

MEETING:	Portland Working Group
DATE:	Wednesday, March 10, 2010 4 - 6 p.m.
LOCATION:	Jantzen Beach SuperCenter Community Room 1405 Jantzen Beach Center • Portland The Community Room is located inside the mall across from the carousel, next to the Radio Shack store.

TIME	TOPIC	PRESENTER
4:00 – 4:10	Welcome	Chris Novotny, CRC
4:10 – 4:30	Moving Forward	
4:30 – 4:40	Vancouver Alignment Update	Steve Witter, CRC
4:40 – 5:20	Transit Orientated Develop (TOD)	Jillian Detweiler, TriMet
5:20 – 5:25	IAMP Workshop	Andrew Johnson, ODOT
5:25 – 5:30	Public Comments	
5:30 – 5:35	What’s Next	Steve Witter
5:35 – 6:00	Upcoming Meetings, Close	Chris Novotny



OFFICES OF THE GOVERNORS

CHRISTINE O. GREGOIRE
WASHINGTON

THEODORE R. KULONGOSKI
OREGON

February 16, 2010

The Honorable Tim Leavitt, Mayor
City of Vancouver
P.O. Box 1995
Vancouver, WA 98668

The Honorable Sam Adams, Mayor
City of Portland
1221 Southwest 4th Avenue, Room 340
Portland, OR 97204

The Honorable Steve Stuart, Chair
Board of Clark County Commissioners
P.O. Box 5000
Vancouver, WA 98666

The Honorable David Bragdon, President
Metro Council
600 Northeast Grand Avenue
Portland, OR 97232

Dear Mayors Leavitt and Adams, Commissioner Stuart, and President Bragdon:

Thank you for your letter of January 19, 2010 and your continued commitment to the Columbia River Crossing (CRC) project. We value your advisory role in shaping a project that is essential to maintaining our economic vitality and enhancing the livability of the communities in our two states. Interstate 5 is a major economic corridor for both states and the entire West Coast. We feel strongly this project must move forward without delay.

Working with your communities, Oregon and Washington have invested years and millions of dollars studying and planning this project. It will alleviate congestion, reduce greenhouse gas emissions, and improve the safety and freight mobility of important commerce traveling through our states. These investments have resulted in a one-of-a-kind project ready to receive significant national support. The Oregon and Washington federal delegations are positioned in key leadership roles to leverage substantial federal resources for this project as Congress begins to debate key appropriations and reauthorization bills.

We believe the CRC is an important investment that will strengthen the economy of the entire Pacific Northwest because of its critical importance as the major north-south transportation link of the western United States. This project will improve the flow of commerce and goods, and create green transportation alternatives for commuters. In addition, it will create more than 20,000 critically-needed jobs in the region. This project cannot afford delays. We are directing our Departments of Transportation to move forward, as scheduled, to deliver a published FEIS in early fall to allow a Record of Decision on the refined Locally Preferred Alternative as planned.

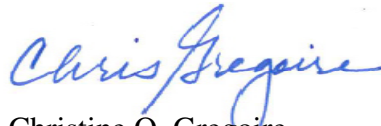
The Honorable Tim Leavitt
The Honorable Sam Adams
The Honorable Steve Stuart
The Honorable David Bragdon
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All of the CRC project partners share your goals of assuring the public trust and confidence in this project. As you have indicated, the project is complex and has a broad variety of partners and stakeholders. We have heard concerns from other partners and stakeholders regarding implementation and the time and costs associated with your proposals to restructure project delivery.

In order to accomplish the goal of building public trust and confidence, we will convene an expert review panel, similar to that used in Washington State to review the Alaskan Way Viaduct and State Route 520 projects in 2006. The panel will be asked to assess the financial and implementation plans for the CRC. It will also review and evaluate key objectives and associated performance measures in order to guide decisions on the project and its operation after construction. Panelists will include national experts with experience in design and management, cost estimation, mitigation planning, and management of large urban transportation projects. We believe this process will respond to the goals stated in your letter and will do so in a way that does not delay the project schedule. Our Departments of Transportation have also assured us that they will continue to work collaboratively with project partners to address the technical issues listed in your letter.

The citizens of this region have watched our two states discuss and plan for a new bridge for over 20 years and they expect us to proceed. We look forward to working with you and are available to meet and discuss this project with you at any time.

Sincerely,



Christine O. Gregoire
Governor, State of Washington



Theodore R. Kulongoski
Governor, State of Oregon

cc: Members of the Project Sponsors Council

Governors take initiative in crossing debate

Gregoire and Kulongoski order states to push ahead with design of new Columbia River Crossing



Files/The Columbian

The Columbia River Crossing project has reached a critical juncture, with many decisions to be made before the target construction date.

By **Erik Robinson**
Columbian staff writer

Originally published February 17, 2010 at 2:25 p.m., updated February 17, 2010 at 8:54 p.m.

The planned Columbia River Crossing will move forward without further delay, Washington and Oregon's governors wrote in a letter to elected officials.

Washington Gov. Chris Gregoire and Oregon Gov. Ted Kulongoski, responding to a letter from local elected officials calling the current CRC design "unacceptable," said they will appoint an independent panel to analyze the work completed to date.

"The citizens of this region have watched our two states discuss and plan for a new bridge for over 20 years, and they expect us to proceed," Gregoire and Kulongoski wrote.

The governors responded to a Jan. 19 letter from Vancouver Mayor Tim Leavitt, Portland Mayor Sam Adams, Clark County Commissioner Stev Stuart and Metro council President David Bragdon. The four elected officials, who all serve on the CRC's 10-member Project Sponsors Council, said they supported a new Interstate 5 bridge but they warned the governors that they wanted more local control and a review of the design and financing of a 10-lane bridge, five miles of freeway improvements and a light-rail extension to Vancouver.

But the governors made it clear they intend to push the project forward toward construction beginning in 2012.

"Interstate 5 is a major economic corridor for both states and the entire West Coast," the governors wrote in the letter dated Tuesday. "We feel strongly this project must move forward without delay."

Planners in the bistate crossing's Vancouver office will begin circulating drafts of a voluminous environmental study on the project by the end of this month, with time enough for two federal transportation agencies to publish a formal Record of Decision by the end of this year — just in time for both state legislatures' 2011 sessions and for Congress to reauthorize the federal six-year transportation funding bill.

"This project cannot afford delays," Kulongoski and Gregoire wrote. "We are directing our Departments of Transportation to move forward, as scheduled."

Leavitt said he was pleased with the governors' response, noting that planners with the bistate CRC office in Vancouver have agreed to work with local government representatives to review the project.

"They responded favorably to our request for a stronger partnership," said Leavitt, who was elected mayor after campaigning to fight tolls on the new bridge.

Leavitt, who wants a new bridge, agreed with the governors on the importance of a timely review.

• Read the governors' letter [here](#)

• Read the letter from local officials [here](#)

"The reality is, we need to have our ducks lined up so that once that transportation legislation is finally addressed in Washington, D.C., we're ready and waiting for an assignment of dollars for the project," Leavitt said.

The broad outline of the crossing project — a replacement bridge with light rail — received the conditional support of city councils, transit agencies and metropolitan planning organizations on both sides of the river in June and July 2008.

Gregoire and Kulongoski are stepping in now to take control of the process.

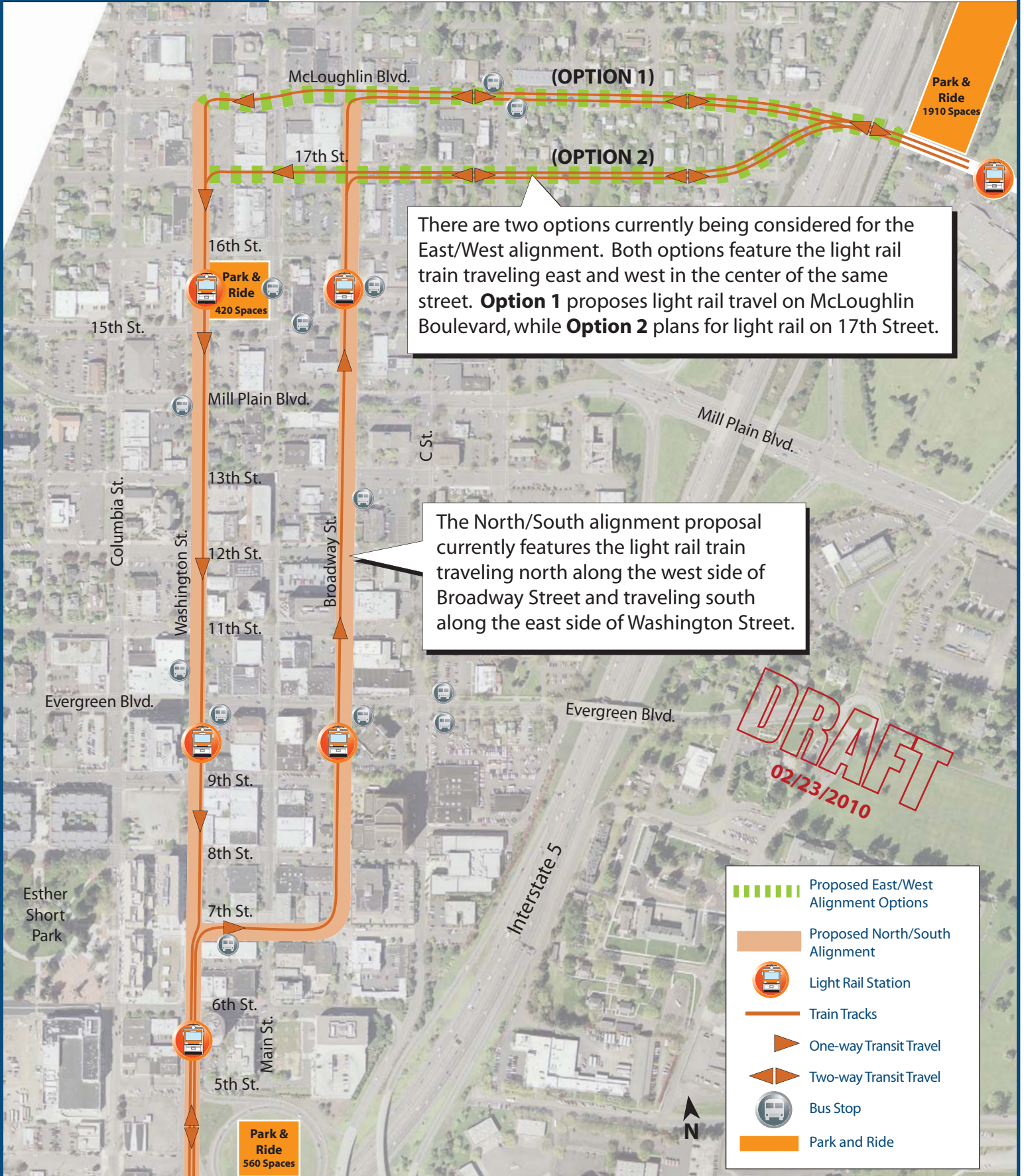
The governors directed their respective state transportation departments to incorporate a series of refinements proposed by engineers in November. Those refinements generated an estimated savings of \$650 million on the \$4.2 billion project, but Adams and Bragdon had balked at accepting the refinements when the sponsors council met in December.

Among other problems, the refinements raised the possibility of Hayden Island losing its lone grocery store and gas station.

The governors rejected the local officials' request to allow local governments to hire and supervise an expert review panel; instead, the governors themselves will convene a group of experts.

"An expert panel is only as good as who hires them and what questions they ask," Bragdon said. "This fits a pattern of not allowing any independent scrutiny of the project."








Potential Downtown Vancouver Light Rail Alignment



There are two options currently being considered for the East/West alignment. Both options feature the light rail train traveling east and west in the center of the same street. **Option 1** proposes light rail travel on McLoughlin Boulevard, while **Option 2** plans for light rail on 17th Street.

The North/South alignment proposal currently features the light rail train traveling north along the west side of Broadway Street and traveling south along the east side of Washington Street.

DRAFT
02/23/2010

-  Proposed East/West Alignment Options
-  Proposed North/South Alignment
-  Light Rail Station
-  Train Tracks
-  One-way Transit Travel
-  Two-way Transit Travel
-  Bus Stop
-  Park and Ride



Transit –Oriented Development: Trends, Policies, Projects



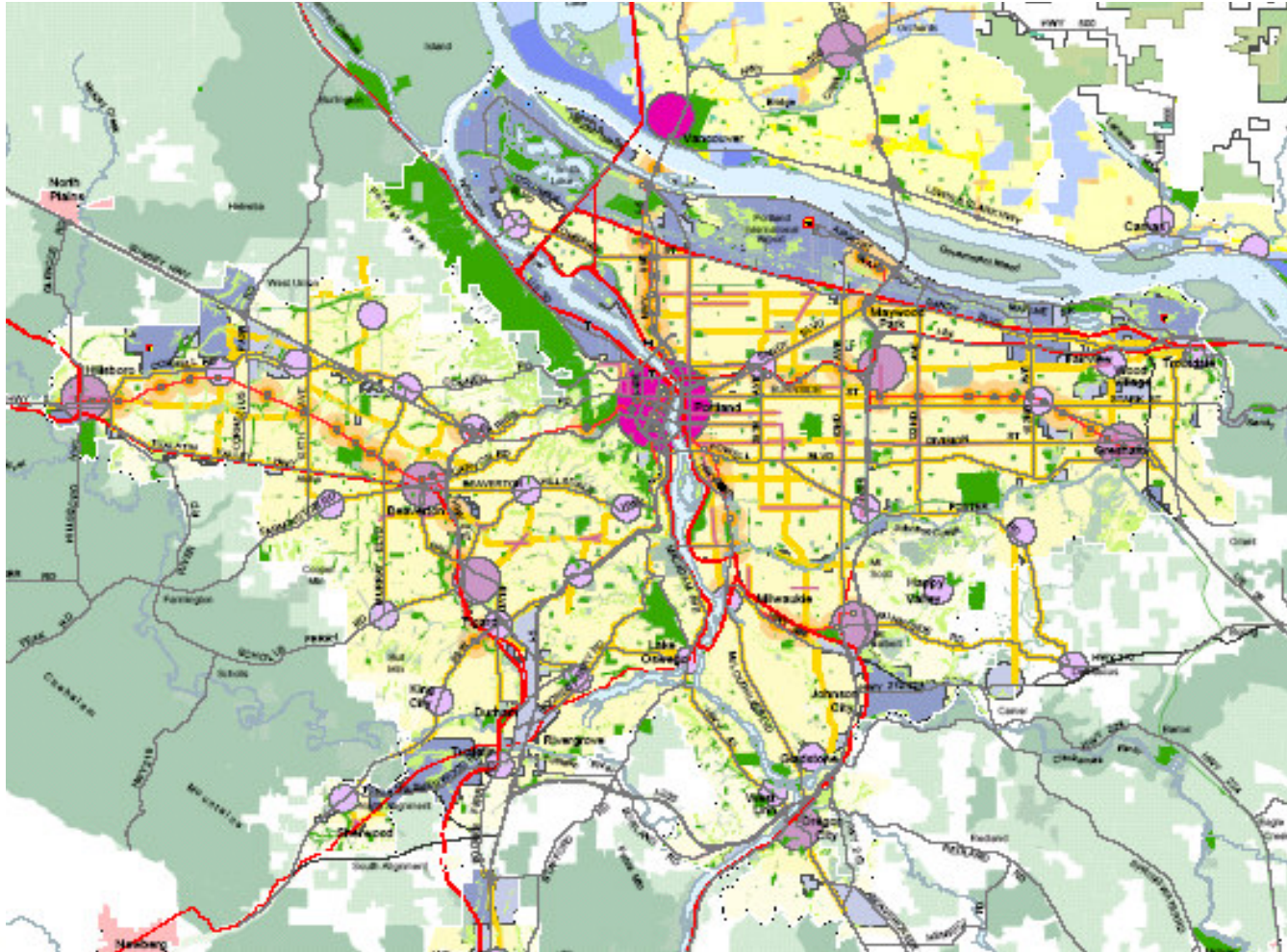
CRC Portland Working Group

March 10, 2010

Things look different here



Growth Concept



Rail attracts investment

- \$7 billion in new assessed value along MAX light rail
- Development $\frac{1}{4}$ mile from stations is 65% more dense than site with same zoning one-mile outside station areas
- The rate of development in station areas is 69% higher

Why TOD?

Land conservation

Congestion

Climate change

Unstable energy
prices

Demographics

Commerce and
culture

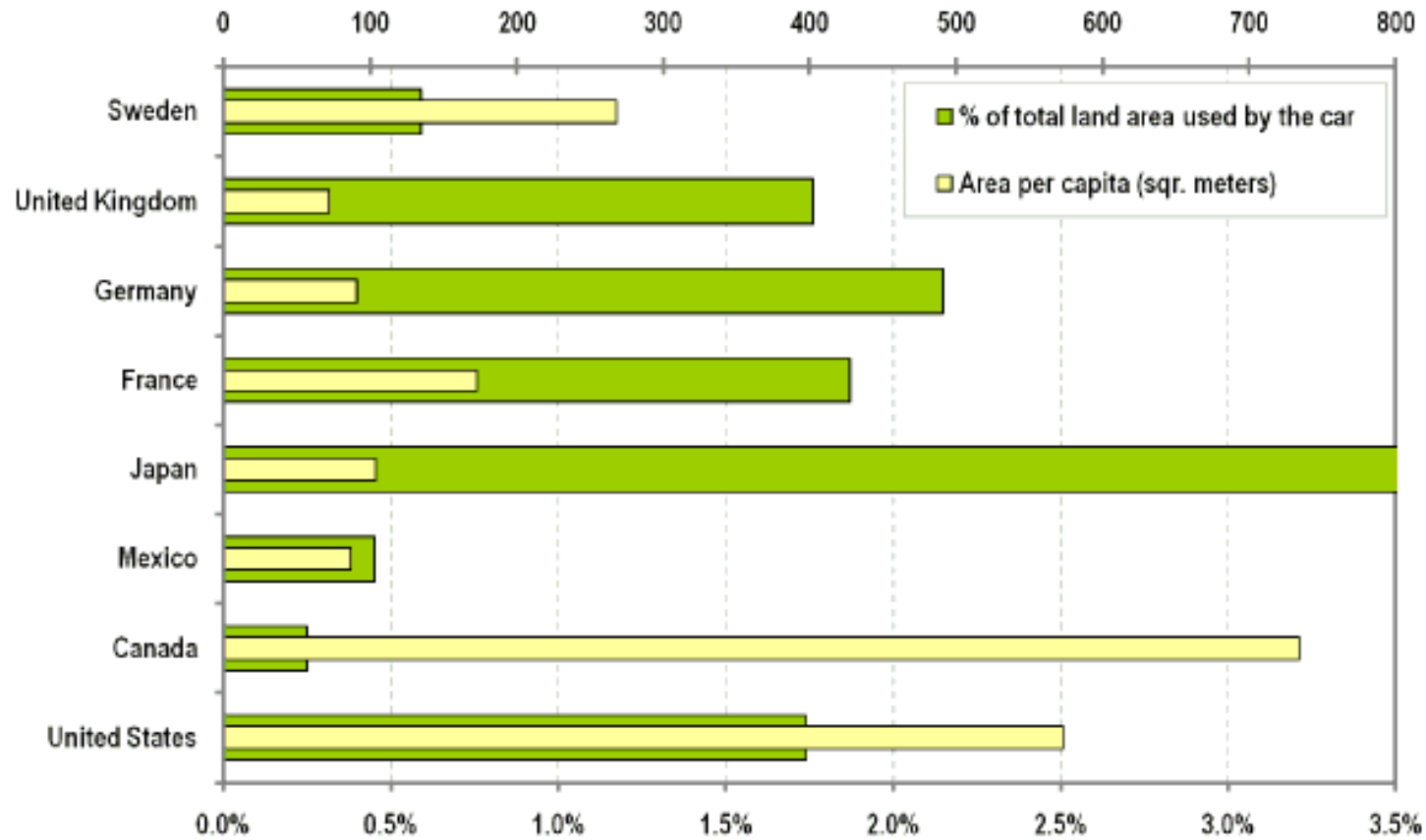
Place-making

Health

Affordability

Choice

Land Consumption



Congestion

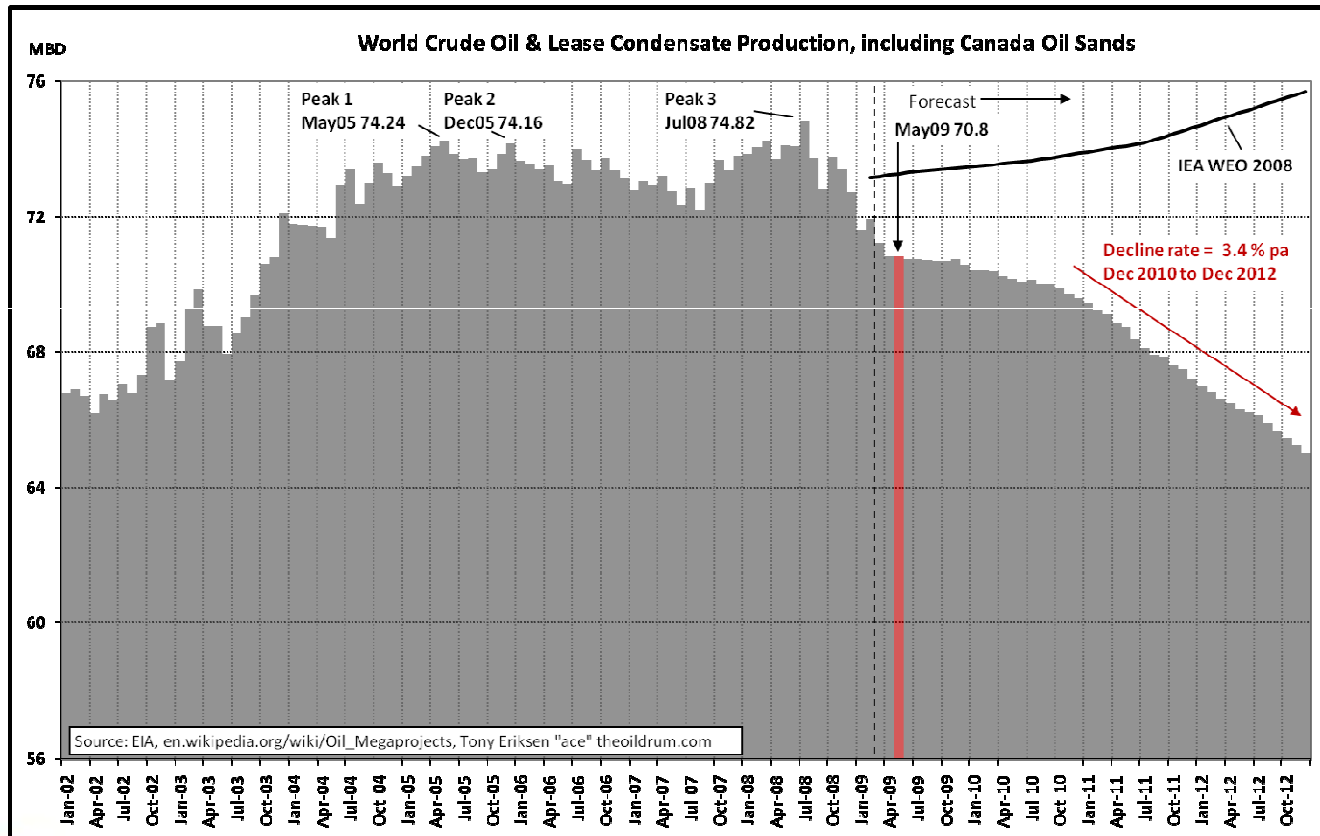
Americans spend more than 100 hours commuting to work each year.

In 2007 the cost of traffic congestion was \$87.2 billion in wasted fuel and lost productivity, or \$750 per traveler. By contrast, the cost of congestion in 1982 was only \$16.7 billion, adjusted for inflation, or \$290 per person.

Climate Change

Motor vehicles are responsible for almost a quarter of annual US emissions of carbon dioxide (CO₂), the primary global-warming gas. The US transportation sector emits more CO₂ than all but three other countries' emissions from all sources combined.

Unstable Energy Prices



Demographics

Household size is shrinking

Baby boomers are aging

The traditional nuclear family that made up 40 percent of households in 1970 now comprises less than 24% of households

Continuing diversity



Commerce and Culture

In the 1960s less than five percent of the U.S. population was part of the creative class which is now 26 per cent.



Place-making

"Over the past 80 years we have been building cities for cars much more than for people. If only children had as much public space as cars, most cities in the world would become marvelous."

Enrique Penelosa, Mayor, Bogata



Health

American Journal of Preventive Medicine found that every additional 30 minutes a person spends in a car translates into a 3% greater chance of obesity; each kilometer walked per day brings a 4.8% reduction.

Riding the bus is 170 times safer than automobile travel, according to National Safety Council data.



Affordability

Individuals who ride public transportation can save on average \$9,215 annually based on the March 3, 2010 national average gas price and the national unreserved monthly parking rate.





Choice

“I have options to live my values” is the way one focus group participant put it. And that comment was echoed by many other participants.



Transit-Oriented Development: TriMet Policy

- Maximize ridership growth
- Increase productivity
- Develop partnerships with jurisdictions, agencies and the private sector.



Joint Development Process

- Land acquisition
 - Determine development goals, program
 - Solicit and select development team
 - Negotiate development agreement
 - Seek FTA approval
 - Monitor and support project
- 

Fair return to transit

54 units x 6.66 trips/day

x 18% capture rate

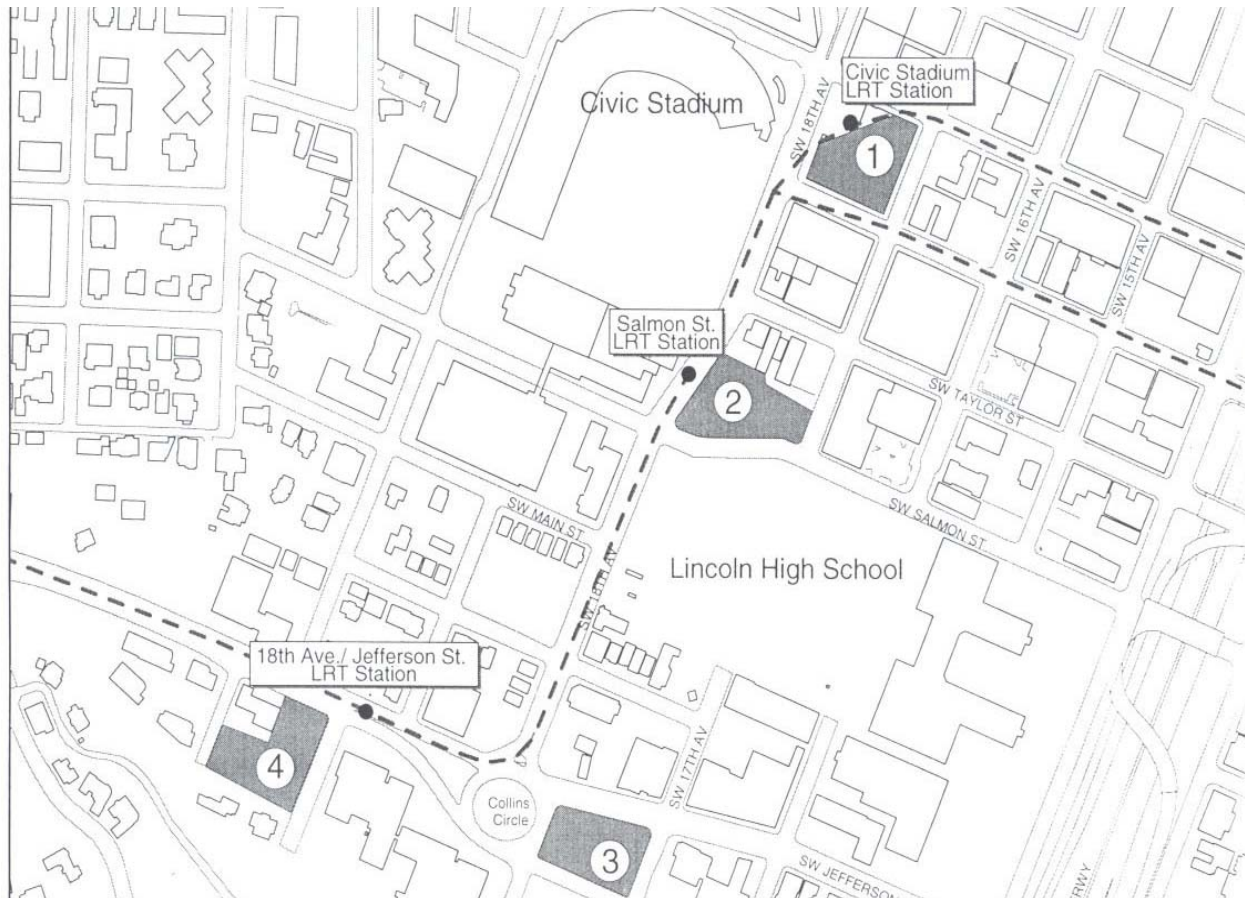
x 347 days occupied

x 1.03 average fare =

\$23,137/ year

NPV 30 yrs = \$430,919

Examples: Goose Hollow Sites





Arbor Vista

27 condo
units

1.05 parking
spaces/unit
under the
building

Completed
1998



Collins Circle

125 apartments

7,500 sq. ft. retail

.8 parking ratio

Completed 2001



Patton Park

54 Units

3,000 square feet
commercial

.7 parking ratio

Completed 2009





Portland Community College at Willow Creek

60,000 Square feet

Classes and services from 8 am
10 pm

Completed 2010





New Opportunities

Market?

New Starts criteria?

Sustainable Communities Partnership
among HUD, EPA and DOT?



For more information:

Download the **Community Building Sourcebook** at
www.trimet.org/pdfs/publications/

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