

APR 04 2017

3/27/2017

To Whom It May Concern,

RECEIVED

BLUF-We need some assistance in getting these HOV lanes implemented on I-5 and I-205. This petition is being presented to the Regional Transportation Council (RTC) 4/4/2017. If collaboration between others like WSDOT, ODOT, Metro and C-Tran is required, please provide us with the names so that we can start this negotiation.

Details

Back in November of 2015, Natalie Richards requested that an HOV lane be implemented on I-5 SB for the morning commute. The response is provided below from Rick Keniston, WSDOT.

We feel that the 1990's HOV decision is irrelevant in 2017 for several reasons:

-The Columbia River Crossing was cancelled.

-Gas prices have gone down sending many more cars to the Interstate system, I-5 and I-205. The backup is starting earlier like at 5:15 am when it used to be 7:00 am.

-The Vancouver growth rate is 8% per year which translates to I-205 increase in ADT from 2000 65302 NB, 64277 SB to 2014-77021 and 75878; I-5 2000-62539, 64330 to 2014-64019 NB & 68307 SB.

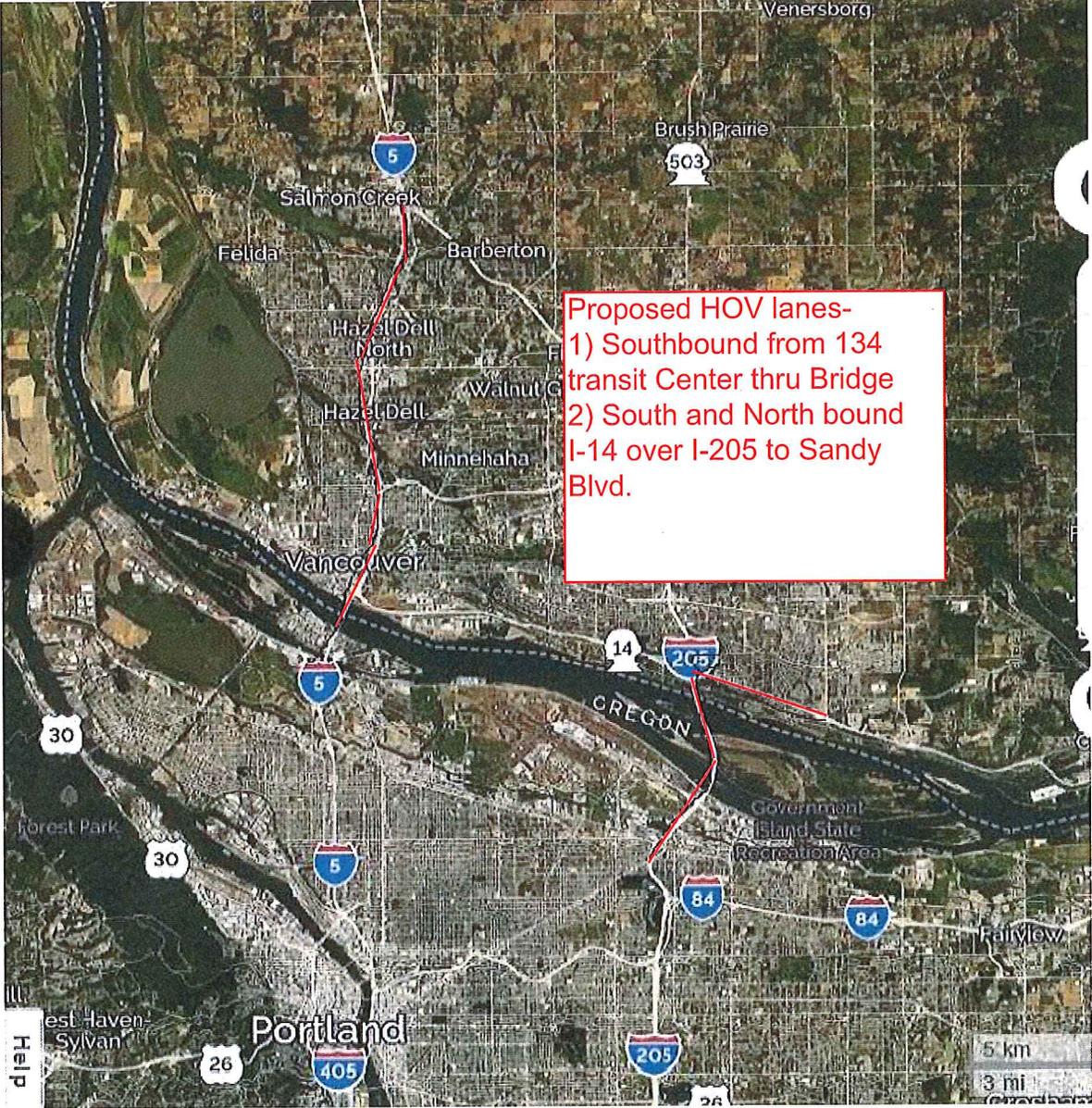
-With the current high flow in the Columbia, there have been more disruptive bridge lifts just before 6:00 am backing up traffic for example on 3/24/2017, this occurred with a concurrent accident on the Glen Jackson Bridge tying up traffic for hours.

-Parking in downtown Portland has increased from \$8/day to \$12/day or \$1.6 to \$2.0/hour moving more people onto buses.

-Most of us work at 1st and Oak in downtown Portland or the Lloyd District or Troutdale taking the 65 to Red-MAX Line, 164, 105, 134, 157, 177 and 199 buses in daily. Dealing with the commute every day adds 1 to 1-1/2 each way to our days.

-Lastly, Oregon is the fastest growing state with more transplants moving here than any other state. This trend will only continue, underscoring the need for fewer one-passenger cars and more ridesharing-friendly HOV lanes.

Best Regards,
Natalie Richards, PE PMP
Vancouver, WA 98662



Proposed HOV lanes-

- 1) Southbound from 134 transit Center thru Bridge
- 2) South and North bound I-14 over I-205 to Sandy Blvd.

Response from WSDOT On Friday, November 13, 2015 8:29 AM, "Keniston, Rick"
<KenistR@wsdot.wa.gov> wrote:
Hi Natalie:

Thank you for contacting the Washington State Department of Transportation (WSDOT) regarding your request to install High Occupancy Vehicle (HOV) lanes on I-5 in Vancouver.

HOV lanes along I-5 between Vancouver and Portland have a long history. As you are aware, there is currently a northbound HOV lane in Portland, but not a southbound HOV lane. A pilot southbound HOV lane project was implemented in Vancouver, I believe in the late 1990's. The HOV lane extended from NE 99th St south to the I-5 Columbia River Bridge, where it ended.

The results of the pilot project were mixed. While the HOV lane did carry more people in fewer vehicles (using buses and 2+ HOV vehicles), the 2 general purpose lanes travel time increased by 9 minutes, which caused public negativity. Others complained that the HOV lane was too short to be effective, and there was a general lack of public support overall.

The Regional Transportation Council (RTC) was the sponsor of this pilot project. After reviewing the pilot project results and weighing it with the public comments, the RTC voted to end the pilot project and convert the HOV lane back to a general purpose lane in the early 2000's.

Much of the discussion about HOV implementation centered around the schedules of the two large capacity improvement projects that were in various phases of development back then. The Delta Park I-5 widening in Portland was being designed, and the Columbia River Crossing project was just getting under way in its early environmental phase. Much of the discussion led to a general agreement that when both of those projects were completed, HOV lanes would likely be implemented throughout the corridor. Of course now, the CRC has been shut down, and HOV discussions have not been addressed since that occurrence.

WSDOT and ODOT are now looking at the I-5 corridor in terms of what lower cost operational improvements can be made in lieu of billion dollar lane addition projects. We are committed to Intelligent Transportation Systems (ITS) improvements, Practical Design, and Least Cost Planning, and are continuously looking for new ways to move more people with the current freeway infrastructure. Ramp metering is a definite tool that we will likely use, and HOV lane implementation may be part of that solution, but is not on the table right now.

Any decisions regarding a renewed HOV lane system will require much collaboration between WSDOT, RTC, ODOT, Metro and C-Tran. Oh, and some of our elected officials are on some of those boards, and they have a say as well. Politics is definitely a part of this discussion. It is not a WSDOT decision alone.

I hope this helps your understanding of the HOV lane history and discussions

Rick Keniston, P.E.
WSDOT SW Region Traffic Engineer
(360) 905-2240 (office)
(360) 869-8644 (cell)
kenistr@wsdot.wa.gov <mailto:kenistr@wsdot.wa.gov>

The following is the contents of a form submitted on 11/4/2015 6:12:50 PM

=====My Contact information=====

Name: Natalie Richards

E-mail: narich_fp@yahoo.com <mailto:narich_fp@yahoo.com>

Phone: 360-601-5778

Street Address: 7900 NE Loowit Loop, #57

City: Vancouver

State: WA

Zip Code: 98662

===== My Question/Comment/Complaint =====

I travel to Portland every week day for work on Mass Transit (Express C-trans bus #157)

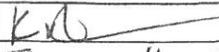
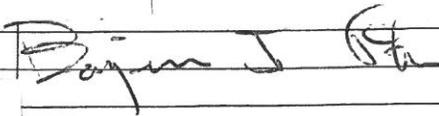
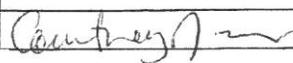
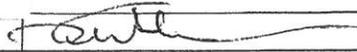
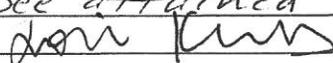
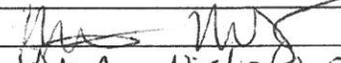
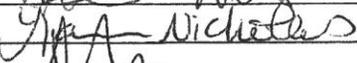
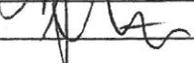
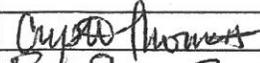
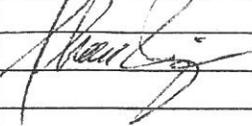
With the low gas prices, the I-5 southbound bridge is backed up all the way to main street at 6:00 am.

We would like to request the implementation of an HOV a lane from 134 to the bridge to assist the buses getting in to Portland.

Best Regards,

Natalie Richards, PE PMP

=====

	Name	Signature	Date
1	Kristi Anliker		4/3/17
2	Manuel Bejarano	See attached	
7	Benjamin Filan		3/27/2017
12	Courtney Jones		3/30/2017
14	Fenton Khan		3/29/17
15	Sarah Knowles	See attached	
16	Lori Korab		3-29-17
23	Natasha Nolin		3-28-17
24	Laurie Nicholas		3/28/17
25	Jarod Norton		4/3/17
28	Natalie Richards		3/27/2017
35	Crystal Thomas		3/28/17
36	Ricardo Walker		3/28/17
38	Shawn Zinszer		3/28/17
Maybe			
43	Violet Albright	See attached	

40 ~~Bruce Johnson~~  3/29/17

2	Manuel Bejarano	BEJARANO.MANUELA.1253443622	<small> Digitally signed by Manuel Bejarano, DN: cn=Manuel Bejarano, o=USA, ou=USA, email=MANUELA.1253443622@USA, c=US </small>	3/28/2017
42	Violet Albright	ALBRIGHT.MICHELLE.VIOLET.1283748118	<small> Digitally signed by Violet Albright, DN: cn=Violet Albright, o=USA, ou=USA, email=ALBRIGHT.MICHELLE.VIOLET.1283748118@USA, c=US </small>	03/28/2017
15	Sarah Knowles	KNOWLES.SARAH.LOUISE.1471493380	<small> Digitally signed by Sarah Knowles, DN: cn=Sarah Knowles, o=USA, ou=USA, email=KNOWLES.SARAH.LOUISE.1471493380@USA, c=US </small>	3/28/2017

SUPPORT

DATA

FOR

HO U REQUEST

3/27/2017

Richards, Natalie A CIV CENWP CENWD (US)

From: Natalie Richards <narich_fp@yahoo.com>
Sent: Sunday, May 19, 2013 1:43 PM
To: Richards, Natalie A NWP
Subject: CRC update-TM Speech- off the cuff info
Attachments: Preview of "Columbia River Crossing- Columbia River Bridge Design".pdf; Preview of "Project Schedule".pdf

CRC- 9/2011- Final EIS available

8/2012- US DOT provides \$3.3 M Grant for preliminary Engineering and Final design

11/2012- Utility works starts along with on-going geotechnical and construction testing.

late 2012- Interstate tolling intergovernmental agreement for tolling--> subcommittee on tolls created.

1/30/2013- Coast Guard Permit submitted- expect notification Sept 30, 2013

3/18/2013- Governor Kitzhaber signs bill to provide \$450 million with 4 conditions- 1) WA does the same, 2) review of Investment Grade Analysis and Finance plan, 3) coast guard permit , 4) FTA submits new start grant for \$850 million-->support of Lightrail

Funding is \$850 M FTA, \$400 M FHWA, \$900 M- 1.3 Billion Tolls, \$450 from each state- \$3.08 billion (60% confidence level)

Washington has several bills in special session related to tolls and funding. (HB 1975, SB 5090- preventing light rail)

Columbia River **CROSSING** Project Schedule

Cancelled


- Final Environmental Impact Statement
- Federal Record of Decision

- Legislative review (2012)
- Transportation commissions sign agreement for bi-state toll setting process

- Legislative review (2013)
- Project permitting
- Property acquisition process begins
- Submit application for transit Full Funding Grant Agreement
- Begin early construction activities

● Begin bridge construction

● Earliest pre-completion tolling could begin

● New southbound I-5 bridge opens

● Light rail service begins

● New northbound I-5 bridge opens

● Demolition of old bridges begins

PUBLIC OUTREACH →

2011 2012 2013 2014 2015 2018 2019 2020

TM speech

The New I-5 Bridge Project (2/15/2011)

Toastmasters and Guests

The I-5 bridge or Columbia River Crossing (CRC) is one of the most significant anticipated construction events of our time in the Pacific Northwest.

Back in February 2011, I provided the History of the I-5 bridge. Today, I would like to summarize that history, tell you where the project is currently at and in conclusion, encourage you to be part of this history making event by applying to be on the Bi-State Citizen Advisory Committee.

1st a brief History-According to McKenzie Cullen's, the history of the I-5 Bridge was a fascinating drama of people versus politics started in 1905 @ the Clark County Day of the World Fair in Portland. Picture a time of few automobiles with a single ferry. In 1912, the Vancouver Commercial Club raised \$2500 for a preliminary survey and marched into the Portland Commercial club demanding they get on board with the idea of a bridge. They did and chipped in funds for the survey. Tension rose as Governor Lister vetoed 3 bridge funding bills. In response, Clark county citizens started a toll bridge movement. In August 1913, Clark county voters, who were mostly farmers, voted to provide a \$0.5 million dollar bond for bridge construction. Multnomah County followed suit in Nov 1913 and passed a \$1.25 million dollar

bond. (Pause) With \$1.75 million dollars, Harrington, Howard and Ash engineering firm was hired to survey and build the bridge. They broke ground March 6, 1915 and on Feb 14, 1917, 2 years later -If it was only so simple in 2011- the bridge opening ceremony occurred with speeches, parades with bands from both sides of the river. The event was so significant that each city provided a ½ day holiday for workers.

New Years Day 1929, the bridge became toll free as the states legislatures of Clark and Multnomah Counties paid off the debt and agreed to share the upkeep.

After World War II (approximately 1945), a second parallel span was discussed then in 1956, the new northbound span construction began just west of the old bridge including the “humpback “feature for vessels going underneath and was completed in 1958. (Just for perspective, in 1973, the Glen Jackson I-205 Bridge construction was started and was then completed in 1983.)

In 2001, the I-5 bridge carried 120,000 vehicles including 10,000 trucks daily.

In late 2006, 4 bridge plans were brought forward for the CRC with replacement cost around \$2 to \$4

Billion. (Yes that's Billion with a B.) At one point, the bridge design was 6 lanes in each direction.

On February 17, 2011, 3 bridges alternatives were presented. Factors influencing the decision were affordability, reducing risk to schedule and budget and ability to secure funding with the final recommendation being a deck truss structure. (Shown in your handout)

Today, this I-5 bridge carries approximately 150,000 cars per day and about \$40 billion in freight annually and is expected to grow to \$70 billion by 2030. There are currently shoulders, 3 through lanes and add-in lanes planned with MAX underneath at a current price tag of between \$3.1 and \$3.5 billion.

(PAUSE)

Next, I'd like to tell you where the CRC project currently is at:

There are 5 aspects analyzing effects, finance, Engineering, field work and construction phasing, which I would like to go through briefly:

1) Analyzing community and environmental effects

The CRC project recently completed this for the Final Environmental Impact Statement (EIS). The Final EIS is expected to be followed by a federal Record of Decision in late 2011. The Record of Decision signals that the project is eligible for federal funding

2) Developing a finance plan

The CRC project is expected to receive funding from three major sources: the federal government, the states of Washington and Oregon, and tolling. CRC will continue to refine its financial plan to reflect updated cost information, timing and amount of funding contributions to the project.

3) Engineering and design and planning are combining efforts to advance the technical designs for the replacement bridge, light rail stations, highway improvements and bicycles and pedestrian pathways.

4) Fieldwork is ongoing for Geotechnical surveys and Location of underground utilities

5) Preparing for the construction phase

The CRC project construction is planned to begin in 2013. CRC is preparing for the construction phase of the project, including development of approaches to construction staging and sequencing. **Important construction phase schedule details consist of**

Early 2012: Issue Design-Build Request for Qualifications

Fall 2012: Complete Request for Qualifications process, select shortlist of submittals

Late 2012: Request for Proposal anticipated

Late 2013: Complete Request for Proposal process, select contractor. (The whole schedule provided in your handout.)

In conclusion, the fascinating drama of people versus politics continues. In my opinion as a Licensed Civil Engineer due to so much funding struggles in this country sadly the days of large infrastructure construction projects maybe gone and this may be one of the last in the Pacific Northwest. As you make your way north to Seattle or even to the Hazel Dell Brew Pub at the corner of Washington and Evergreen streets, I hope you will take a moment to ponder this anticipated important historical event. And, I encourage you to use your knowledge skills and abilities to help make this process successful by getting volunteering for the Bi-State Citizen Advisory Committee. (See me for applications.)

Thank you!

References-

Vancouver Voice-Working Together- McKenzie Cullen
([http://www.absoluteastronomy.com/topics/Interstate Bridge](http://www.absoluteastronomy.com/topics/Interstate_Bridge))
<http://www.columbiarivercrossing.org/>
Oregonian-Dec 9, 2010
Columbian- February 12, 2011
Clark County- Volume II 1950-1999
Proposed 2011-2013 Budget and Policy Highlights pdf from
<http://www.ofm.wa.gov/budget/highlights>