



## Washington State Senate

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**Senator Ann Rivers**  
18th Legislative District

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February 19, 2013

Nancy Boyd, Director  
Columbia River Crossing  
700 Washington Street, Suite 300  
Vancouver WA 98660

Dear Ms. Boyd,

The 2012 Supplemental Transportation Budget (ESHB 2190) contained a proviso stating the following:  
*"Sec. 305 (18): Within the amounts provided for the Columbia river crossing project (400506A), the department shall conduct a traffic and revenue analysis for the Columbia river crossing project that will lay the foundation for investment grade traffic and revenue analysis. While conducting the analysis, the department must coordinate with the Oregon department of transportation, the Washington state transportation commission, and the Washington state legislative oversight committee."*

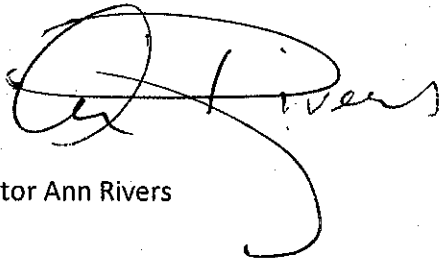
I am sending this letter to re-enforce several legislative expectations:

- This study must be done with active involvement and input from the Washington State Transportation Commission (WSTC) and their staff throughout the entire traffic and revenue (T&R) study. They have significant and demonstrated expertise in traffic and revenue studies as well as in designing surveys. The quality of data from the origin and destination survey as well as the stated preference survey are key to ensuring the collection of accurate and defensible results from the T&R model to be used to conduct this study. Otherwise it is garbage in, garbage out.
- The Columbia River Crossing (CRC) T&R study must accurately assess and estimate the impact of tradeoff decisions drivers will make between modes, times of day, and day of week of their travel, taking into consideration trip purpose for every scenario. It is imperative that the resulting data from this study clearly provide accurate estimates on the impacts to CRC traffic volumes and toll revenue generation when layering in competition to the tolling effort coming from light rail, bicycling, carpooling, riding transit buses, or taking the free I-205 bridge to make the crossing. It will also be critical to understand these impacts relative to directional travel – ie: southbound vs northbound, by time of day and day of week.
- The data used for the CRC T&R study must not use in any way or for any purpose, traffic and revenue data from any other travel shed, corridor or tolled facility such as SR 520 or the Tacoma Narrows Bridge. Applying data from these other facilities would be similar to taking an apple and trying to make it look like an orange. This CRC study must be based purely on data collected from and analyses based upon the Vancouver/Portland regional area and modeled according to this region's unique make up.

It is our expectation that the resulting data from this T&R study will paint a clear picture for the Legislature and the WSTC on how overall traffic and revenue will be impacted on the CRC, under various scenarios. The data must be detailed and precise enough to allow for the granular level of work that will occur as part of the financial planning for the project and ultimately for setting the toll rates on the bridge.

This project is far too critical to allow for the submittal of unreliable traffic and revenue data and estimates. I highly encourage you to rely on outside expertise and advisement from bodies like the WSTC and the Joint Legislative Oversight Committee in crafting and carrying out this study to ensure the results meet expectations and can withstand the scrutiny it will receive.

Sincerely,

A handwritten signature in black ink, appearing to read "Ann Rivers". The signature is fluid and cursive, with a large loop at the end.

Senator Ann Rivers

cc: Governor Jay Inslee  
Senator Curtis King  
Senator Tracey Eide  
Representative Judy Clibborn  
Commissioner Dan O'Neal, WSTC Chairman  
Paula Hammond, WSDOT Secretary  
Reema Griffith, WSTC Executive Director