

Guidelines for Columbia River Crossing next steps

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Aug. 5, 2010

- 1) Affirm previous Locally Preferred Alternative (LPA) commitments:
 - a) Crossing: replacement bridge (not supplemental bridge)
 - b) Modal elements:
 - i) Lanes: three “through” general purpose travel lanes plus up to three add/drop lanes
 - ii) Light rail as an integral part of the project
 - iii) Bike and pedestrian facilities that provide world-class access (see notes below in “Functional Design” section)
 - c) Bridge structures with “a signature distinctive design given physical limitations and cost considerations” (City of Portland LPA approval resolution, July 9, 2008)
- 2) Affirm selected Independent Review Panel (IRP) recommendations:
 - a) “Consensus...regarding land use, commercial development, and community concerns on Hayden Island must be in place” before decisions about the Hayden Island interchange are finalized (IPR report, p. 13)
 - b) Light Rail transit is an essential component of the successful CRC...one won’t be built without the other” (IPR report, p. 13)
 - c) A different management and governance structure should be created for long-term facility management once it opens: “A number of ideas have emerged around the concept of a bi-state commission, interstate compact, a bridge authority or mobility council as the model to address this critical need...time is of the essence for establishing this project element.” (IPR report, p. 15)
 - d) Consider the bridge type selection given cost and delay risks: “The current river crossing structure type is unique and presents risk to both the cost and the schedule of the CRC.” (IPR report, p. 12); Especially since FHWA, which must approve the bridge design, “strongly recommend[s] against the concept of placing the transit inside a closed box superstructure for security and safety reasons, as well as concerns over the operational reliability of the interstate system.” (IPR report, p. 124)
- 3) Continued existence of the Project Sponsors Council, with additional representation from the Port of Portland, the Port of Vancouver, the Oregon Department of Environmental Quality, and the Washington Department of Ecology

- a) Hire a single Project Manager who reports to the PSC and oversees construction of the project to agreed-upon designs and environmental, social and economic goals
- b) The Project Sponsors Council, with the Project Manager, will select a Principal Designer for the project who also reports to the PSC.
- c) Set initial policy and performance goals for the crossing/district upon completion of construction and opening;
 - i) Ensure maximum long-term value of the investment
 - ii) Set performance goals for the I-205 bridge and I-5 “downstream of the bridge to protect long-term functionality of the system
 - iii) Evaluate whether the CRC can open with 8 lanes striped on the bridge, which is built to ultimately accommodate 10 lanes.
 - 1) Expand on URS and City of Portland work showing potential for significantly decreased traffic demand projections
 - 2) Develop a concept design for an 8-lane striping plan throughout the project
 - 3) Perform operational analysis for safety and truck mobility using lower demand estimates for 2018 and 2030.
- d) Implement TDM measures within the next year to assure mobility during construction
- e) Finalize the design elements of the project:
 - i) Functional design elements
 - 1) 10-lane permanent bridge
 - 2) Advance the design of the I-5 crossing of the Columbia River with 5 lanes in each direction and 12-foot shoulders
 - 3) Hayden Island and Marine Drive interchanges
 - a) Support Concept D (see Attachment) to provide arterial access to Hayden Island
 - i) Separates local traffic from freeway traffic, allowing the Marine Drive interchange to focus on good freight mobility
 - ii) Will extend the life of the Marine Drive interchange for freight purposes (could postpone need for the flyover ramp)
 - 4) Bicycle/pedestrian facility
 - a) Ongoing security and management guarantee and funding

- b) Continued improvement of facility design and network connections providing pedestrian and bicycle access (see Attachment)
 - ii) Aesthetic design elements
 - 1) The Principal Designer will develop an aesthetic design process that includes partnership elements with local artists, architects and designers.
 - f) Lobby for state and federal funding to complete the project
 - g) Ensure a viable financial plan that does not cannibalize funding for other local projects
- 4) Before the project opens, create State-legislative and Congressionally-approved bi-state Columbia River Bridge Authority
- a) District boundaries include BNSF railroad bridge, I-5 and I-205 bridges
 - i) Planning, implementation and funding for future multimodal passenger and freight capacity enhancements within the district boundaries
 - b) Governing authority includes representatives from states, regional, ports and local governments
 - i) Sets transport performance and operation policies and goals
 - 1) For the first 5 years, based on performance standards set by Project Sponsors Council
 - ii) Establish a base toll that will go into effect upon opening of the bridge
 - 1) Base toll level will establish minimum for bond repayment
 - a) Establish a low-income toll credit
 - 2) Charge the governing commission with adjusting tolls over time to meet performance targets (while continuing to repay bonds and meet operation and maintenance funding requirements including 24-hour security and safety for bicycle/pedestrian facility in lower level of the main span)