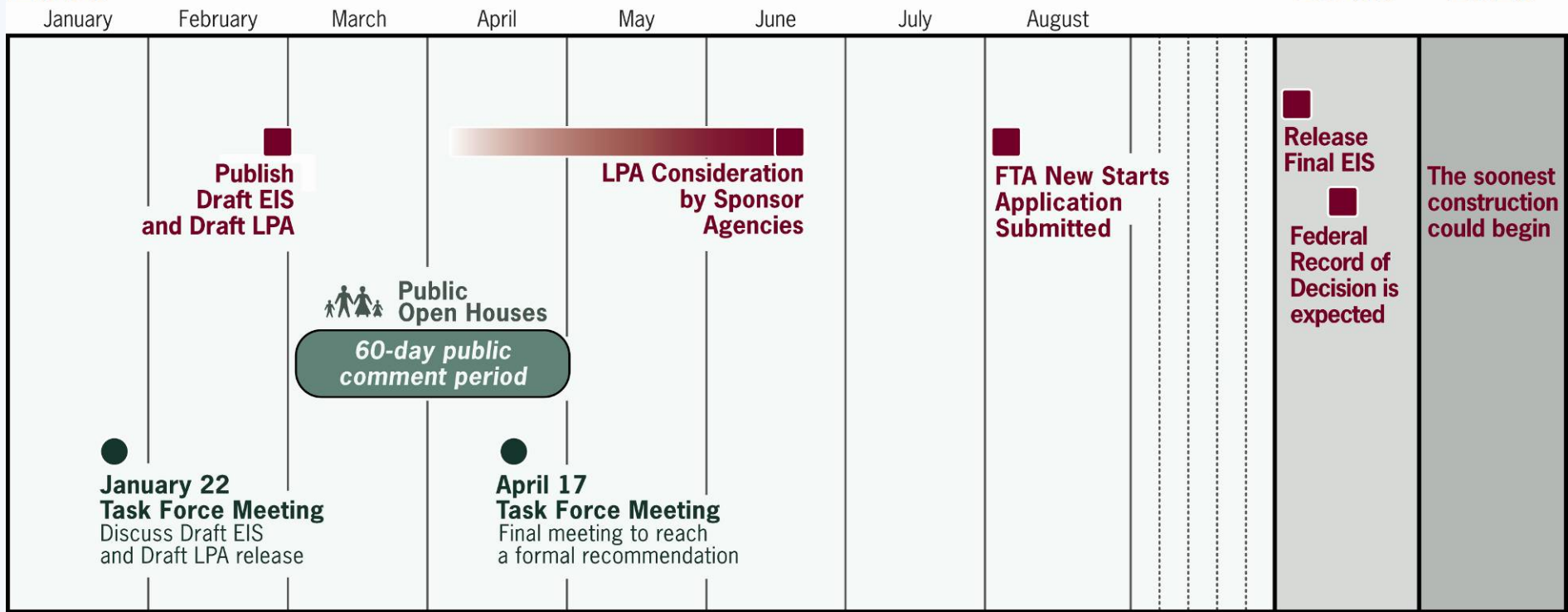


Project Schedule | Near Term

2008

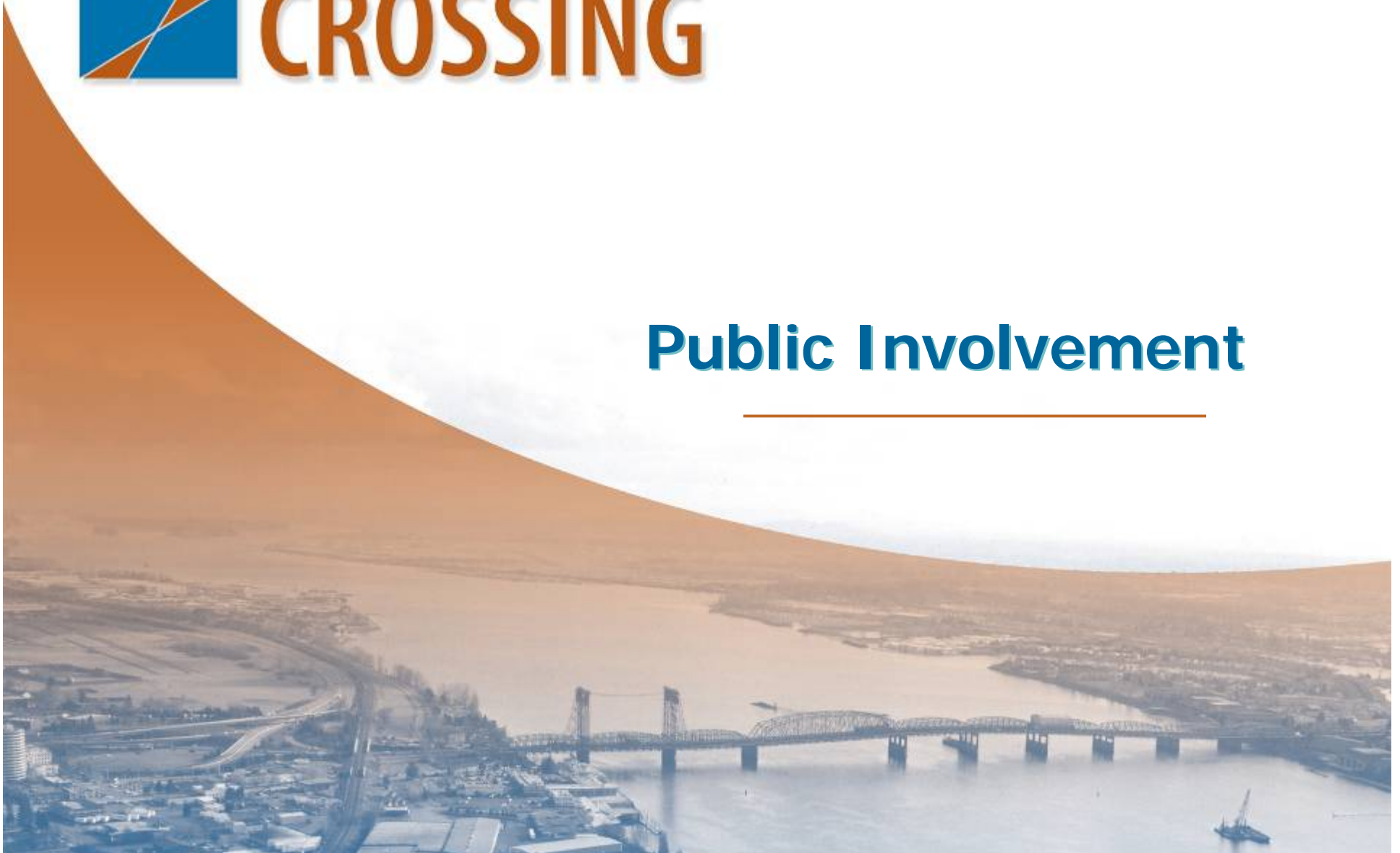
2009

2010



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Public Involvement



2008 Advisory Group Activities

- Task Force
 - Recommend LPA and conduct final meeting
- Community and Environmental Justice Group
 - Advise on Draft EIS outreach, distribution and notification and continue meeting monthly
- Urban Design Advisory Group
 - Produce Design Guidelines handbook



2008 Advisory Group Activities

- Pedestrian and Bicycle Advisory Group
 - Submit recommendations for improving pedestrian and bicycle access for LPA
- Freight Working Group
 - Continue meeting regularly to review project designs



2008 Public Involvement and Outreach

- Neighborhood briefings
- Draft EIS public hearings and open houses
- Draft EIS public comment period
- Summer fairs and festivals
- Transit roundtables
- Discussions with potentially impacted businesses and residents
- Continued production of web site and distribution of written materials

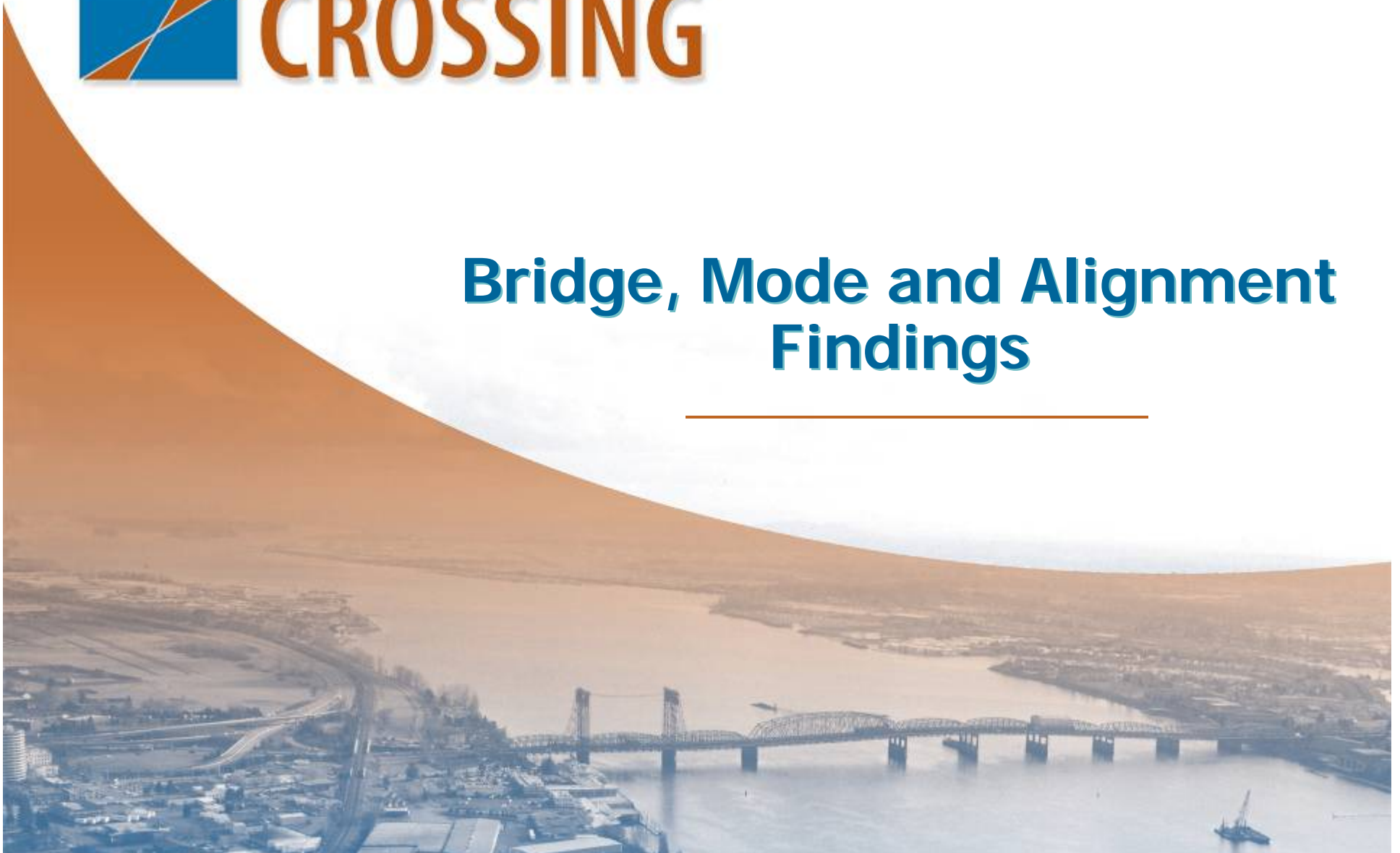


Draft EIS Public Hearings and Open Houses

- Two hearings/open houses planned in Vancouver and Portland
- Verbal comments will be recorded by a court reporter at the hearings
- Comments can also be submitted online, by mail, and in writing at the hearings
- CRC staff will be present to answer questions and discuss Draft EIS findings

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Bridge, Mode and Alignment Findings



Bridge Choice Evaluation Criteria*

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

Bridge Choice Evaluation Criteria*

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

CRC Transit Mode Evaluation Criteria*

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

CRC Transit Alignment Evaluation Criteria*

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

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Public Comment

4:40 – 5:15 p.m.



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Environmental Findings

5:15 – 5:40 p.m.



Historic Resources

- 900 resources in area of potential effect (mostly Vancouver): 10 to 20 resources potentially affected
- Supplemental vs Replacement
 - Supplemental keeps the historic bridge
 - Supplemental has less impact on Vancouver National Historic Reserve
 - Replacement affects no historic buildings on Reserve but affects about 1.5 to 2 more acres than Supplemental
 - Mitigation options can reduce impacts to Reserve
- I-5 HCT vs. Vancouver HCT
 - Similar magnitude of direct effects (2 to 4 resources)
 - Vancouver has higher potential secondary impacts to historic resources

Archaeological Resources

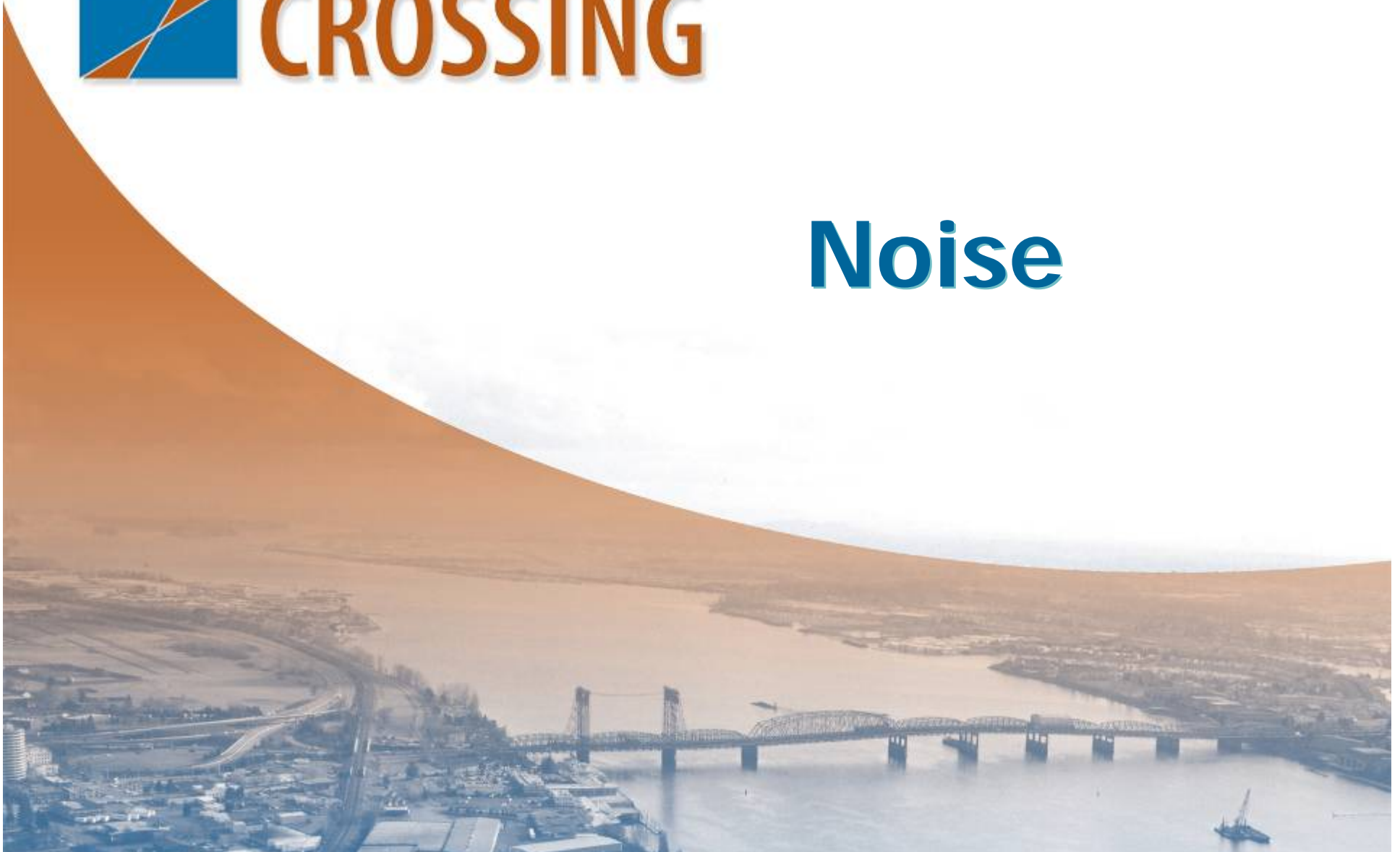
- Oregon
 - No known sites on land or in the river
- Washington
 - Several known sites on land and in the river
- Impacts and Mitigation
 - High probability of finding human remains in WA
 - Minor differences among alternatives
 - Intensive investigation, monitoring and coordination can likely avoid significant impacts

Water Quality, Fish and Wildlife

- All Alternatives
 - Short term impacts to Columbia River due to in-water work
 - Short term disruption of river flow and fish disturbance
 - Long-term benefit to water quality: treat runoff from 30-40 more acres of impervious surface compared to No-build
- Supplemental vs. Replacement
 - All storm water treated with replacement
 - Supplemental keeps existing peregrine falcon habitat
 - Supplemental places more piers in the river

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Noise



Highway Noise and Construction Vibration

- Highway Operations Noise
 - Existing: about 210 residences exceed noise criteria
 - No-build 2030: about 220 residences would exceed
 - Build 2030: over 300 residences would exceed
 - Build 2030 with mitigation: could be reduced to as few as 60
 - Placement of mitigation depends on multiple factors
 - Upper story apartments adjacent to I-5 will still be impacted even with new sound walls

Highway Construction Vibration

- Effects from construction activities could occur within 50 to 100 feet. Levels are not expected to exceed federal guidelines

Transit Noise and Vibration

- **Transit Noise**

- All transit noise impacts (interior) can be mitigated
- BRT vs LRT: exterior noise levels will be substantially higher with BRT than LRT (assuming diesel or hybrid buses)

- **Transit Vibration**

- No vibration impacts in Portland or downtown Vancouver
- Vibration impacts would occur in some locations along I-5 and Vancouver alignments north of downtown
- Mitigation can eliminate vibration impacts

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Air Quality

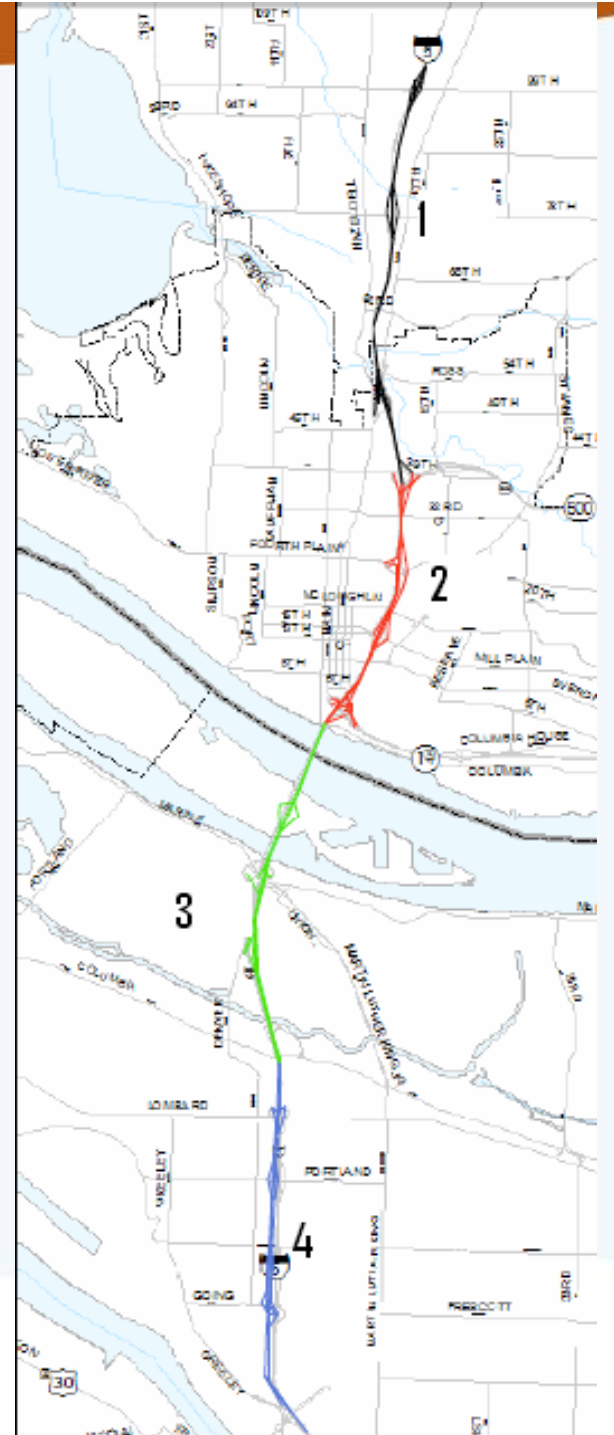


Regional Emissions from I-5

- Emissions substantially lower for all pollutants compared to today
 - 30 percent lower for carbon monoxide
 - 50 to 90 percent lower for air toxics
- Build alternatives would have similar emissions to No-Build at regional scale
- Including a toll reduces emissions
- No federal violations expected

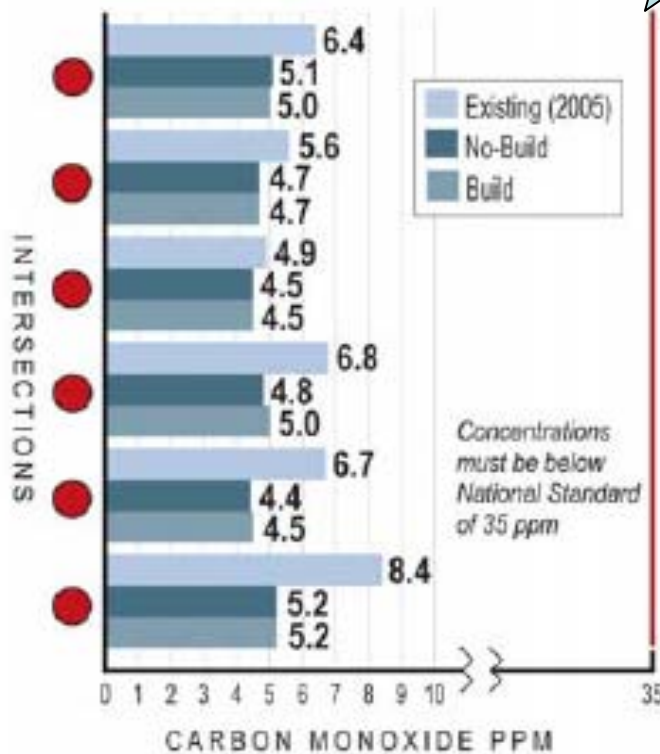
Sub-area Emissions from I-5

- Reviewed I-5 emissions in four sub-areas:
 - North of 39th (1)
 - 39th to SR14 (2)
 - SR14 to Columbia Blvd (3)
 - Columbia Blvd to I-405 (4)
- All emissions will be lower in the future
- All emissions will be lower with build (and toll) than no-build for sub-areas 1, 3, 4
- CO and NOx slightly higher in sub-area 2
- No federal violations expected



Carbon Monoxide on Local Streets

National standard is 35 ppm

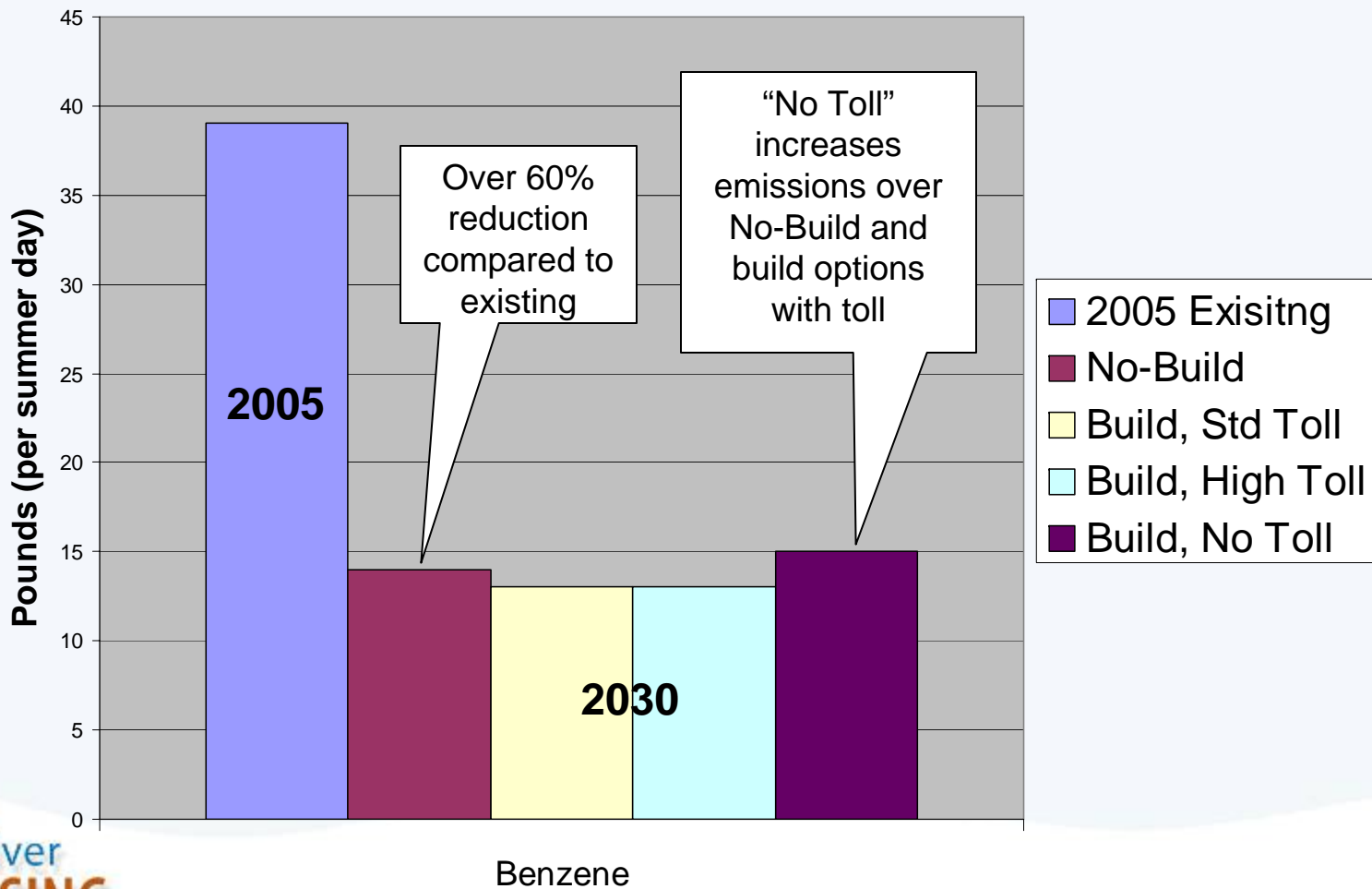


Maximum one-hour carbon monoxide concentration



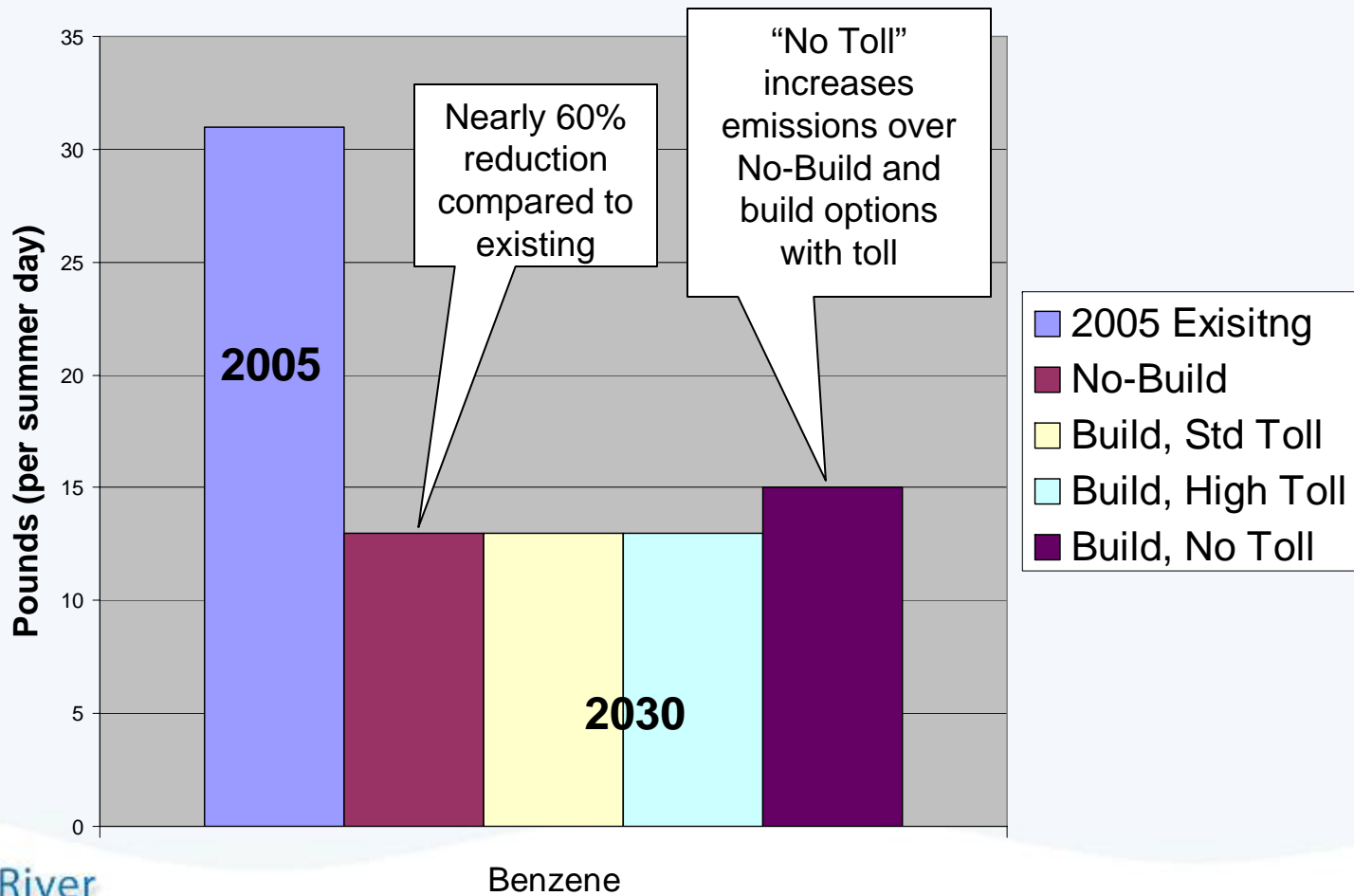
Air Toxics for North Portland

Mobile Source Toxins from I-5 in North Portland



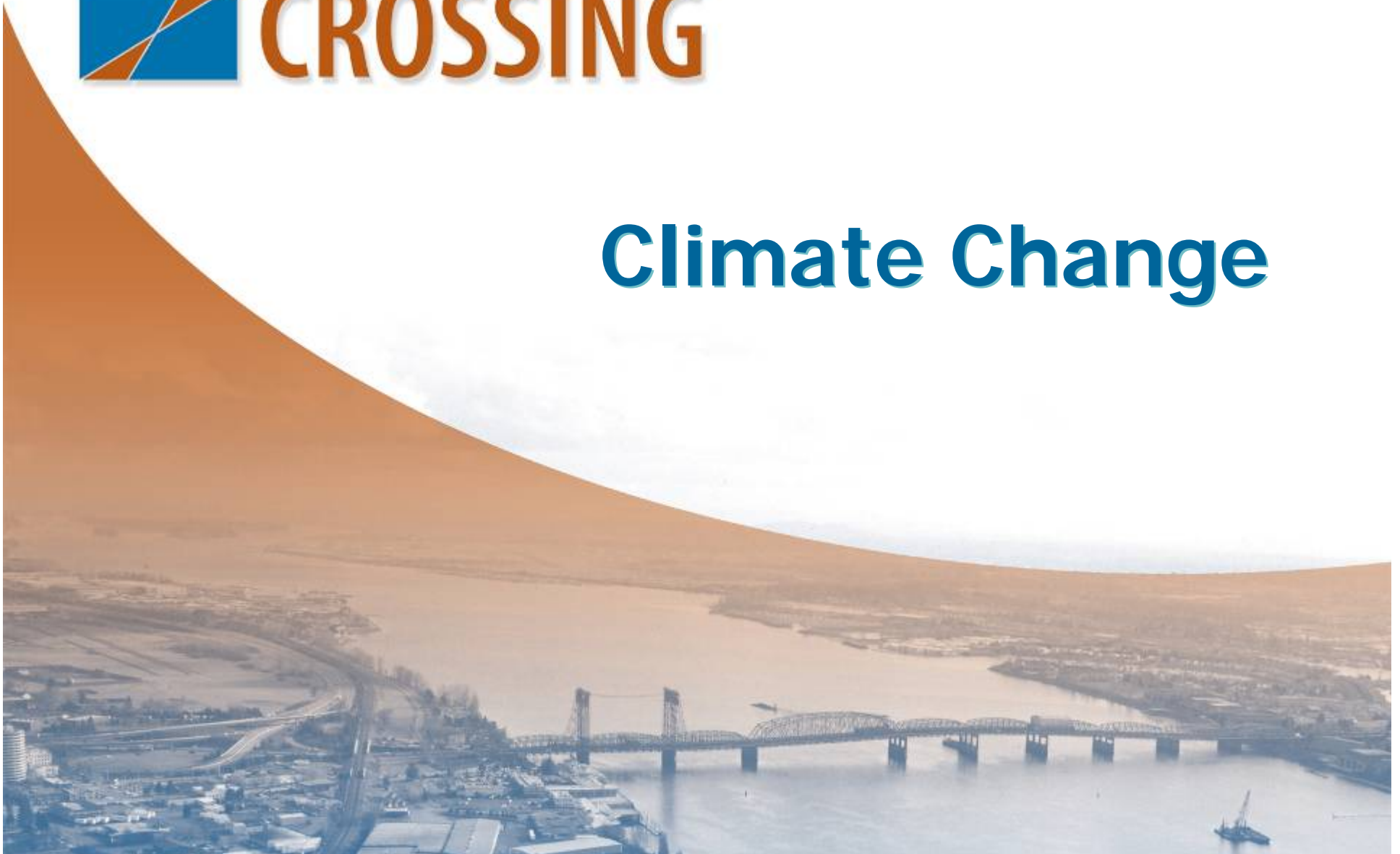
Air Toxics for Vancouver

Mobile Source Toxins from I-5 in Vancouver



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Climate Change



Reducing Carbon Emissions

I-5 Crossing and Transit CO₂ Emissions (2030)

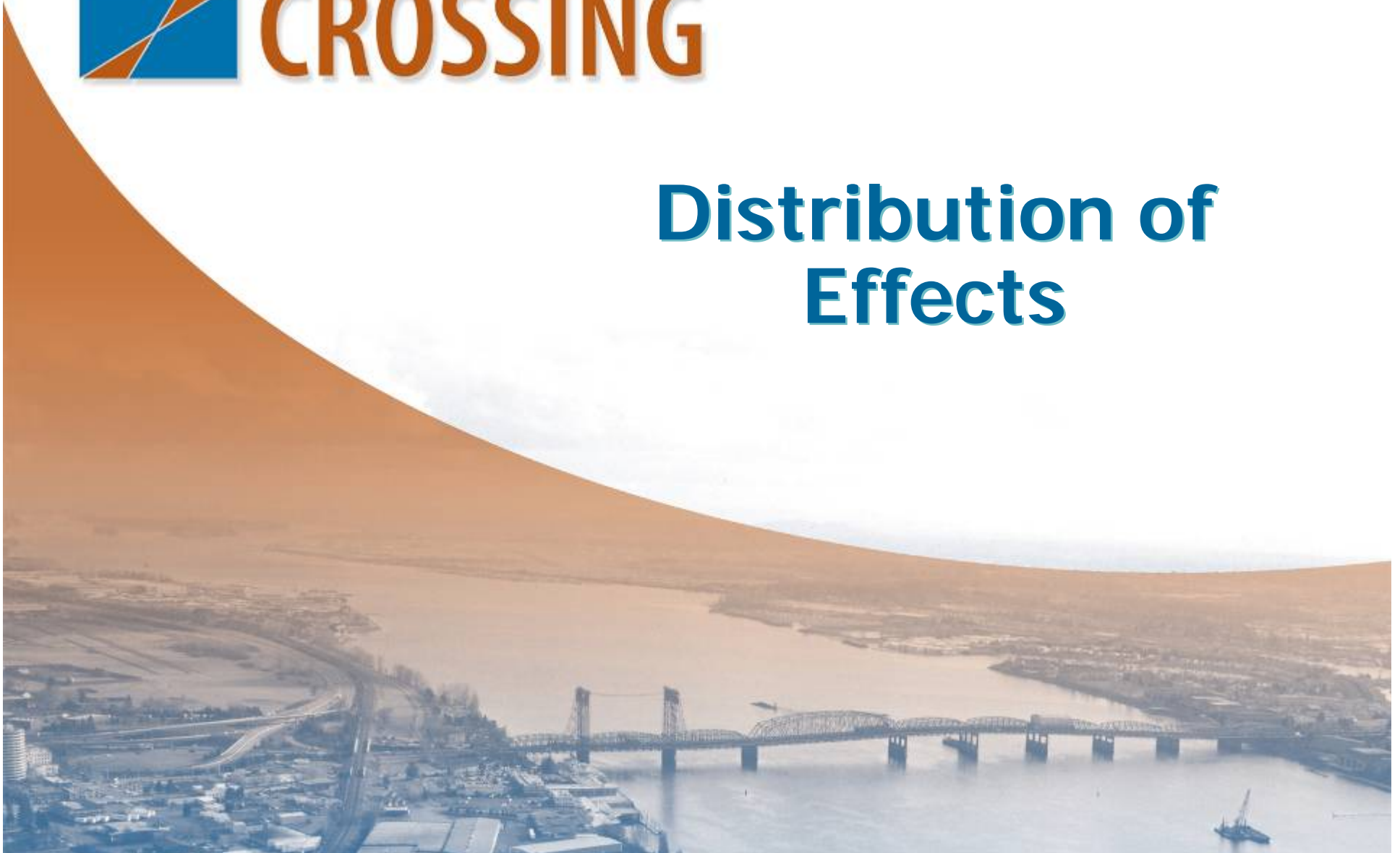
- No-Build would be higher than Existing
- Replacement (with toll) slightly lower than No-Build
- Supplemental slightly higher than No-Build
 - Increased transit operation for Supplemental
- BRT slightly higher compared to LRT
 - Source of electric power for LRT taken into account
 - Buses for BRT assumed to be biodeisel

How does CRC help reduce CO₂ emissions?

- High capacity transit (mode shift)
- Bike and pedestrian path and connections
- Tolling (fewer auto trips)
- Reduced traffic congestion
 - 4.5 hours for Replacement; 11 hours for Supplemental; and 15 hours of daily congestion for No Build
 - Reduces crash-related congestion
 - No bridge lifts with Replacement

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Distribution of Effects



Methodology

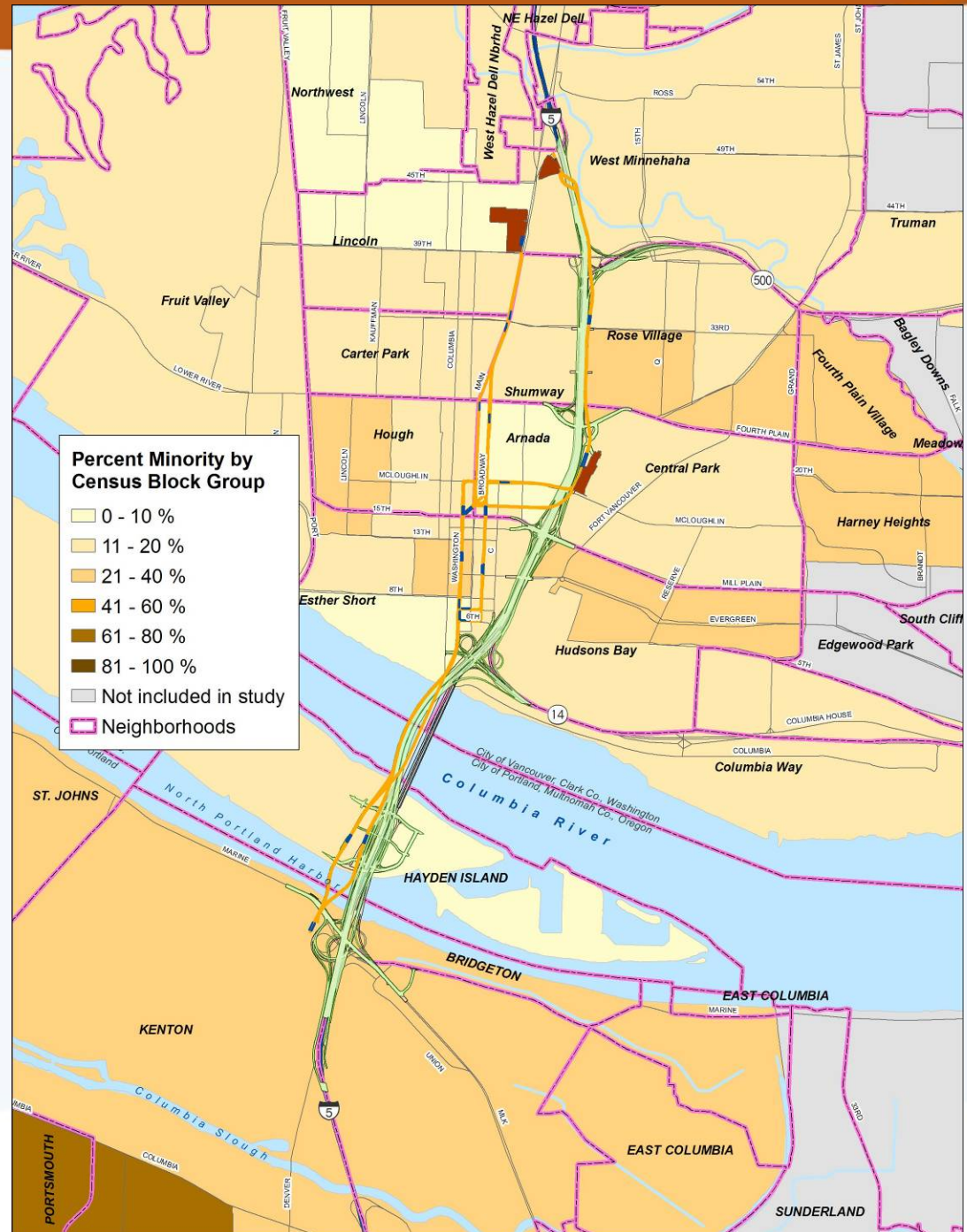
FHWA guidance on Environmental Justice:

- Would the project result in high and adverse effects that would be predominately borne by a minority or low-income population?
 - Impacts to important community resources
 - Benefits to minority or low-income populations
 - Mitigation and enhancement measures

Minority Populations

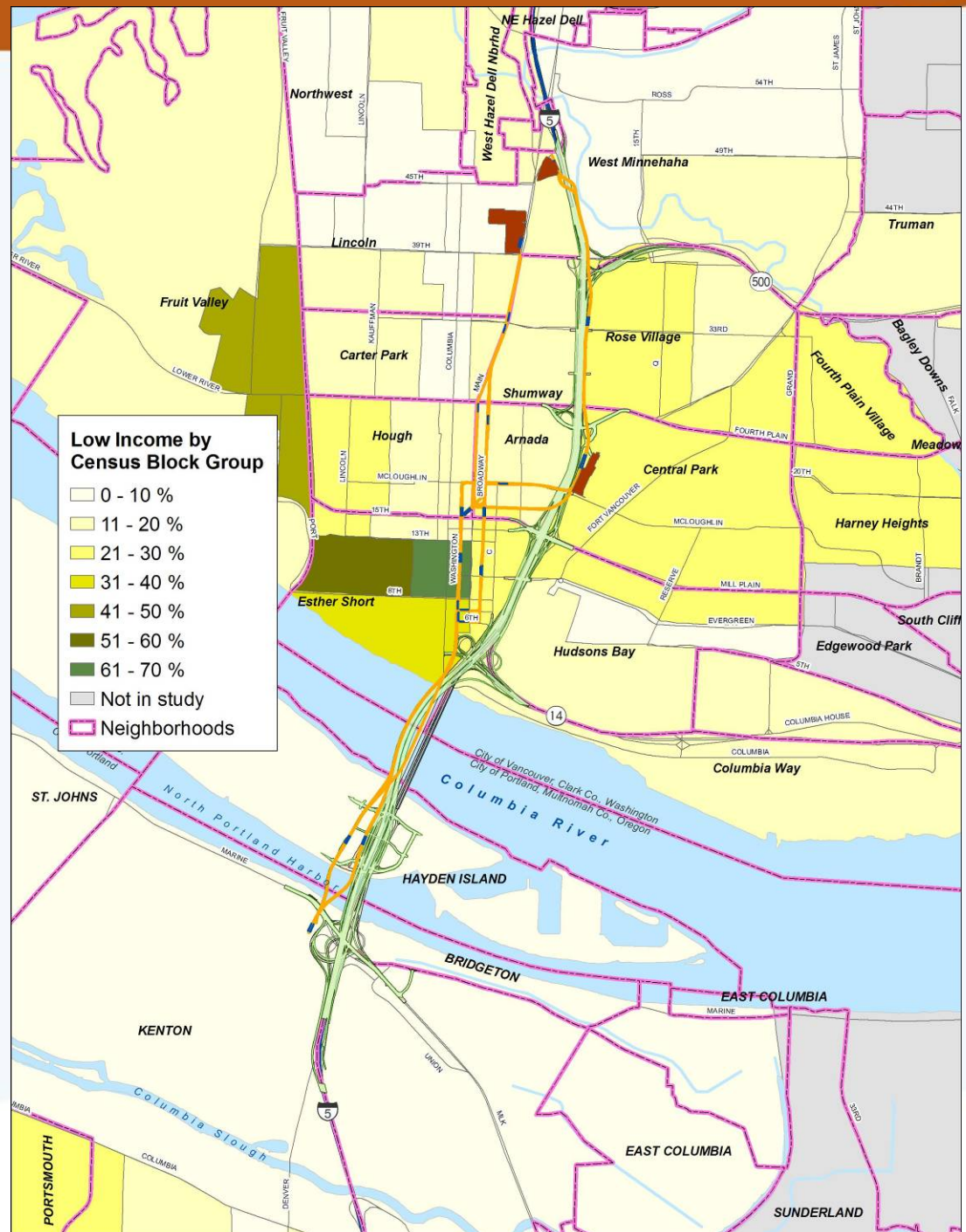
2000 census population listed as:

- African American/Black
- American Indian/Alaskan Native
- Asian American
- Hispanic
- Native Hawaiian or Other Pacific Islander



Low Income Populations

Population at or below poverty line defined in 2000 census



Key Considerations for Environmental Justice Populations

- Acquisitions and Displacements
 - Residential displacements likely not disproportionate
 - Ownership of displaced businesses not yet known
 - Wellness Project relocation
- Traffic
 - Travel time and congestion benefits
- Transit
 - Travel time and reliability improvements likely greater benefit to low income populations
- Air Quality
 - Emissions not higher in neighborhoods with higher EJ populations
- Noise
 - Benefits for most residents, including EJ, adjacent to I-5
 - Noise impacts to upper story apartments can not be mitigated with sound walls

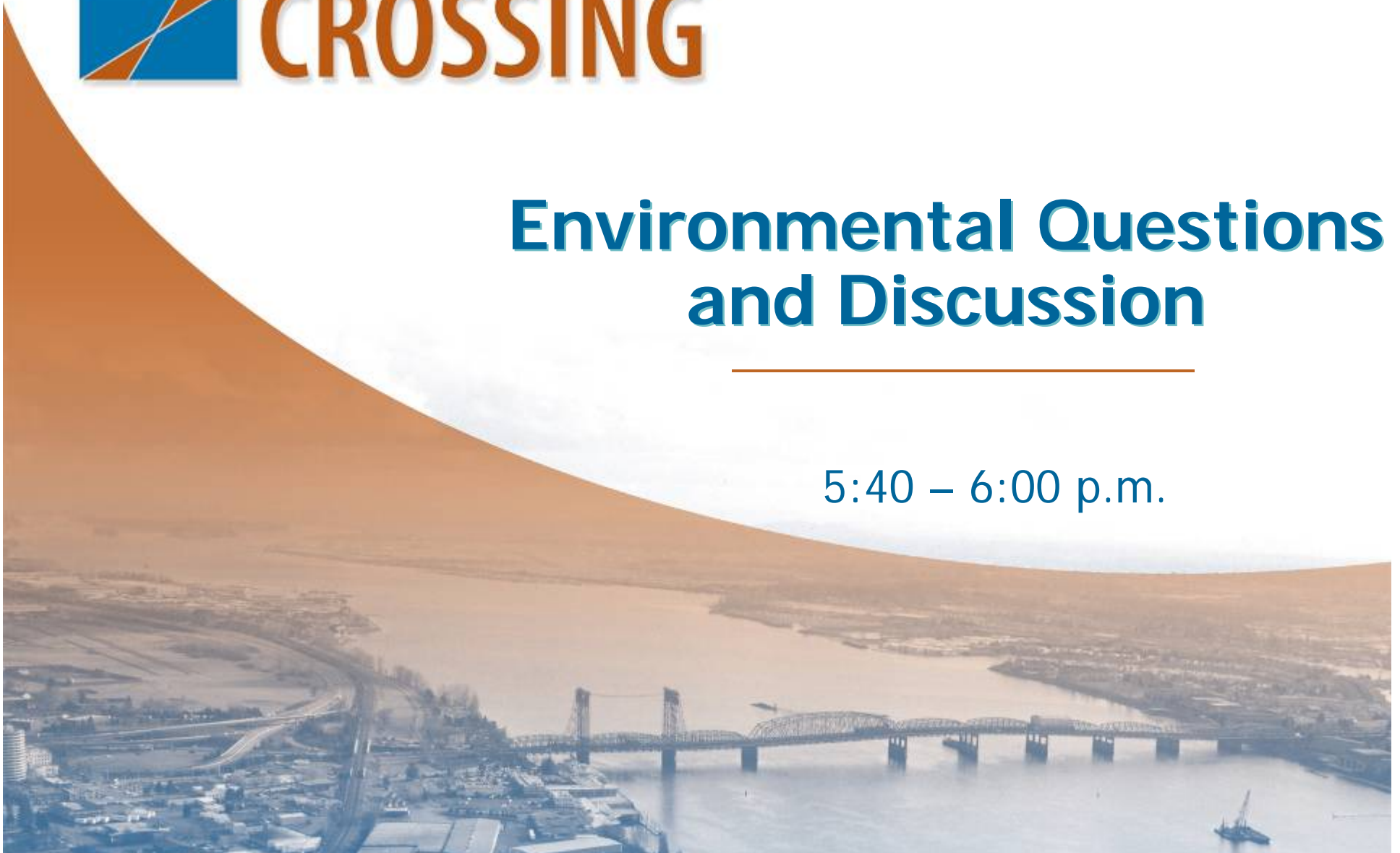
Consideration of Tolling and Low Income Populations

- Potential effects of bridge tolling on low-income individuals
 - Adverse
 - Higher proportion of income spent on tolls
 - Difficulty obtaining ETC transponder accounts without credit card or checking account
 - Beneficial
 - Greater access to jobs, education, services, shopping
 - Time sensitive trips
 - Improved transit access, reliability, service for more transit-dependent population
- Potential mitigation for low income individuals
 - Toll transponder account assistance
 - Reduced tolls

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Environmental Questions and Discussion

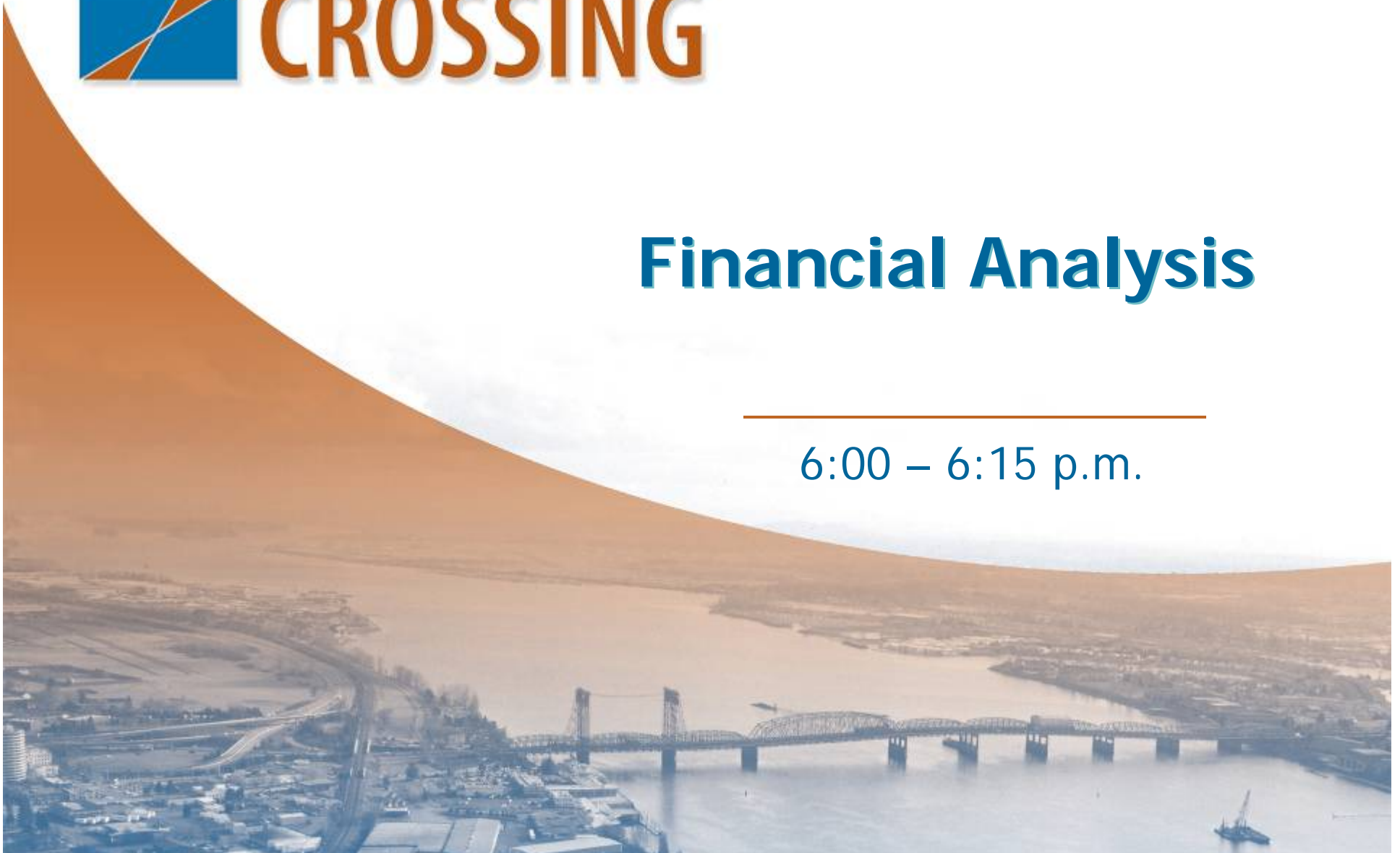
5:40 – 6:00 p.m.



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Financial Analysis

6:00 – 6:15 p.m.



Draft EIS Cost Risk Assessment Results

PRELIMINARY COST ESTIMATE

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

Cost Breakdown by Component

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

Replacement
Supplemental

\$2.85 to \$3.01 billion
\$2.66 to \$2.81 billion

- **High Capacity Transit**

Bus Rapid Transit
Light Rail

\$0.52 to \$0.98 billion
\$0.60 to \$1.15 billion

How will CRC be funded?

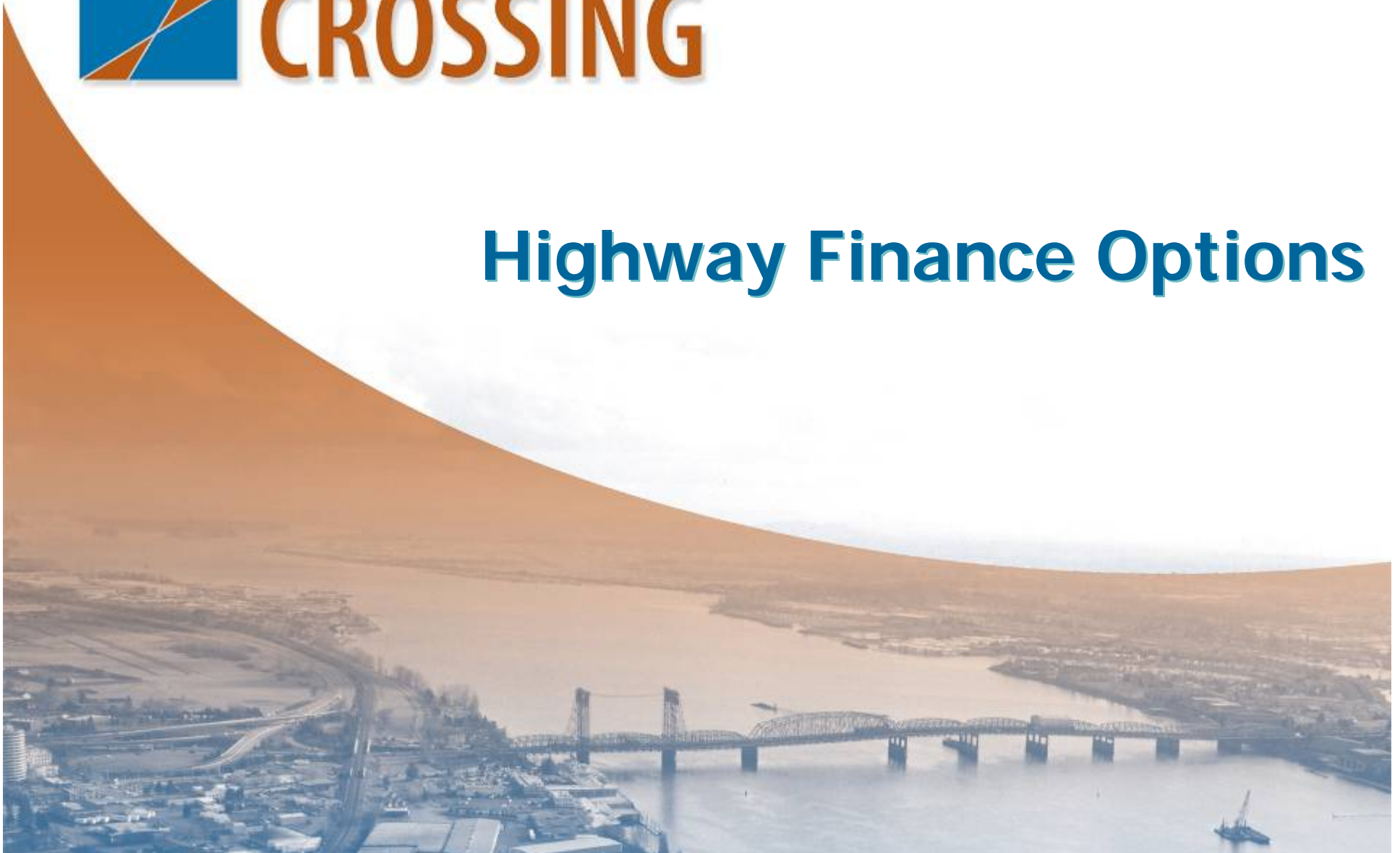
- The Draft EIS financial analysis is not a financial plan, but preliminary information on the potential to fund the project
- The data shows this project (\$3.1 to \$4.2 billion) is fundable from three major sources:
 - Federal sources (includes New Starts transit funding)
 - State and local sources
 - Tolling

Transit and Highway Funds

- Highway Funds
 - Federal discretionary funds
 - State funds
 - Toll revenue
 - Private
- Transit Funds
 - Local transit revenue sources
 - Federal discretionary transit grants (New Starts)
 - Toll credits

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Highway Finance Options



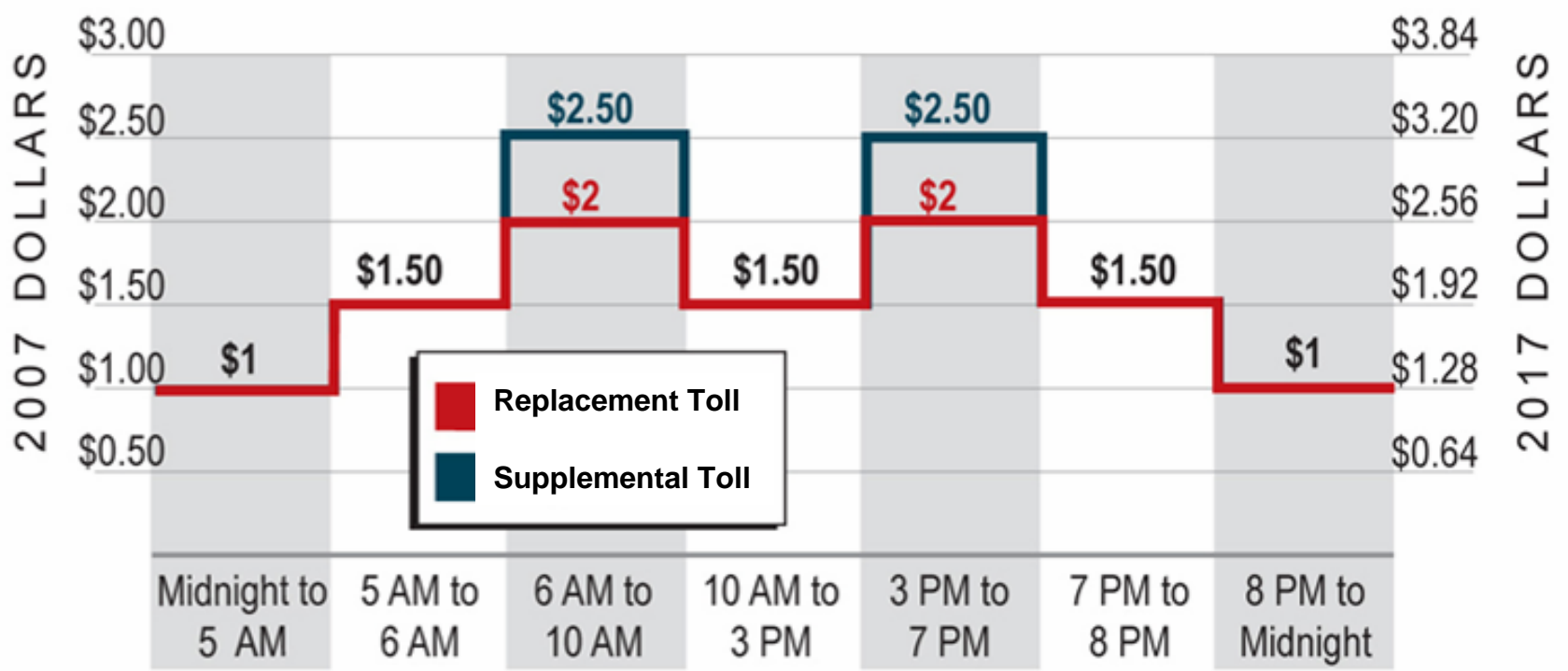
Highway - Finance Plan Options

- Existing Washington Transportation Partnership Account funds (programmed for preliminary engineering, FY 2009)
- Toll revenues
- Federal discretionary highway funds
- New state funds
 - Fuel tax
 - License fees for trucks, buses, for-hire vehicles
 - License fees for passenger vehicles
 - Sales and use tax on passenger vehicles
 - Motor carrier tax and fees
 - DMV fees
- Private sources

I- 5 Tolling Assumptions

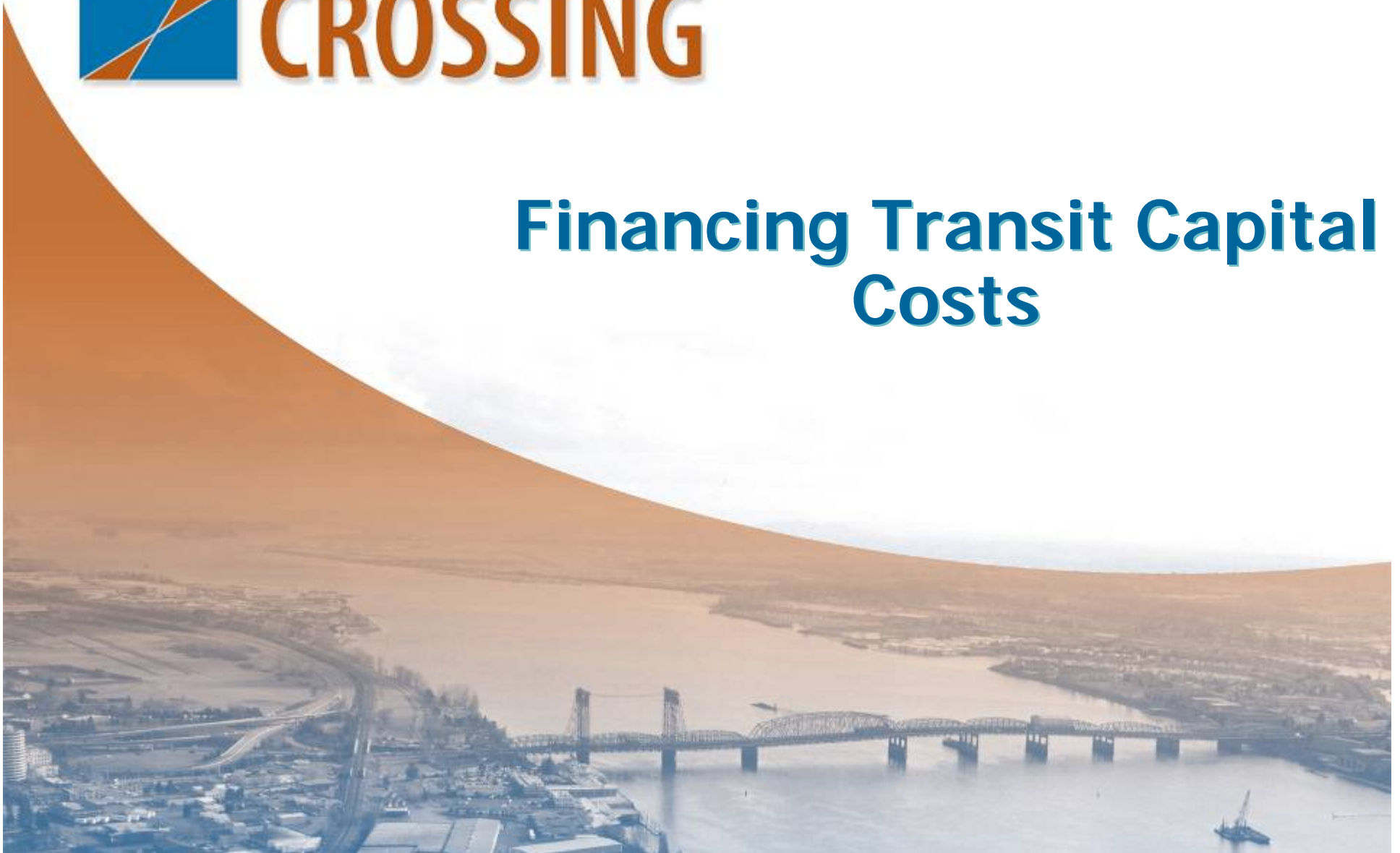
- Electronic tolling – no toll booths
 - Vehicles without a transponder pay a surcharge
- Tolls vary by time of travel – peak period trips cost most
- Two toll scenarios studied (one-way trip, 2007 dollars)
 - Peak period toll for Replacement bridge of \$2.00
 - Peak period toll for Supplemental bridge of \$2.50
- Toll rates increase over time at general inflation rate
- Funding capacity determined by finance structure
 - 30 or 40 - year bonds?
 - Government backing?
- Toll policy assumptions will be refined in future stages of project development

Tolls for Passenger Cars (with transponders)



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Financing Transit Capital Costs



Transit Capital Finance Plan - Process

- Institutional arrangements and funding agreements will be established:
 - ODOT
 - WSDOT
 - TriMet
 - C-TRAN
 - City of Vancouver
 - City of Portland
- Agreements will include:
 - Project development and design responsibilities
 - Owner/operator roles
 - Local match and financial obligations
- Washington's High Capacity Transit Act
 - Requires public vote prior to implementing a BRT or LRT project
 - Provides three dedicated taxing sources

Transit Capital Finance Plan Options

- Federal discretionary transit grants (New Starts)
- Toll credits
- Local revenue options in Washington
 - Taxes provided by HCT Act
 - Taxes and motor vehicle license renewal fees allowed for Transportation Benefit Districts
- Local revenue options in Oregon
 - Formula federal funds
 - State lottery funds
 - Private contributions
 - Existing revenue sources
- Cost allocation between C-TRAN and TriMet to be negotiated

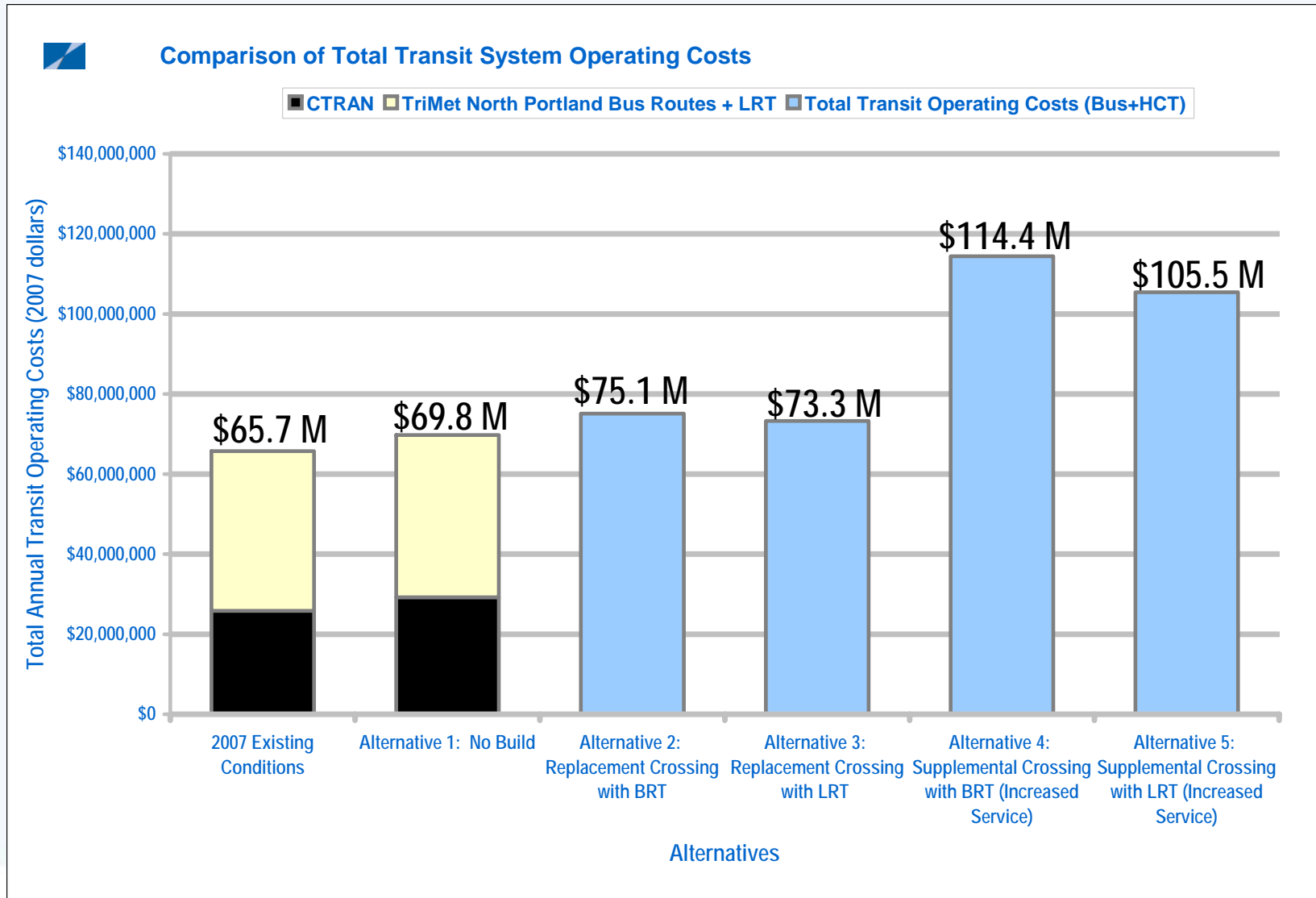
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Financing Transit Operating Costs



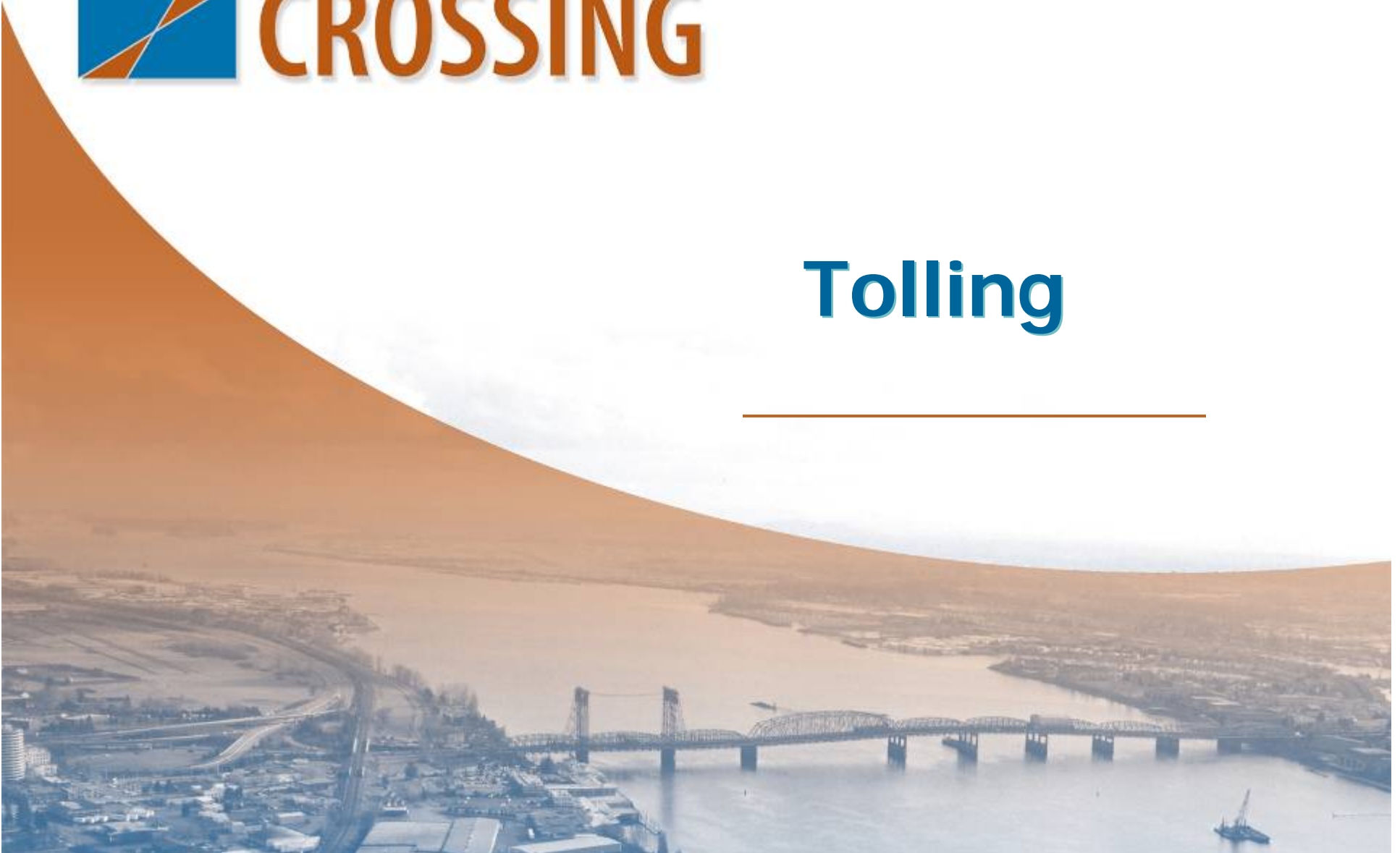
Findings

Total Transit Operating Costs



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Tolling



Electronic Toll Collection (ETC) – What is it?

- Cashless toll collection using electronic technology
- No toll booths/plazas
- No need to stop – almost “invisible” to drivers
- Vehicles “identified” for electronic payment



www.raytheon.com

ETC — How it works

- An inexpensive passive transponder or “tag” is placed on the vehicle windshield
- Roadway radio equipment “reads” each vehicle’s tag & debits toll from user’s account
- License plates of vehicles w/o transponders are photographed
 - License plate recognition used to identify vehicle owner or account
 - Allows for secondary payment options & violations processing



www.pbzepass.com

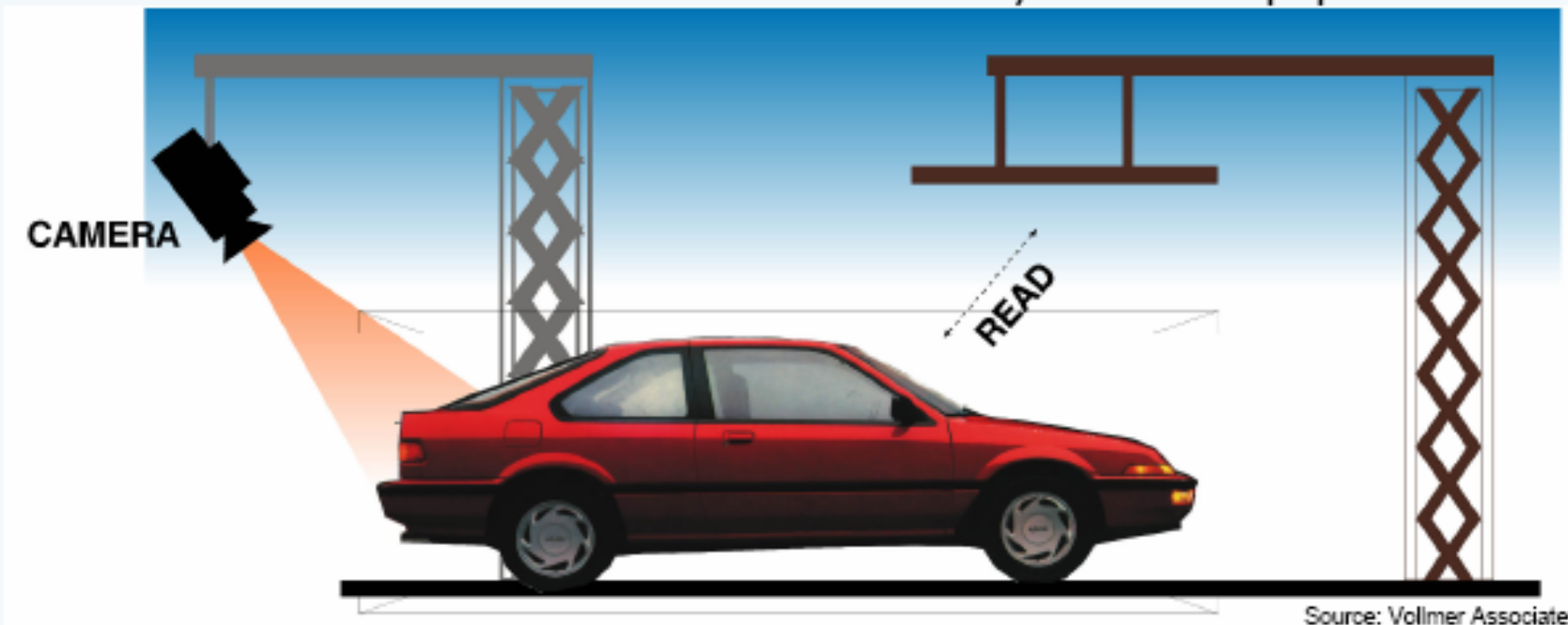


<http://transcore.com>



ETC — How it works

Vehicle transponder read by in-road equipment



Camera records license plate for "day pass" payment verification, billing, or violation processing if no transponder

Note: Additional front reading camera required for alternative payment or violation processing of large trucks/commercial vehicles

Advantages of 100% Full ETC

- No toll plaza required – minimal design constraints
- Free-flowing traffic/no delays or stopping at toll booths
 - Air quality, congestion and safety benefits
 - Surveys have found that stopping at toll plazas is the number one negative issue with toll roads
- More flexible; better facilitates multiple tolling objectives
 - Allows for variable pricing (or dynamic pricing) for traffic management or revenue yield purposes
 - Easier to toll both directions
- Cost of collection per transaction lower for transponders than a staffed toll booth – but likely higher for license plate recognition (especially if billing users)
- No cash handling and transport required

Examples of ETC Facilities: Stockholm Gantries



Cordon Gantries: Stockholm

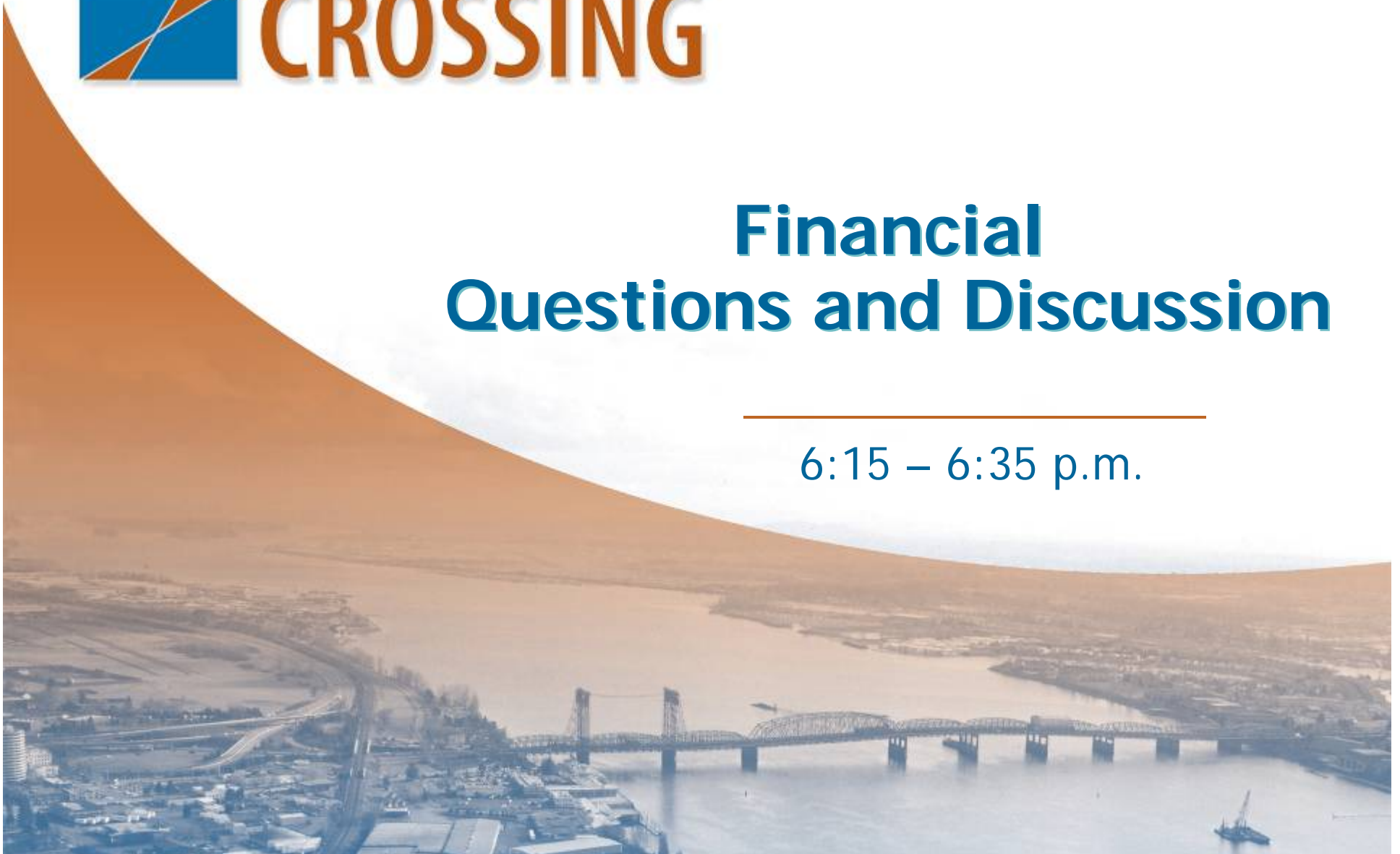


Source:
IBM

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Financial Questions and Discussion

6:15 – 6:35 p.m.



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Draft Locally Preferred Alternative

6:35 – 6:55 p.m.



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Closing Remarks

6:55 – 7:00 p.m.



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Next Meeting

April 17, 2008

4:00 pm – 8:00 p.m.

WSDOT, SW Region

Vancouver, WA

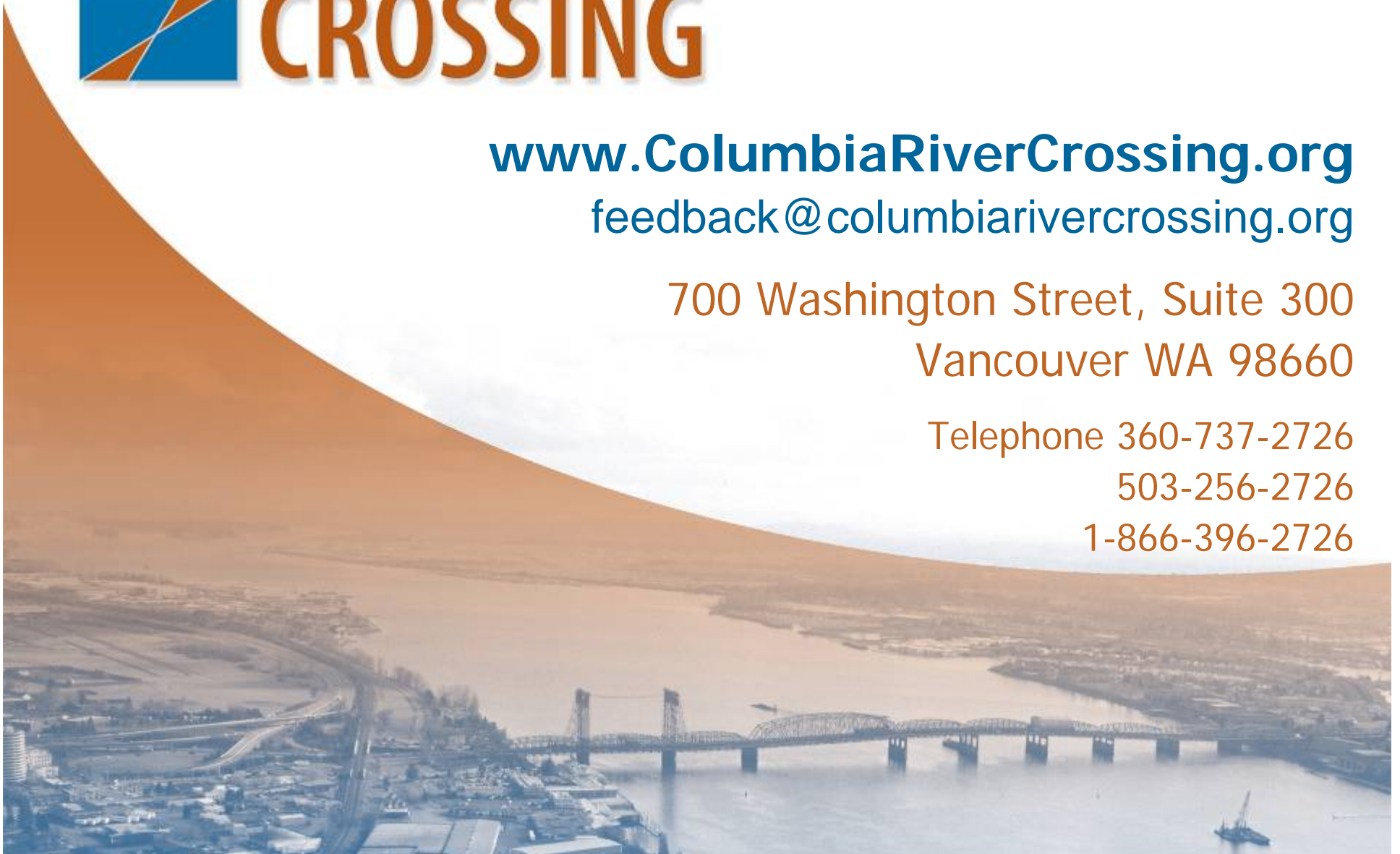


Columbia River **CROSSING**

www.ColumbiaRiverCrossing.org
feedback@columbiarivercrossing.org

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Vancouver WA 98660

Telephone 360-737-2726
503-256-2726
1-866-396-2726



MEETING: Columbia River Crossing (CRC) Task Force
DATE: November 27, 2007, 4:00pm – 8:00pm
LOCATION: Washington State Dept. of Transportation (WSDOT), 11018 NE 51st Circle., Vancouver WA

MEMBERS PRESENT:

Last Name	First Name	Organization
Adams	Sam	City of Portland
Armbruster	Grant	Portland Business Alliance
Bennett	Mike	City of Gresham
Brown	Rich	Bank of America
Burkholder	Rex	Metro
Byrd	Bob	Identity Clark County
Caine	Lora	Friends of Clark County
Cogen	Jeff	Multnomah County
Dengerink	Hal	Wash. State University- Vancouver
Dodds	Marie	Oregon/Idaho AAA
Frei	Dave	Arnada Neighborhood Association
Fuglister	Jill	Coalition for a Livable Future
Grossnickle	Jerry	Columbia River Towboat Association
Halverson	Brad	Overlook Neighborhood Association
Hamm	Jeff	C-TRAN
Hansen	Fred	TriMet
Hewitt	Henry	Stoel Rives, LLP
Isbell	Monica	Starboard Alliance Company, LLC
Knight	Bob	Clark College
Lookingbill	Dean	SW Washington Regional Transportation Council
Lynch	Ed	Greater Vancouver Chamber of Commerce
Malin	Dick	Central Park Neighborhood Assn.
Osborn	Dennis	City of Battle Ground
Overstreet	David	Washington AAA
Paulson	Larry	Port of Vancouver
Phillips	Bart	Columbia River Economic Development Council
Pollard	Royce	City of Vancouver
Russell	Bob	Oregon Trucking Association
Schlueter	Jonathan	Westside Economic Alliance
Strahan	Elson	Vancouver National Historic Reserve Trust
Stuart	Steve	Clark County
Sundvall-Williams	Jeri	Environmental Justice Action Group
Tischer	Dave	Columbia Pacific Building Trades
Valenta	Walter	Bridgeton Neighborhood Association
Walstra	Scot	Greater Vancouver Chamber of Commerce

Project Staff Present:

Ron Anderson
 Danielle Cogan
 Tom Cooper
 Doug Ficco
 Frank Green
 Heather Gundersen
 Jeff Heilman
 Ryan LeProwse
 Margi Lifsey
 Jay Lyman
 Tom Markgraf
 Meg Matthews
 Colin McConnaha
 John Osborn
 Peter Ovington
 David Parisi
 Mandy Putney
 Lynn Rust
 Carolyn Sharp
 Gregg Snyder
 Audri Bomar
 Kris Strickler
 Rex Wong

MEMBERS ABSENT:

Imeson	Tom	Port of Portland
Pursley	Larry	Washington Trucking Association
Schmidt	Karen	Washington Freight Mobility Strategic Investment Board
Zelenka	Tom	Schnitzer Group

Note: This meeting featured detailed information and graphics in the PowerPoint slide presentation and other meeting materials, available online at <http://www.columbiarivercrossing.org/ProjectPartners/TFMeetingMaterials.aspx>

1. Welcome and Announcements

Co-chair Henry Hewitt welcomed attendees and explained he would chair this meeting due to his absence at the previous meeting in Oregon. Don Wagner, WSDOT Southwest Region Administrator, thanked Task Force members for their commitment to the project to date. Wagner also thanked reporter Don Hamilton of *The Columbian* for his recent article and ongoing interest in the project. Wagner introduced Washington State Transportation Secretary Paula Hammond and Deputy Secretary Dave Dye who were in the audience.

2. Meeting Summary Approval

Action: The Task Force approved the draft summary of the June 26, 2007 Task Force meeting.

3. Project Schedule and Task Force Meetings

Co-chair Hewitt noted the next Task Force meeting will be January 22, 2008, for further consideration of information presented today. He said the group may also want to consider having an additional, informal workshop style meeting in December or January.

4. Project Overview

Kris Strickler, Deputy Project Director, briefly reviewed CRC accomplishments, including the Vision and Values Statement, Problem Definition, and Screening and Evaluation Framework. He also reviewed the five alternatives for the Draft Environmental Impact Statement (EIS). He recounted project benefits – including safer travel and improved design, more commuter choices, and better freight mobility – and discussed the upcoming key choices for bridge, transit, and highway improvements. Strickler discussed next steps for the near-term, including issuance of the Draft EIS and Draft Locally Preferred Alternative (LPA) in February 2008 and a 60-day public comment period, local board/council consideration from April to June, and adoption of the LPA in summer 2008. These milestones will be followed by a Final EIS in early 2009 and a Record of Decision in mid- to late-2009, with construction starting in 2010 at the earliest.

Questions and Discussion

Brad Halverson noted that the project would be in the middle of the public comment period when the Task Force makes its recommendation in March. Strickler replied that the March Task Force meeting was planned toward the end of the public comment period so staff will be able to bring the majority of the public comments to Task Force for consideration.

Lora Caine: Because the Supplemental bridge Alternatives (4 and 5) feature increased transit service compared to the Replacement bridge alternative, will it be more difficult to figure out the cost differences since it's like comparing apples to oranges? Co-chair Hewitt suggested that this was likely to be answered during the transit presentation.

5. Project Costs and Funding

Doug Ficco, Project Director, provided an overview of preliminary cost estimates which were released in October 2007. He explained the project's use of a cost risk assessment (CRA), which is an iterative process and a snapshot in time. Another CRA will be conducted in summer 2008. The total preliminary cost estimates for the project alternatives are \$3.1 billion to \$4.2 billion in year of expenditure dollars (2010-2017). Ficco discussed cost breakdown by project component. For detailed figures, please see the PowerPoint slide presentation accompanying Task Force meeting materials.

Ficco explained that the cost estimates factor in risks such as schedule delays and additional cost related to design changes. He noted potential sources of funding, including federal, state, regional and local, and tolling on Interstate 5 (I-5).

Questions and Discussion

Steve Stuart asked what tolling rate was assumed in staff estimates. Ficco replied it was on average \$1.50 each way during off-peak hours and \$2 to \$2.50 during peak hours. Stuart asked how much revenue could be raised annually. Ficco said it ranges from \$1.1 billion to about \$1.4 billion. Actual toll rates have not been determined at this time.

Rich Brown asked how much the issue of cost should factor into the Task Force's final recommendation. Ficco replied that if their recommendation exceeds the amount of money that can be generated to pay for the project, that will require some adjustments. He said there may be areas in the future where costs can be cut.

Dave Tischer asked if there has been discussion of using a public-private partnership as a funding source such as was used for the Tacoma Narrows Bridge or the Portland Airport MAX line. Ficco said it's part of the discussion and that both departments of transportation might consider it. Secretary Hammond added that WSDOT started the Tacoma Narrows project as a public-private partnership 10 years ago, but that the Washington legislature now allows only public financing to be used. Still, she said the door is open on concepts for some form of partnership in the future for CRC.

Dave Frei asked Ficco to explain and provide an example of context sensitive design. Ficco said it involves how the bridge blends with the community and can be used with interchange and arterial street design. Frei asked if it's the kind of thing that will come up later during detailed design and discussion of mitigation. Ficco said yes and that this is an issue to be addressed by the CRC Community and Environmental Justice Group.

Mike Bennett asked about the impact of the CRC project for jurisdictions in the region who are competing for federal funds for other transportation projects. Bennett said there's a perception that it's the same source of money that jurisdictions are seeking for other projects. Ficco replied that the CRC project does compete for different sources of money and was recently designated a federal "Corridor of the Future" and could receive up to \$15 million.

Scot Walstra asked if in-water work windows present a risk to the construction schedule. Ficco said the project is only allowed by regulatory agencies to do in-water work during some months of the year. The project is trying to increase that work window to reduce cost and schedule impacts. Jerry Grossnickle commented that the in-water work window is more flexible than some realize if you work with the National Marine Fisheries Service. Ficco noted that the project's Interstate Collaborative Environmental Process (InterCEP) includes that agency and others, and coordination is ongoing.

6. Bridge and Highway Findings

Bridge Findings

Ron Anderson, Deputy Consultant Project Manager, briefly reviewed features of the bridge and highway options in the Draft EIS alternatives. He showed draft visualizations of Replacement and Supplemental bridge options, including computerized simulations of both. He discussed features of the alternatives, including a design option for the southbound bridge that is described as "transit in a box." This option would locate high capacity transit inside the bridge structure, below the roadway.

Next, Anderson presented key technical findings about the bridge choice. Preliminary findings show the Replacement bridge performs better than the Supplemental bridge on most of the values measured, including improved transportation performance, safer traffic design features, lower seismic risk, less impact to Hayden Island, a safer and more direct navigation route, and others. The Supplemental bridge alternative performs better in two areas – cost and impact to historic resources.

Anderson reviewed the evaluation criteria matrix and referred Task Force members to their packets.

Highway Traffic Findings

David Parisi, Transportation Planning Task Lead, reviewed existing traffic patterns before providing traffic-specific findings. He discussed traffic modeling and forecasting for future travel demand and traffic congestion. The project looked at traffic operations in a 23-mile long area from Ridgefield in north Clark County to the Marquam Bridge in Portland, including the project area.

Next, Parisi showed traffic-specific findings using a series of eight speed profile charts demonstrating traffic speeds and congestion in the 23-mile area, comparing conditions in the year 2005 with those forecast for 2030 under No Build conditions, a Replacement bridge scenario, and a Supplemental bridge scenario.

Parisi said the Supplemental option (northbound) would see extra congestion due to a split in the design of the highway and an inability to accommodate traffic entering I-5 from Marine Drive and Hayden Island. The Supplemental bridge alternative would accommodate less traffic than the Replacement bridge alternative, though both the Replacement and Supplemental options would still experience some congestion due to “downstream” bottlenecks in the Portland area near I-405 and the Rose Quarter.

Parisi then described the forecasted number of person trips across the river (for the four-hour afternoon peak). For I-5 northbound, compared to existing conditions, the No Build scenario would increase person trips by only 11 percent. Compared to No Build conditions, the Replacement bridge would increase person trips by 46 percent and the Supplemental bridge by 16 percent. For I-5 southbound, compared to existing conditions the No Build scenario would increase person trips by 17 percent. Compared to No Build conditions, the Replacement bridge would increase person trips by 29 percent and the Supplemental bridge by 31 percent, the latter being higher because of increased transit service included as part of that alternative.

Compared to a No Build condition, replacing or supplementing the I-5 bridges, providing high capacity transit, and requiring a vehicular toll would bring about several results. These include decreased traffic congestion on I-5, similar or lower traffic volumes on I-5, slightly increased traffic volumes on I-205, and some cross-river trips not being made.

Traffic safety

Parisi said current conditions involve high crash rates. A Replacement bridge would address most of the current safety issues, and the Supplemental would address some nonstandard features while retaining the bridge lift.

Local Street Performance

Parisi said the build alternatives would generally result in similar or reduced arterial traffic volumes compared to the No Build condition. However, the Supplemental bridge would result in some congestion on local streets at Hayden Island and Marine Drive because of the highway split. It would not be possible to make a connection to I-5 from downtown Vancouver with the Supplemental option and traffic downtown would double there. Regarding high capacity transit effects, Main Street traffic would increase, but person throughput through downtown would improve. High capacity transit vehicles would be added to downtown Vancouver streets. Under bus rapid transit (BRT), the number of buses would triple in downtown Vancouver versus the number of light rail trains.

Pedestrian and Bicycle Facilities

Both alternatives would improve pedestrian and bicycle pathways across the river. The Replacement option would provide a continuous connection through the project area, while the Supplemental option would require users to navigate at-grade streets and intersections at Hayden Island.

Questions and Discussion

Walter Valenta asked to review the southbound Replacement bridge slide. Valenta said many people in Portland think that the project merely shifts the bottleneck farther south. Hewitt said that the I-405 interchange will continue to be a bottleneck with or without the CRC project unless ODOT and other Oregon agencies address it. Parisi noted that the project would not shift the bottleneck. Much of the increased traffic from the project area will dissipate before it reaches I-405, so it would not make the problem worse. Valenta emphasized his concern that people will ask why the region is bothering to spend money if it isn't going to address all of the congestion issues. Dengerink said that the same concern exists in Vancouver, but the issue at hand is to take care of the problem in the Bridge Influence Area. Solving I-405 is a separate issue and not an excuse to ignore I-5. Hewitt said it's clear that I-405 needs to be addressed, but this project isn't the one to do it. Valenta wanted to know whether the facts point to the idea that the money needs to be spent to take cars off the road because the speed conditions demonstrate that it may never be possible to build the region out of congestion. Anderson said that the addition of high capacity transit will improve conditions.

Further, the bridge will be built to last 150 years and traffic flow could be even further improved if ODOT adds another lane going south of the Delta Park area.

Sam Adams asked why congestion is lower on the Replacement bridge than the Supplemental. Parisi said in addition to improving interchanges and ramp spacing, there are other factors. The Supplemental bridge features a lot of turbulence and bottlenecking northbound due to traffic using on-ramps and off-ramps and the proposed split in the roadway south of Marine Drive to accommodate the Supplemental bridge. A northbound Replacement bridge would have three through lanes and up to three auxiliary lanes, which could clear congestion, but the Supplemental would have only three through lanes and one auxiliary lane.

Steve Stuart asked to see a congestion model that goes as far north as La Center, Wash., to account for the proposed casino that would draw Portland traffic. He also asked what percentage of northbound traffic in the 2030 model was using the high occupancy vehicle (HOV) lane. Parisi said he'd have to get back to Stuart with the numbers, but that the model assumes the existing northbound HOV lane will still be in place and shows it to be at capacity and no longer providing a benefit in travel time savings. Stuart reiterated Valenta's point about the southbound bottleneck on I-405 and said he heard the same thing about Delta Park. Stuart said I-405 needs to be part of the overall package because people who use I-5 are not paying just for crossing the bridge but for using the whole highway to get to work. He thinks there is room for an auxiliary lane between Delta Park and I-405. Parisi said there were issues about right of way because several crossings would need to be rebuilt. Stuart said he's heard that there is a solution and he wants it considered.

Jill Fuglister asked about the vehicle-trip comparison slide. She thinks that the region wants to reduce vehicle miles traveled (VMT), so wouldn't it be better to serve fewer vehicles? Parisi said there would be fewer trips across the river under the Replacement bridge and even fewer under the Supplemental. Under the Replacement bridge, peak period VMT would increase by four one hundredths of one percent. Under the Supplemental, it would increase by four tenths of one percent. On a daily basis however, overall VMT would likely decrease. The peak period would experience a minor VMT increase, most of which is due to a shift in trips from I-5 to I-205, a slightly longer trip. Parisi added that the best way to reduce VMT is to toll both bridges or use an alternative tolling rate. Fuglister also asked for more details about different crash rates under each scenario. Parisi said that under No Build conditions, the crash rate could increase 80 percent over existing conditions.

Bob Knight asked about the performance of the Supplemental bridge. Does the 10-15 percent lower cost include total life cycle costs and operations and maintenance costs? Anderson confirmed that operations and maintenance costs are included. *[Note: Subsequent review indicates that although operations and maintenance costs have been calculated, they were not included in the preliminary estimate.]*

Dennis Osborn asked about the 2030 speed profiles. Is there a way to measure the difference or combine the graphs (a percentage breakdown) between the speed studies for the No Build and the Replacement alternatives? Parisi said staff would look into it.

Jeff Hamm asked whether an extra southbound HOV lane would help with the hours of congestion around I-405.

7. Transit Mode Findings

Gregg Snyder, Transit Task Manager, started with an overview of all the transit modes previously considered, then reviewed features of bus rapid transit (BRT) and light rail. He described the transit components of alternatives 1-5. For the Supplemental bridge alternatives, staff increased transit service, based on a recommendation from CRC's Fourth Alternative Subcommittee, to make up for reduced highway capacity.

Snyder described scenarios for transit service in 2030 and the key findings for BRT and light rail. Under BRT, one main difference would be almost twice as many buses using the guideway under the Supplemental alternative as under the Replacement alternative. Key findings include the fact that BRT has lower capital and higher operating costs, whereas light rail has higher capital and lower operating costs. The increased transit service with the Supplemental bridge alternatives do not significantly or proportionately increase transit ridership. The Supplemental alternatives could be repackaged without increased transit service at some point in the future.

Snyder talked about transit delay and reliability. Based on surveys of existing and potential transit riders, schedule reliability is one of the most important attributes of transit for both urban and commuter markets. All of the build alternatives reduce transit vehicle delay by 90 percent or more. Snyder showed travel times from 39th and Main Street to downtown Portland's Pioneer Square; travel times would be six minutes faster under light rail because of the lack of a transfer (40 minutes for light rail versus 46 minutes for BRT). Today, 52 percent of bi-state riders make two or more transfers. Under a Replacement bridge with light rail, 47 percent of riders would not have to transfer at all. Under a Replacement bridge with BRT, all riders would have to make one or more transfers.

Snyder reviewed characteristics of the urban and suburban commuter transit markets. Suburban trips tend to be weekday, peak hour trips by commuters. Urban trips more often include shopping, recreational, medical appointments throughout the day and shorter in distance. By 2030, about 36 percent of bi-state transit trips will come from suburban Clark County. The suburban commuter market is growing over time because of the growth of employment in downtown Vancouver. This will also attract more ridership from Oregonians. Light rail is projected to draw more cross-river transit riders than BRT.

Total transit operating costs will be significantly lower under the Replacement bridge and will not increase much over current 2007 operating costs. Transit capital costs are higher for light rail and higher overall for either supplemental bridge alternative. Replacement bridge alternatives present greater efficiencies in operating costs per transit rider.

Transit capital costs are shown in ranges in order to account for different potential terminus locations (full length vs. minimum operable segment), mode (BRT vs. light rail), and level of transit service. Using standard Federal Transit Administration evaluation methodologies, the annualized cost per transit rider shows that a Replacement crossing with light rail is most cost effective.

Snyder reviewed the results of technical analyses of the transit modes. Overall, light rail performed better against the evaluation criteria.

Questions and Discussion

Henry Hewitt talked about the format for questions and said staff will send guidelines via email for how to ask questions that could not be posed tonight. He also suggested having staff answer the questions received tonight and posting the questions and answers on the CRC Web site once per week. A link could then be emailed to the Task Force members so everyone could review the questions and responses. He encouraged the Task Force to stay on course with questions and asked staff to keep responses brief.

Rex Burkholder expressed his appreciation for the work conducted by the CRC staff, because it provides the Task Force and other decision makers with clear data about the different options.

Brad Halverson echoed Burkholder and thanked Hewitt for his suggestions about ways to process questions and answers. He then asked how many daily transit trips are being made across the river from Clark County today. Snyder said it was less than 5,000 trips right now.

Sam Adams asked how the two transit modes compare in terms of anticipated future transit-oriented development in Vancouver.

Mike Bennett asked if operating costs included money for future bridge repairs. Snyder said it did not include the maintenance of the bridge itself, but that the bridge was included in the cost estimates elsewhere.

Dick Malin asked whether the cost of security on high capacity transit will be addressed, since it isn't included in the evaluation criteria. He asked if it would be addressed by the project or a local jurisdiction.

8. Transit Alignment Findings

Snyder reviewed the transit alignments under consideration, outlining key choices on Hayden Island, in downtown Vancouver, and north of downtown Vancouver. He also explained the concept of "transit in a box" in which high capacity transit would be placed inside the open midsection of a concrete segmental bridge. He described the different choices between the full length alignments and minimum operable segments. There will be further discussion of the minimum operable segments at January's meeting.

Snyder reviewed the key findings for each alignment. In general, the Vancouver alignment performed the same as or better than the I-5 alignment, according to the CRC evaluation criteria. The number of transit river crossings and the travel times would be similar for each. The Vancouver alignment serves a number of urban markets, including high density residential and commercial development. The I-5 alignment would serve mostly low density residential areas and public facilities.

Next, Snyder discussed capital and operating costs. The capital cost for the Vancouver alignment is \$180 to \$200 million lower than the I-5 alignment due to its shorter length and the I-5 alignment's need to shift the highway to the west. Operating costs are also lower for the Vancouver alignment by about \$900,000. The Vancouver alignment could also be constructed in a shorter amount of time.

Questions and Discussion

Lora Caine asked whether capital costs consider property acquisitions. Snyder responded that they do and explained that the I-5 alignment could require more whole parcel acquisitions than the Vancouver alignment.

Brad Halverson asked about transit in a box. He wanted to know if it has been done before and if the transit guideway would be within the bridge structure for the entire river crossing. Ron Anderson said it has been built in other places around the world, but not in the United States. Transit in a box may or may not work in the CRC project, he said, but it will continue to be studied as a design option. Anderson said the HCT alignment would be on its own elevated structure on Hayden Island, then enter the structure on the south shore of the river before exiting around downtown Vancouver. He compared it to a double deck bridge similar to the Marquam.

Elson Strahan asked how the different transit options impact the number of piers and structures in the river. He also wanted to know how easy it would be for transit to fit inside a "box" – whether there were designs that would work with a tunnel-type structure. Anderson responded that the design could have fewer environmental impacts and potential for cost savings because there would be fewer piers. Regarding flexibility for future use, it hasn't been analyzed yet. He compared it to operating transit in a tunnel.

Royce Pollard thanked the staff for their efforts in thinking outside the box and said the city is very interested in this design concept because of the aesthetic benefits to the city of Vancouver.

Jill Fuglister asked about the demographics of the markets served by the two different alignments.

Steve Stuart asked about the environmental benefits and cost-saving potential of transit in a box, because he thought there were also benefits for the waterfront since the design opens up access to the shoreline.

9. Public Comment

- Terry Parker asked for a complete line-by-line cost breakdown for each mode of travel. He wants non-motorized users to pay tolls for their portion of the project. He compared choice of vehicle travel to freedom of expression and said that the project should not discriminate against any user. Tolling should end when the project is paid for. He suggested using the existing spans for an arterial bridge. Parker also asked to recognize the historical nature of the bridge by naming the new structure after Samuel Hill. He also asked about the light rail bottleneck at the Steel Bridge and how additional HCT would affect congestion.
- Joe Esmonde from the International Brotherhood of Electrical Workers (IBEW) said he represents 4,000 electrical workers and wanted to put them on record supporting the bridge crossing with light rail because it supports good jobs in construction trades and helps build the economy.
- Paul Rollins, a Washington resident, said the plan seems to benefit Oregon. He supports the No Build option because he says the real solution is to keep people working in the regions where they live. He sees the project as enabling Oregon to feed their state economy at the expense of southwest Washington. The project's money should be spent bringing business to southwest Washington.
- Jim Howell questioned the projected number of trips in CRC's *Purpose and Need Statement* because of issues like oil prices and climate change. He suggested looking at something other than a highway solution and suggested "transit and tolls." Variable tolls and congestion pricing could help reduce the problem, he said, but only in tandem with strong transit service.

- Sharon Nasset asked about the specific geographic definition of the Bridge Influence Area. She distributed a handout for the Task Force **[Appendix 1]**.
- Walt Keeney is an interstate fleet operator. He stated his support for the Replacement bridge but is concerned about transit alignments in Vancouver and their impacts on truck routes from the Port of Vancouver to I-5. He said traffic will be a nightmare and that there will be conflicts and collisions between light rail and freight if the rail operates at-grade.
- Cynthia Thornton-Tang voiced concerns about her Vancouver neighborhood (Lincoln) and impacts from the proposed park and ride. She described the neighborhood served by the Gateway park and ride in Portland and compared it to the Lincoln neighborhood. She compared it to a three-story Super Wal-Mart in their neighborhood: it is completely out of scale, she said.
- Richard Thomas directed his comments to light rail supporters on the Task Force. He said that light rail isn't the answer for the future because it is based on outdated technology. He said light rail doesn't serve more than a small percentage of the population, is expensive, and affects property values.
- Bob Koski said the area doesn't appreciate the urgent need for the Replacement bridges. He said the lift span and the seismic vulnerabilities are reason enough to replace it immediately. He said that CRC might wind up like Proposition 1 in Seattle because it is forcing high capacity transit on Clark County voters who do not want what officials insist upon building. He asked for a county-wide vote on the Locally Preferred Alternative in 2008. He also asked for measures to be adopted that would ameliorate the financial impacts on Clark County commuters who might have to pay tolls on top of the taxes they send to Portland.
- Merilee Graham spoke on behalf of the Esther Short Neighborhood Association and its Noise Impact Abatement Committee. She expressed concerns about the seismic vulnerabilities of the existing bridge. She also said the current bridge creates a noise impact for downtown residents because of the cannons being fired to deter starlings from nesting on the bridge. She supports a downstream bridge design. She hopes that the truck routing issue in Vancouver will be addressed, and said the truck routes are now being enforced near Esther Short Park.

10. Public Involvement Summary

Hewitt said that all communications between the Task Force and CRC staff should go to Danielle Cogan, CRC Communications Manager.

Cogan discussed public involvement highlights from June to November, 2007. She recounted activities of CRC advisory groups focused on community and environmental justice, freight, pedestrian and bicycle issues, and urban design. Cogan mentioned a transit tour and roundtable discussion hosted in October in which neighborhood and business representatives from Portland and Vancouver shared lessons learned in light rail construction. Finally, Cogan reviewed highlights of public comment related to the project's October open houses. Most open house attendees supported the Replacement bridge and light rail. The transit alignment results were less definitive. More details can be found in the public comment reports from June to October and also from the October open houses (please see Task Force meeting materials).

Questions and Discussion

Brad Halverson regretted that the No Build alternative was not included in the comment forms. Cogan replied that the project could include that in all future comment forms. Halverson thought it would help elucidate the 20 percent of respondents who gave no answer on the bridge choice question.

Jeri Sundvall-Williams thanked staff for their public involvement work and said it finally feels like there is some genuine public outreach being done. Cogan thanked the Community and Environmental Justice Group for their work in this regard.

Henry Hewitt asked for a little more information on the advisory group activities planned for 2008. Cogan said she could come back with more detailed information in January.

Elson Strahan said he felt there have been a lot of answers to Task Force members' questions and a very good level of staff responsiveness to the environmental justice concerns and those of the Historic Reserve.

Jill Fuglister asked if the Task Force will see more information on topics including air quality and health impacts, distribution of benefits and impacts, natural resource management issues, carbon emissions and fossil fuel consumption levels. Hewitt asked staff to consider these topics for the next meeting in January.

Rex Burkholder asked how the Task Force will form its recommendation.

Lora Caine asked the difference between a higher I-5 toll and increased transit service under the Supplemental bridge alternative. Strickler said the CRC Fourth Alternative Subcommittee outlined the different aspects of those alternatives, including variable tolling levels and increased transit services and fewer lanes. Caine asked why higher tolls were studied only on the Supplemental alternative and not the Replacement. Ron Anderson said staff could come back and provide more detail on that. He said transit ridership details could be further optimized, but that staff probably know what would happen based on what they've already modeled.

Jeri Sundvall-Williams would like to make a specific proposal to staff and both state governors regarding a community enhancement fund. Co-chairs suggested she give her proposal to staff member Danielle Cogan.

Brad Halverson said it would be much easier to make transparent decisions on an "apples to apples" basis, including additional transit, tolls, and so on. He also asked for a future presentation on pedestrian and bicycle connectivity across the river comparing Supplemental vs. Replacement bridge options.

11. Closing Remarks and Adjourn

Henry Hewitt closed by saying that the January 2008 meeting will be an opportunity for further discussion. He said Task Force members represent various constituencies and should consult with them in advance of the next Task Force meeting to share that input.

Jeff Hamm asked staff to discuss their draft finance plan at January's Task Force meeting.

Jerry Grossnickle asked for the precise location of piers for each alternative and their relationship to the barge channels.

Mike Bennett said the costs of this project will have to be shared regionwide and that it's important to remind everyone's constituencies of the regional benefit.

Dick Malin asked to see more information on tolling and what it might cost to cross the bridge in the future.

Next Meeting

January 22, 2008

4:00 – 7:00 p.m.

Hilton Vancouver

301 West 6th Street, Vancouver, WA

Public Involvement and Outreach

Columbia River Crossing public outreach activities have grown and evolved with the project development process. Since March 2006, project staff has engaged more than 10,000 community members in conversation about the project at more than 350 events during work days, evenings and weekends. This is the equivalent of one event every two days.

In early 2008 the project will release the Draft Environmental Impact Statement (EIS) and the Draft Locally Preferred Alternative (LPA). Public involvement and outreach will be centered in helping the community obtain and understand the Draft EIS and learn about the ways to comment on the information. The project has and will continue to use the following strategies to reach the public to inform, educate, and receive feedback about the Columbia River Crossing project:

- Advisory groups
- Discussions and presentations with neighborhood and business associations, civic clubs, community organizations, faith groups, labor unions, and schools and university classes
- Community meetings such as design workshops, open houses, and transit roundtables
- Meetings with potentially affected property owners
- Information booths at street fairs, festivals, celebrations, and farmers markets
- Comprehensive web site
- Monthly email news to more than 2,500 people
- Printed materials such as fact sheets, postcards, and project newsletter
- Traveling displays
- Media briefings

Columbia River Crossing Advisory Groups

The Columbia River Crossing project has several advisory committees which ensure that project staff is educated about how project designs and decisions would affect the larger community.

Community and Environmental Justice Group

To achieve the goal of meaningful public involvement in the project development process, Columbia River Crossing formed the Community and Environmental Justice Group (CEJG). The members of the CEJG come from neighborhoods in the project area and include environmental justice communities (low-income, African American, Latino), one liaison from the CRC Task Force, and five at-large members. They represent the diverse interests and perspectives of Vancouver, Portland and Hayden Island neighborhoods potentially affected by the project.

The group has met 21 times in the last 16 months to discuss environmental evaluation of air quality and noise, review CRC outreach and public comment activities, and review technical reports produced by the project.

Early in 2008, CEJG will provide guidance and review of outreach and public comment activities for the DEIS public comment period. Later in the year, CEJG will work with project staff to identify opportunities for community engagement as the Locally Preferred Alternative is refined for the Final EIS. Monthly meetings are anticipated throughout the year.

Freight Working Group

Ten representatives from the freight community inform project staff about issues and highway improvements related to freight mobility and safety.

The Freight Working Group (FWG) met six times in 2007 to review freight-related components to highway design, help prepare a report on truck travel conditions along I-5, identify freight issues and concerns, and provide advice on highway design in critical locations including the Marine Drive, SR 14, and Mill Plain Boulevard interchanges.

In 2008 the FWG will continue to focus on proposed design issues related to truck movement.

Pedestrian and Bicycle Advisory Committee

The 25-member Pedestrian and Bicycle Advisory Committee (PBAC) guides the development of improvements for people who walk or ride bicycles in or through the project area. PBAC was formed in 2007 and met nine times to recommend how facilities and connections could improve pedestrian and bicycle circulation.

The committee developed design standards for pedestrian and bicycle paths in the bridge influence area, provided input to the project about potential outreach activities, and developed evaluation criteria for an improved pedestrian and bicycle facility.

In 2008 the group plans to further refine pathway connection needs and provide input on pedestrian and bicycle considerations at key interchanges, on streets along the transit alignments, and at transit stations.

Urban Design Advisory Group

The Urban Design Advisory Group (UDAG) provides guidance to the CRC project on the appearance of bridge, transit and highway designs. This bi-state group is led by Vancouver Mayor Royce Pollard and Portland Commissioner Sam Adams. The 14 members from Oregon and Washington contribute diverse professional and community perspectives on a variety of topics including architecture, aesthetic design, cultural and historic resources, community connections, and sustainability.

Since March 2007, the group has discussed factors of project design such as height and vertical clearance requirements, marine and air navigation, and concurrent local planning efforts. The group has prepared draft design guidelines and discussed expectations and aspirations for the final design of the project. The members have met in sub groups to discuss design issues specific to the highway and interchanges in Washington and Oregon.

The group will meet three times in early 2008 to prepare final recommendations for design guidelines for the bridge, highway, and interchanges. After the LPA is released and preliminary engineering advances, the group will reconvene to discuss more detailed design elements

Overview:

The Columbia River Crossing (CRC) project's Draft Environmental Impact Statement (EIS) is planned for release in February 2008. The Draft EIS describes the effects of five alternatives on the natural and built environment, and also includes a chapter on financing options. The financial plan scenarios outlined in the Draft EIS Financial Analysis chapter demonstrate the potential exists to fund, operate and maintain a highway and transit project that costs \$3.1 to \$4.2 billion.

The purpose of this Finance Plan Summary is to provide a quick overview of the capital and operating costs, revenue options, and financial plan scenarios required for funding the CRC project. Information in this summary is preliminary and subject to change. Over the next year the project's finance plan will be developed and refined in stages of increasing detail.

Background:

The bi-state and multi-modal characteristics of the CRC project add complexity to the preparation of the finance plan while allowing for some flexibility to shift capital costs and funding sources between highways and transit, as well as between agencies. There is additional flexibility to phase construction of the project to adjust to varying revenue streams.

Project design is estimated to be less than 10 percent complete for the alternatives being evaluated in the Draft EIS. Many factors will influence the final design which will in turn help narrow the cost estimates and jurisdictional responsibilities. Selection of the locally preferred alternative is an important factor in completing the financial plan.

CRC Capital Costs:

The CRC project is estimated to cost \$3.1 – 4.2 billion in year of expenditure dollars, depending on the highway and bridge alternative selected, and the potential range of risks and uncertainties that could influence the final estimate. The years of expenditure are 2010-2017. The cost breakdown by project component is described in the table on the next page.

The Draft EIS finance chapter contains a comprehensive menu of options for future project funding, including existing and new highway and transit funding sources. Funding sources will be refined and confirmed **after** the project selects a locally preferred alternative in August 2008.

The tables on the following pages show preliminary scenarios for the highway and transit capital finance plans. These scenarios will be refined in future project development stages.

Preliminary Cost Estimate**\$3.1 to 4.2 billion***
(year of expenditure dollars)**Cost Breakdown by Component:****Total I-5 Highway Related Costs**Replacement Bridge \$2.85 to \$3.04 billion
Supplemental Bridge \$2.66 to \$2.81 billion**High Capacity Transit – Full Length (I-5 and Vancouver alignment options)**Bus Rapid Transit \$0.67 to \$0.98 billion
Light Rail \$0.85 to \$1.15 billion**High Capacity Transit – Short Terminus**Bus Rapid Transit \$0.52 to \$0.59 billion
Light Rail \$0.60 to \$0.69 billion**DRAFT - Highway Capital Finance Plan Scenarios: ^a**

Crossing and Highway Toll Option	Replacement				Supplemental			
	Toll ^b		No Toll		Toll ^c		No Toll	
Cost Estimate ^d :	Low	High	Low	High	Low	High	Low	High
Capital Cost Estimate	\$2,846	\$3,043	\$2,846	\$3,043	\$2,658	\$2,813	\$2,658	\$2,813
SOURCES								
Existing State Revenue ^e	\$20	\$20	\$20	\$20	\$20	\$20	\$20	\$20
Federal Discretionary Funds ^f	\$400- \$600	\$400- \$600	\$400- \$600	\$400- \$600	\$400- \$600	\$400- \$600	\$400- \$600	\$400- \$600
Toll Bond Proceeds	\$1,070- \$1,350	\$1,070- \$1,350	\$0	\$0	\$910- \$1,160	\$910- \$1,160	\$0	\$0
Contribution from State and Regional Sources	\$876	\$1,073	\$2,226	\$2,423	\$878	\$1,033	\$2,038	\$2,193
	\$1,356	\$1,553	\$2,426	\$2,623	\$1,328	\$1,483	\$2,238	\$2,393
Total	\$2,846	\$3,043	\$2,846	\$3,043	\$2,658	\$2,813	\$2,658	\$2,813

^a Costs and revenues are shown in millions of year-of-expenditure dollars.^b The toll rates for the Replacement Bridge vary by time of day, with a \$2.00 (in 2006 dollars) toll during peak periods for passenger cars with transponders.^c The toll rates for the Supplemental Bridge alternative are similar to the Replacement Bridge, except that the peak-period toll for passenger cars with transponders is \$2.50 (in 2006 dollars).^d Low cost estimate is the 60% confidence estimate from the risk assessment, which is sometimes viewed as the most likely schedule and cost. The high cost estimate is the 90% confidence estimate from the risk assessment.^e From WSDOT's Transportation Partnership Account; equalization of project development costs by ODOT will be addressed in future refinements to the finance plan.

DRAFT - Transit Capital Finance Plan Scenarios: Full Length Transit Alternatives

HCT Mode	BRT				LRT			
HCT Alignment	I-5		Vancouver		I-5		Vancouver	
Cost Estimate	Low	High	Low	High	Low	High	Low	High
Capital Cost Estimate (Replacement and Supplemental Bridge)	\$863- \$939	\$918- \$981	\$669- \$744	\$725- \$778	\$1,045- \$1,103	\$1,108- \$1,148	\$850- \$906	\$881- \$946
Capital Finance Plan Scenarios								
FTA New Starts Grant	\$750	\$750	\$669	\$725	\$750	\$750	\$750	\$750
C-TRAN Local Funds ^a	\$102- \$170	\$151- \$208	\$0- \$0	\$0- \$25	\$265- \$317	\$322- \$358	\$88- \$137	\$115- \$171
TriMet Local Funds	\$12- \$19	\$17- \$24	\$0- \$0	\$0- \$4	\$30 - \$36	\$37- \$41	\$13- \$20	\$16- \$25
Total	\$863- \$939	\$918- \$981	\$669- \$744	\$725- \$778	\$1,045- \$1,103	\$1,108- \$1,148	\$850- \$906	\$881- \$946
Toll Credits ^b	\$0- \$60	\$0 - \$16	\$0- \$134	\$127- \$145	\$0- \$0	\$0- \$0	\$25 - \$70	\$0 - \$45
C-TRAN Sales and Use Tax Rate ^c	0.14%- 0.23%	0.18%- 0.25%	0.00%- 0.00%	0.00%- 0.03%	0.35%- 0.42%	0.38%- 0.43%	0.12%- 0.19%	0.14%- 0.20%

Note: Costs and revenues are in millions of year of expenditure dollars, rounded to nearest million, and may not add due to rounding.

^a Cost allocation between C-TRAN and TriMet to be negotiated; current methodology assumes costs will be split based on relative lengths, with either state boundary or Jantzen Beach station being used as dividing point.

^b Toll credits do not directly contribute funds to construct the project; they are only used to offset statutory match requirements.

^c Assumes C-TRAN district-wide tax base; if a sub-district approach is selected, the tax rates in the sub-district would have to be proportionately higher.

DRAFT - Transit Capital Finance Plan Scenarios: Short Terminus Transit

HCT Mode	BRT				LRT			
Terminus Option	Mill		Clark College		Mill		Clark College	
Cost Estimate	Low	High	Low	High	Low	High	Low	High
Capital Cost Estimate	\$519	\$594	\$555	\$594	\$596	\$628	\$654	\$689
Capital Finance Plan Scenarios								
FTA New Starts Grant	\$519	\$594	\$555	\$594	\$596	\$628	\$654	\$689
C-TRAN Local Funds ^a	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TriMet Local Funds	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$519	\$594	\$555	\$594	\$596	\$628	\$654	\$689
Toll Credits ^b	\$104	\$119	\$111	\$119	\$119	\$126	\$131	\$138
C-TRAN Sales and Use Tax Rate ^c	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%

Notes: Costs and revenues are in millions of year-of-expenditure dollars and are rounded to nearest million. Numbers may not add due to rounding.

^a Cost allocation between C-TRAN and TriMet to be negotiated; current methodology assumes costs will be split based on relative lengths, with either state boundary or Jantzen Beach station being used as dividing point.

^b Toll credits do not directly contribute funds to construct the project; they are only used to offset statutory match requirements

^c Assumes C-TRAN district-wide tax base; if a sub-district approach is selected, the tax rates in the sub-district would have to be proportionately higher.

CRC Operations and Maintenance (O&M) Costs:

Highways:

Initial estimates were made of operations and maintenance costs associated with the physical facilities over a 40-year period, such as landscaping, sign repair and replacement, guardrail repair and replacement, painting, pavement marking, snow removal, movable span operation (for the Supplemental Bridge), incident response, lighting, power supply, and similar costs. This analysis assumes that if the bridge is tolled, all such highway and bridge O&M costs would be paid for by toll revenues.

Transit:

The high capacity transit (HCT) alternatives require operations of an HCT line that crosses state and transit district boundaries, resulting in certain unique operations-related and cost-sharing issues to be addressed as the project progresses.

In general, operations and maintenance costs for light rail are lower than for bus rapid transit (BRT). With the Replacement Bridge alternative, C-TRAN's marginal O&M costs range from \$2.3 to \$4.8 million per year in 2007 dollars. The sales and use tax rate required to pay the marginal transit costs associated with all Replacement Bridge alternative would be less than 1/10th of 1 percent. C-TRAN's marginal costs with the light rail alternatives would be \$0.8 to \$1.9 million less than BRT. The marginal costs to TriMet's O&M costs would be \$0.9 million or less for all the alternatives, and the light rail alternatives would be up to \$0.5 less than BRT.

C-TRAN's marginal increase in transit O&M costs associated with the Supplemental Bridge alternatives would be significantly higher than with the Replacement Bridge alternative. This is primarily due to the way in which the Supplemental Bridge alternative was defined, with a substantial increase in transit service to reduce highway traffic capacity needs on and near the I-5 Bridge. The service level increases would require sales and use tax as high as 8/10th of 1 percent in the C-TRAN district, just for O&M. The O&M costs increases to TriMet would be minor.

Implementation Issues:

Implementation of each of the financial plan scenarios requires several levels of governmental approvals, each with its own timeframe.

For transit, to obtain the federal discretionary New Starts grant, the project must receive a sufficient rating based on established criteria and FTA must approve and, after congressional review, execute a full funding grant agreement. If toll credits are used, WSDOT must formally allocate the needed amount to the project. To secure the Washington local transit contribution to transit capital match, if needed, and for O&M, the HCT systems and finance plan, including the associated tax levy, must be approved by the voters in the C-TRAN district or applicable sub-district. To secure the Oregon transit contribution, the TriMet Board must approve the project, if only TriMet funds are used, or, if additional revenues are required, the applicable governing board must approve the supplemental funding source.

Tolling the I-5 Bridge

Columbia River Crossing (CRC) is a bridge, transit and highway improvement project for I-5 between Vancouver and Portland.

The project will improve conditions on I-5 by:

- Preventing combined north and southbound congestion from lasting more than 15 hours each weekday
- Providing reliable high capacity transit service
- Improving safety on the I-5 bridge and highway
- Moving goods more efficiently for a healthy economy
- Providing safe and direct access across the Columbia River for pedestrians and bicyclists

The total preliminary capital cost estimates for the project alternatives are \$3.1 billion to \$4.2 billion in year of expenditure dollars. Year of expenditure dollars are assumed to be 2010 – 2017, when the dollars are projected to be spent.

Will tolls be used as a way to fund the Columbia River Crossing project?

The Oregon and Washington departments of transportation anticipate tolling will be part of any funding package for the CRC project. Additional funding will come from federal, state and regional sources.

How much will the toll be?

The project staff does not yet know. The toll could change depending on revenue needs, whether travel occurs during peak or off-peak hours and to keep pace with inflation. Project staff analyzed the current CRC alternatives under consideration using a range of toll amounts for a one-way trip: \$1 – \$2.50 in 2006 dollars (or \$1.31 – \$3.28 in 2017, the year a new bridge is expected to open). When tolls were collected on the existing I-5 Bridge, 40 cents was charged, or about \$2.60 in today's dollars. The Tacoma Narrows Bridge recently opened with a \$3 toll for a round trip, and \$1.75 for motorists who use the *Good to Go!* electronic payment system.

How will tolls be collected?

The CRC project is planning to use the most current electronic technology available that will not require toll booths. One example includes overhead card readers that detect a credit card-sized transponder in each vehicle and automatically deduct the toll payment from the user's account. Another option is a license plate reader. User accounts could be linked to a credit or debit card, or they could be prepaid.

Electronic tolling is used on the Tacoma Narrows Bridge. Motorists open accounts and receive an electronic *Good to Go!* transponder card to place on their windshield.

Who will pay the tolls?

Specific toll policies have not yet been established. In recent studies, private passenger vehicles and trucks were assumed to be tolled.

What if I don't have an account? Will I still be charged a toll?

Any toll collection system will include methods to collect tolls from regular commuters, as well as infrequent highway users.

Will charging tolls cause drivers to divert to other roads such as I-205?

It is possible, though with congestion on I-205, transportation planners don't anticipate much diversion. When construction is completed, the I-5 corridor will be less congested than today. A toll will likely encourage the use of carpooling, transit, biking or traveling at a different time of day.

How can I comment on the project?

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