



Revised Meeting Agenda

MEETING TITLE: Project Sponsors Council
DATE: March 6, 2009, 10 a.m. – 12 p.m.
LOCATION: Washington State Department of Transportation, SW Region
11018 NE 51st Circle, Vancouver, Washington 98662

TIME	AGENDA TOPIC
10:00 - 10:10 a.m.	Welcome and Introductions
10:10 a.m.	Number of Lanes: <ul style="list-style-type: none">• Review of Mobility Council Concept• Number of lanes recommendation
11:45 a.m.	Next Steps
	Adjourn
Next Meeting: June 5, 2009, location to be determined	

TRANSIT DIRECTIONS from PORTLAND:

From Downtown Portland, take C-TRAN Express Bus #164 to the Fisher's Landing Transit Center. Transfer to Bus #80 (Van Mall/Fisher's) eastbound to 49th and 112th Avenue. WSDOT SW Region Headquarters is 2 blocks north of this bus stop.

TRANSIT DIRECTIONS from VANCOUVER:

From Downtown Vancouver take C-TRAN Bus #4 (Fourth Plain) eastbound to the Vancouver Mall Transit Center. Other buses to Vancouver Mall are #32, 72, 44 and 78. From the Mall Transit Center, transfer to Bus #80 (Van Mall/Fisher's) eastbound to 49th and 112th Avenue. WSDOT SW Regional Headquarters is 2 blocks north of this bus stop.

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 Draft Meeting Summary

MEETING TITLE: Project Sponsors Council (PSC)
DATE: February 6, 2009, 10:00 am – 12:00 pm
LOCATION: Oregon Department of Transportation, 123 NW Flanders St., Portland OR

ATTENDEES:

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

STAFF:

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

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

Welcome and Meeting Summary Approval

Co-chair Henry Hewitt welcomed PSC members and the audience. The draft meeting summary from Jan. 9 was approved with no changes.

Number of Add/Drop Lanes Summary

Recap by CRC on public outreach on number of lanes

Danielle Cogan, CRC communications manager, provided an overview of public comments received on the topic of the number of add/drop lanes. She referenced the memo titled *Public comments on add/drop lanes, Oct. 1, 2008 – Jan. 26, 2009*, included in the members' materials.

Cogan said the project has been working with the CRC Community and Environmental Justice Group (CEJG) since September 2008. The CEJG has indicated their preliminary support for 12 lanes because it performs best based on hours of congestion, effects on Hayden Island, and other factors. The project has received letters in support of 12 lanes from the CRC Freight Working Group and the Federal Highway Administration. They support 12 lanes for reasons of safety, function, and freight mobility.

Response by CRC to outstanding questions

Richard Brandman, CRC project director, reviewed portions of the document titled *Action Items from Jan. 9, 2009 Project Sponsors Council Meeting*, organized by category, below.

Tolling

Brandman said the Washington legislature has to authorize individual projects to be tolled. In Oregon, no special legislation is required for the placement of tolls. Tolling is a complex issue, he said, and the project intends to have a thorough conversation both with PSC members and the public. There are

potential policy objectives such as congestion pricing. Regarding the question of how proposed tolls on I-5 relate to the number of add/drop lanes, the project will analyze a number of toll rates and scenarios. For modeling purposes to date, the project has assumed a toll of \$2 peak and \$1 off-peak in each direction. The number of lanes issue is more related to safety and operations than to the question of tolls. If both I-5 and I-205 were tolled, it would create more traffic on I-5 than if only I-5 were tolled, Brandman said.

Paula Hammond, Washington Secretary of Transportation, said there will be a comprehensive tolling analysis and that it is still early to talk about specific toll rates and whether to toll both I-5 and I-205.

Co-chair Hal Dengerink requested more information on how different toll scenarios affect the time frame, rather than just bridge to bridge.

Fred Hansen, General Manager of TriMet, asked if there is anything that prohibits the tolls from supporting a “sinking fund.” Secretary Hammond replied that Washington’s tolling policy allows for construction, maintenance, and operation of the facility. There would need to be a policy discussion, she said, about whether “extra” money collected from tolls could be used for transit or other needs.

Portland Mayor Sam Adams asked for clarification about whether the state of Oregon has a specific tolling policy. Matthew Garrett, ODOT Director, said there are still policies being discussed at the Oregon Transportation Commission.

Metro Council President David Bragdon asked whether the project is receiving help from an outside consultant on tolling. Brandman answered that the project has employed national experts on both the modeling side and the financial aspects of tolls.

Mayor Adams discussed the notion that a toll price doesn’t always have significant influence on peak demand. He said that during a fact finding trip to Stockholm, Sweden, Portland officials found something very different. He asked whether the project’s experts are limited to expertise in tolling, bonds, and revenue. Or does the project also have experts related to changing behaviors with tolls, where the tolls are located, and so on? Secretary Hammond said the modeling and financial experts work together to test scenarios. Mayor Adams asked Secretary Hammond to confirm that the analysis will take into account the uniqueness of having both the I-5 and I-205 bridges to consider.

Matthew Garrett, Director of the Oregon Department of Transportation, said he was intrigued by the field trip to Sweden (referred to by Mayor Adams) and how it reflected a regional transportation system. But the toll there was very high, Garrett said, near \$50.

Council President Bragdon said the \$50 toll that Garrett referred to was for a 20-mile crossing between Sweden and Denmark. Mayor Adams was referring to an urban congestion pricing system, Bragdon said. In Sweden, they implemented the toll to test the public’s response to it, then removed the toll, then put the toll back on because the public saw the value they were getting with the toll and how much better the system performed.

Mayor Adams asked staff to clarify a comment that an incremental increase in toll prices wouldn’t have much effect on demand. Brandman said this answer is based on the modeling performed to date. As transit ridership increases, he said, the park and ride capacity becomes limited. But there will be more detailed testing of toll scenarios.

Steve Stuart, Vice Chair of the Regional Transportation Council and Clark County Commissioner, said we don’t have all the data we need, but we do have data from the earlier alternatives analysis, particularly on the supplemental bridge option. There will have to be a public conversation about this, he said, and about what PSC members’ constituents are comfortable with. He said he would hate to preempt that dialogue in these meetings.

Mayor Adams said his vision for the region’s transportation system is to manage it more actively. Tolling is just one tool to do this. He said his hope is that tolling can be just one tool for managing transportation demand.

Tim Leavitt, Chair of the C-TRAN Board and Vancouver Councilmember, said that as part of this analysis, a public conversation is needed with east Vancouver residents regarding a potential toll on I-205. On the way to this meeting, Leavitt said, he counted 24 trucks on I-5 during the off-peak period. Are tolls being used to pay for the project or also to affect behavior? That is a message about which we

should be delicate with residents in Vancouver and Clark County, he said, because social engineering is not always a popular approach.

General Manager Hansen added that it's not social engineering to conserve the investment in a structure.

Secretary Hammond said we're not trying to get everyone out of their cars, but we do have to build a project that considers demand and provides a reliable trip.

Vancouver Mayor Royce Pollard said when this conversation began, tolling was to pay for a fair share of the bridge. The idea that we can force our citizens out of their cars and into light rail doesn't make sense, he said. The toll should be as low as possible, at least in the beginning.

Mayor Adams asked staff if they know what tolls would cost based on any debt service assumptions? Brandman said no. Mayor Adams added that trip chaining can increase when tolls are in place.

Traffic and freight

Brandman continued to review the list of action items and said truck freight volumes are going to grow at a faster rate than car volumes (trucks at 77 percent, cars at 29 percent by the year 2030).

Mayor Adams said that, in his view, a freight trip is the most valuable trip on I-5. He asked staff to remind him, either today or later in an email, where the most freight-dense trips are located.

Commissioner Stuart added that an effective on-ramp/off-ramp system is needed to assist trucks, too.

Kris Strickler, CRC deputy project director, briefly reviewed display boards of the 10-lane and 12-lane concepts highlighting differences in performance and cost. He said the costs are in 2008 dollars and are only in reference to completion of the full project. The area on Hayden Island is roughly \$10 million. At the bridge, the cost difference is in the \$60-80 million range. Lastly, he reviewed the project area's congestion hot spots that would exist with the 10-lane option.

Commissioner Stuart asked staff to provide an 11x17 sized handout of Strickler's display boards showing the cost difference between 10 and 12 lanes.

Discussion of Deferral for Number of Lanes Decision

Co-chair Hewitt asked members to share their perspective on the number of lanes decision, as well as their agencies' recent public hearings. He added that Portland City Commissioner Randy Leonard proposed building a 12-lane project but striped for only 10 lanes at the outset.

General Manager Hansen said a key issue will be the project's longer term governance and structure.

Mayor Pollard said his city council had a meeting on the number of lanes and there are major decisions to be made. His council voted 7-0 to express very strong support for 12 lanes. He said his council is willing to listen and look at all the data. Mayor Pollard likes Commissioner Randy Leonard's proposal as a way to look to the future. He realizes how important this project is to the region.

Director Garrett said the conversations on the Oregon side have been occasionally painful but positive. He sees 12 lanes as bringing the most benefit, but he is willing to take the latest information and consider it. His goal is to build a bridge that serves the users of I-5.

Commissioner Stuart said the RTC board had a brief discussion at the last meeting on the number of lanes. He wasn't given a lot of guidance on the topic, he said. But the question is how we provide the most benefit for movement of people and goods. We need to consider the additional benefits, he said, of the 12-lane option. It's worth the investment up front to get the long term safety and mobility benefits, he added.

Council President Bragdon said Metro had a four-hour public hearing this week. Councilmember Leavitt came to the meeting and said the areas of agreement are greater than the areas of disagreement. Listening to public testimony, Bragdon said, the Metro Council heard themes that could lead to some agreement. People want to see outcomes, and the discussion has sometimes lost sight of outcomes. Bragdon said he knows the state departments of transportation are recommending 12 lanes, but he

doesn't quite support that yet. The link between the pricing and the size cannot be disaggregated. That is the heart of the Metro Council resolution text he brought with him. Tolls are not a punitive matter; it's a fee for a service and a facility that doesn't exist today, he said. This isn't a simple numerical equation, but rather a question of the outcomes we're seeking.

Mayor Adams said the Portland City Council took four and a half hours of public testimony. Commissioner Amanda Fritz, Adams' alternate on the PSC, is looking closely at these issues as well. He said both sides of the river know they will have to compromise. His council is interested in additional information, including transit operational and bridge vehicular issues. The project has to keep the region competitive economically and must consider the value of a freight trip versus the value of a single-occupancy vehicle. Mayor Adams said he hopes this is the beachhead for active day to day management of the region's transportation system. Mayor Adams said Portland City Council will hold a meeting on Feb. 18 at 6:30pm in east Portland at Midland Library and will welcome informal feedback regarding tolls on I-5 and I-205.

Secretary Hammond said she has two things in mind: safety and vision. She doesn't want to do something that inhibits our ability to manage the system. The DOTs are about building strategically where they need to, managing demand, and operating efficiently.

Councilmember Leavitt said this project is at the precipice of a new era of bi-state cooperation. The availability of efficient public transit is important to the region. He has had many conversations in the community about this project. The C-TRAN board of directors met last month, he said, and had a brief conversation on the number of lanes. The board would like a project that maximizes the ability of Clark County residents to access destinations south of the river and that improves express bus service. He said he suspects the board would also support the future potential of high-occupancy vehicle lanes. Leavitt said he is happy with the progress being made.

Co-chair Dengerink said that, like Mayor Adams, he is not as concerned with motorists crossing the river as he is with the economic development implications. Dengerink said he doesn't have a particular constituency to represent, he said, but is concerned with the health of his institution (WSU Vancouver) in the big picture of this project. The 12-lane option is clearly the preferred option and he doesn't see the value of building a 12-lane bridge and striping it for 10 lanes.

Co-chair Hewitt said it has been a highlight to see the bi-state cooperation over the last seven years he has been involved. The number of lanes, he said, is really about how the interchanges function and how traffic gets on and off I-5. If you build 12 lanes striped for 10, you would be given an on-the-ground view of two scenarios with real data. It could be a good solution, he said.

Commissioner Stuart asked what the group needs in order to make a decision on this topic by the next meeting. He said an eight-lane option would not allow a stacked transit/highway bridge, which would cost more money and have a larger environmental footprint. He can't envision supporting a bridge that would provide few improvements and yet still charge a toll, he said.

Additional information requested by PSC members

Co-chair Hewitt asked members what additional information they need to know before the next meeting.

Council President Bragdon said it isn't appropriate to remove the bookends of the 8-lane and 12-lane options. The Metro Council passed a resolution yesterday to this effect.

Mayor Adams said the Portland City Council submitted additional questions as a result of its recent public hearing.

Commissioner Stuart would like CRC staff to look at the 12-lane option and if the existing northbound HOV lane is full in the year 2030, how could performance be enhanced if the HOV lane is removed?

General Manager Hansen said that, regarding freight mobility, the key is not the through lanes but the ability of trucks to merge and get back up to speed. What tools, he asked, can preserve freight mobility, regardless of number of lanes?

Mayor Adams said the trip that should receive the least priority is the one where the driver of a single-occupancy vehicle has transit options. Is there data that can show which trips those are versus which trips have limited or no transit options (perhaps those traveling from Camas and elsewhere)?

Councilmember Leavitt requested more information on what would happen if the HOV lane is extended to some destination south.

Council President Bragdon said he thinks the PSC is almost past the point of needing more data, and that instead members' wisdom and values can get them to a decision more quickly.

Co-chair Hewitt asked what are the performance measures for this decision.

Mayor Adams asked for an update at the next meeting about how the legislative asks are going. He also requested information on tolling as an overall contribution to the project budget. Secretary Hammond replied that the upcoming tolling analysis would help flesh that out.

Co-chair Hewitt said the group should consider a more tailored tolling package for the legislatures because this is a bi-state project.

Mayor Pollard said his city council is satisfied with the data presented, unless there is new data or corrections to data.

A brief discussion was held on high occupancy toll (HOT) lanes, what they are, and how they might be relevant to the CRC project.

Mayor Adams said it would be useful for CRC staff to add data on emissions, freight, and the impacts of different scenarios outside the bridge influence area, but inside respective cities and regions. Most of this data we already have, he said; we just need it to be distilled and combined with the information on the number of lanes.

Commissioner Stuart said PSC members have to be able to distill the story for their constituents and tell them what transportation benefits they're going to get as a result of tolling and of this project.

Co-chair Hewitt adjourned the meeting. The final agenda item titled "Draft Schedule Review for Key Decisions and Future PSC Meetings" was not discussed.

Next meeting

Friday, March 6, 2009 | 10:00 am – 12:00 pm

Washington State Department of Transportation (WSDOT)
11018 NE 51st Circle, Vancouver, Washington

**Columbia Crossing Mobility Council
- Concept -**

Project Sponsors Council – March 6, 2009

Background/Preamble:

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

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

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

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

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

Columbia Crossing Mobility Council

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

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

Purpose:

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

Partners:

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

Council Structure:

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

Process:

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

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

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

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

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

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

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

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