



METRO

TEL 503-797-1916 FAX 503-797-1930

MEETING: TRANSPORTATION POLICY ALTERNATIVES COMMITTEE

DATE: June 27, 2008

TIME: 9:30 A.M.

PLACE: Metro Regional Center, 370A/B

- | | | | |
|----------|-----|---|----------------------------|
| 9:30 AM | 1. | Call to Order and Declaration of a Quorum | Andy Cotugno |
| 9:30 AM | 2. | Citizen Communications to TPAC on Non-Agenda Items | |
| 9:35 AM | 3. | Future Agenda Items <ul style="list-style-type: none"> • PSU Bike Study • ODOT Safety, Preservation & Bridge Programs • PDX Master Plan • Air Quality Update | Andy Cotugno |
| 9:40 AM | 4. | <u>CONSENT AGENDA</u> | |
| | 4.1 | * Approval of TPAC Minutes for May 30, 2008 | Andy Cotugno |
| | 4.2 | * Resolution No. 08-3913, For the Purpose of Amending the 2008-11 Metropolitan Transportation Improvement Program (MTIP) to Reduce the ODOT Region 1 Modernization Program | Ted Leybold |
| | 4.3 | * RTO Bylaws Amendment | Caleb Winter |
| | 5. | <u>ACTION ITEMS</u> | |
| 9:50 AM | 5.1 | New Proposed FEDEX Facility <ul style="list-style-type: none"> * Air Quality Conformity Determination – <u>APPROVAL REQUESTED</u> * Resolution No. 08-3962, For the Purpose of Amending the 2008-11 Metropolitan Transportation Improvement Program (MTIP) to Add the Sundial Road and Swigert Way Project – <u>RECOMMENDATION TO JPACT REQUESTED</u> | Mark Turpel Ted Leybold |
| 9:55 AM | 5.2 | * Resolution No. 08-3959 For the Purpose of Approving the Portland to Milwaukie Locally Preferred Alternative and Finding Consistency with the Metro 2035 Regional Transportation Plan – <u>RECOMMENDATION TO JPACT REQUESTED</u> | Bridget Wiegart |
| 10:55 AM | 5.3 | * Resolution No. 08-3960, For the Purpose of Endorsing the Locally Preferred Alternative for the Columbia River Bridge Project and Amending the Regional Transportation Plan with Conditions – <u>RECOMMENDATION TO JPACT REQUESTED</u> | Ross Roberts |
| 11:55 AM | 7.0 | ADJOURN | Andy Cotugno |

* Material available electronically.

** Material to be emailed at a later date.

Material provided at meeting.

Please call 503-797-1916 for a paper copy

All materials will be available at the meeting.

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2736
TEL 503 797 1916 | FAX 503 797 1930



METRO

TRANSPORTATION POLICY ALTERNATIVES COMMITTEE

May 30, 2008

Metro Regional Center, 370A/B

MEMBERS PRESENT

Sorin Garber
Elissa Gertler
Nancy Kraushaar
Keith Liden
Dave Nordberg
Louis A. Ornelas
Ron Papsdorf
John Reinhold
Karen Schilling
April Siebenaler
Rian Windsheimer

AFFILIATION

Citizen
Clackamas County
City of Oregon City/Cities of Clackamas County
Citizen
DEQ
Citizen
City of Gresham
Citizen
Multnomah County
Citizen
ODOT

MEMBERS ABSENT

Jack Burkman
Bret Curtis
John Hoefs
Susie Lahsene
Alan Lehto
Dean Lookingbill
Mike McKillip
Satvinder Sandhu
Sreya Sarkar
Paul Smith

AFFILIATION

WASDOT
Washington County
C-TRAN
Port of Portland
TriMet
SW Washington RTC
City of Tualatin/Cities of Washington County
FHWA
Citizen
City of Portland

ALTERNATES PRESENT

Andy Back
Kelly Betteridge
John Gillam
Robin McCaffrey
Margaret Middleton

AFFILIATION

Washington County
TriMet
City of Portland
Port of Portland
City of Beaverton/Cities of Washington Co.

STAFF

Richard Brandman, Josh Naramore, Joyce Felton, Mark Turpel, Pat Emmerson, Athony Butzek, Tom Kloster, Andy Shaw, Kim Ellis, Ross Roberts, Tony Mendoza, Kelsey Newell

1. CALL TO ORDER AND DECLARATION OF A QUORUM

Mr. Richard Brandman declared a quorum and called the meeting to order at 9:35 a.m.

2. CITIZEN COMMUNICATIONS TO TPAC ON NON-AGENDA ITEMS

Mr. Andy Shaw of Metro reminded members of the June 25-26th joint Urban Land Institute and Metro events on transportation finance.

3. APPROVAL OF TPAC MINUTES FOR MARCH 28, 2008

Ms. Nancy Kraushaar requested language be added to the May 2nd minutes to clarify the committee's discussion on removal of the Green Streets program from the *Environmental and Enhancement and Mitigation* solicitation category; stating that with numerous jurisdictions requiring or voluntarily implementing Green Streets practices, there is no longer a need to recognize pilot projects, and the program should be a requirement.

MOTION: Mr. Dave Nordberg moved, Ms. Karen Schilling seconded, to approve the April 25, 2008 and May 2, 2008 meeting minutes with the additional clarifying language.

ACTION TAKEN: With all in favor, the motion passed.

4. FUTURE AGENDA ITEMS

Mr. Brandman briefly overviewed the future agenda items.

5. ACTION ITEMS

5.1 Resolution No. 08-3952, For the Purpose of Amending the 2008-09 Unified Planning Work Program and the 2008-11 Metropolitan Transportation Improvement Program to Allocate Intelligent Transportation System Program Funds to the PORTAL Archived User Services Project

Ms. Deena Platman of Metro briefly overviewed Resolution No. 08-3952, which would amend the Unified Planning Work Program (UPWP) and the 2008-11 Metropolitan Transportation Improvement Program (MTIP) to allocate \$203,000 of the Transportation System Management and Organization (TSMO) funds to Portland State University (PSU) for Portland Oregon Regional Transportation Archive Listing (PORTAL) management.

Ms. Platman, with assistance from Ms. Kristin Tufte of PSU, provided a presentation on PORTAL. The presentation included information on:

- PORTAL's Current Funding Situation
- PORTAL's Database Contents (e.g. loop detector, incident, and bus data)
- Performance Report on Reliability
- Cross Section Study
- Google Traffic Features
- Performance Measures
- TransPort Committee's Recommendation

The committee was very supportive of PORTAL as a resource tool. Discussion included PSU's involvement and contribution to the system, allocation of TSMO funds, and administration, monitoring and future funding sources for PORTAL. It was noted that funding for PORTAL was not to be considered an on-going commitment and that additional matching sources be sought in the future.

MOTION: Mr. Ron Papsdorf moved, Mr. Sorin Garber seconded to approve Resolution No. 08-3952.

ACTION TAKEN: With all in favor, the motion passed.

6. INFORMATION / DISCUSSION ITEMS

6.1 Portland – Milwaukie Light Rail Locally Preferred Alternative

Mr. Ross Roberts of Metro appeared before the committee and provided a presentation on the Portland – Milwaukie light rail project. His presentation included information on:

- Project Overview and Update (Supplemental Draft Environmental Impact Statement (SDEIS))
- Ridership, Transportation Performance and Environmental Impacts
- Project Options (including Willamette River bridge alignments, North Milwaukie alignment, Southern Terminus and station and park and rider locations)
- Willamette River Partnership Recommendation
- Steering Committee Direction
- Overall Financial Strategy and Cost Effectiveness
- Locally Preferred Alternative (LPA) Process

TPAC is scheduled to make a recommendation to JPACT at their June meeting.

Mr. Papsdorf indicated that the City of Gresham is currently working with TriMet and Metro to resolve outstanding issues with the potential light rail extension to Ruby Junction. The City will provide specific recommendations for the LPA at TPAC's June meeting.

Additional committee discussion included questions related to transportation performance, price of oil and level of project support from Oregon Health and Sciences University and the Oregon Museum of Science and Industry.

6.2 Columbia River Crossing Locally Preferred Alternative

Mr. Tom Margraf of The CRC Project appeared before the committee and provided a presentation the Columbia River Crossing project. His presentation included information on:

- Historical Information on the 1917 Interstate Bridge
- Existing Pedestrian and Bicycle Facilities
- Interstate 5 Problems Addressed by Project (congestion, public transit, freight, safety, bicyclists and pedestrians and earthquake safety)
- Draft Environmental Impact Statement (DEIS) Alternatives
- Bridge Choice – Supplemental or Replacement
- High Capacity Transit Alignments – Vancouver and Portland
- Traffic Demands Reflects Multi-modal Projects
- Proposed Polls
- Cost and Funding
- Project Schedule and Outreach Opportunities

The DEIS public comment period closes July 1st. TPAC is scheduled to make a recommendation to JPACT at their June meeting followed by JPACT and Metro Council actions on July 10th and 17th respectively.

Committee members were concerned with the project web site, CRC Task Force and outreach opportunities, stating that some questions and/or comments from the public have not been responded to. Additional committee discussion included federal support for the I-5 corridor and CRC project, traffic impacts and diversion onto Interstate 205, and toll rates, restrictions and credits.

6.3 High Capacity Transit System Plan

Mr. Tony Mendoza of Metro provided an update on the Metro High Capacity Transit (HCT) system plan. Staff have incorporated comments received on the initial HCT network and are preparing for the first of four model runs.

The initial HCT model run is scheduled for early July. Staff anticipate results/data will be available to committee members in September. Comments and/or recommendations for the initial model run must be submitted within the first two weeks of June.

Committee members recommended staff consider the following in the initial HCT model run:

- Remove HCT line 13 and modify 16B to complete a north/south alignment from Damascus through Gresham to Troutdale. (See map.)
- Incorporate the historical regional commuter rail plan.

- Include a minor freight component in the HCT network.
- Label the map shading (e.g. blue coded town centers) in the map legend.

Additional committee discussion included urban reserves, street connectivity and station and park and ride facilities modeling.

6.4 TriMet 2009 Transit Investment Plan

Mr. Ken Zatarain of TriMet appeared before the committee and provided a presentation on TriMet's Transit Investment Plan (TIP) for 2009. His presentation included information on:

- TIP and Priorities
- Total Transit System (service, access/amenities, customer information)
- Passenger Amenities, Riders and Pedestrian Accessibility
- Customer Information and Tools (e.g. online tools and Transit Tracker)
- TriMet Compared to Other Service Areas (e.g. revenue, boardings, regional trends)
- The Region's Transit Investment (e.g. bus and MAX ridership, frequent service, funding sources and finances)

Committee discussion included coordination with SMART, annual TriMet ridership and the recent increase in transit riders due to increased oil prices.

6.5 RTP Performance Measures Framework

Ms. Platman provided a presentation on the 2035 Regional Transportation Plan (RTP) performance measurement framework. Her presentation included information on:

- Performance Measurement Cycle
- Outcomes-based Performance Measurement Framework
- Framework Elements and Guiding Principles
- Performance Measures for System Evaluation (see detailed matrix)
- Outstanding Issues

Project next steps include testing the performance measures this summer, followed by result presentations in September/October 2008.

Committee members recommended staff:

- Include a performance measure to address safety.
- Provide information on system evaluation
- Provide more detail on the performance measurement framework in future presentations.
- Provide an example of a project that qualifies under the *geographic extent* framework element.
- Incorporate a carbon footprint and greenhouse gas element.

7. ADJOURN

Ms. Lidwien Rahman briefed the committee on the Oregon Transportation Commission's (OTC) earmark policy. In order to ensure input from local stakeholders on the ODOT reauthorization earmark requests, the OTC has requested local jurisdictions and JPACT to submit an earmark recommendation list of state highway project. Project recommendations must be submitted by July 7th.

As there was no further business, Mr. Brandman adjourned the meeting at 12:05 p.m.

Respectfully submitted,

Kelsey Newell
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR MAY 30, 2008

The following have been included as part of the official public record:

| ITEM | TOPIC | DOC DATE | DOCUMENT DESCRIPTION | DOCUMENT NO. |
|-------------|--------------|-----------------|--|---------------------|
| 5.1 | PowerPoint | N/A | <i>PORTAL: Transportation Data Archive</i> presented by Deena Platman and Kristin Tufte | 053008t-01 |
| 6.1 | PowerPoint | 5/30/08 | <i>Transportation Policy Advisory Committee</i> presented by Ross Roberts | 053008t-02 |
| 6.2 | Handout | N/A | Funding and Opportunity Cost for funding CRC is small; Not funding CRC would be a major financial opportunity lost | 053008t-03 |
| 6.2 | PowerPoint | N/A | <i>A Bridge, Transit and Highway Improvement Project</i> presented by Tom Markgraf | 053008t-04 |
| 6.3 | Map | 5/2008 | Regional High Capacity System Plan – Potential High Capacity Transit Routes | 053008t-05 |
| 6.4 | PowerPoint | 5/30/08 | <i>Transit Investment Plan – TPAC</i> presented by Ken Zatarain | 053008t-06 |
| 6.5 | PowerPoint | N/A | <i>2035 RTP Performance Measurement Framework</i> presented by Deena Platman | 053008t-07 |
| 6.5 | Memo | 5/30/08 | To: TPAC and MTAC Members and Interested Parties From: Kim Ellis and Deena Platman RE: RTP Performance Measurement Framework | 053008t-08 |
| | Flyer | N/A | Save the Date for Joint ULI and Metro Transportation Financing Events | 053008-09 |
| | Handout | N/A | ODOT Earmark Policy | 053008-10 |
| | Handout | N/A | Reauthorization Earmark Proposal Form | 053008-11 |
| | Handout | N/A | Guidance for Preparing Earmark Recommendation Lists | 053008-12 |

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE 2008-) RESOLUTION NO. 08-3913
11 METROPOLITAN TRANSPORTATION)
IMPROVEMENT PROGRAM (MTIP) TO) Introduced by Councilor Rex Burkholder
REDUCE THE ODOT REGION 1)
MODERNIZATION PROGRAM)
)

WHEREAS, the Metropolitan Transportation Improvement Program (MTIP) prioritizes projects from the Regional Transportation Plan to receive transportation related funding; and

WHEREAS, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council must approve the MTIP and any subsequent amendments to add new projects to the MTIP; and

WHEREAS, the JPACT and the Metro Council approved the 2008-11 MTIP on August 16, 2007; and

WHEREAS, the Oregon Department of Transportation (ODOT) must reduce the Modernization Program for constructing new or expanding existing facilities in the Metro region to meet new funding targets set by the Oregon Transportation Commission; and

WHEREAS, the ODOT Region One staff developed a recommendation on reduction of funding to the modernization program projects based on an evaluation project readiness, leveraging of other fund sources, and completing logical project milestones to sustain project development; and

WHEREAS, ODOT Region One staff shared its recommendation and received concurrence at the Transportation Policy Advisory Committee and JPACT; and

WHEREAS, these changes to programming for these projects has been determined through inter-agency consultation have been determined in conformity with the State Implementation Plan for air quality; and

WHEREAS, the recommended reductions of delaying the construction phase of the US26: NW 185th to Cornell Road, and savings in the scope of work for the I-5: Victory Blvd to Lombard Phase 2 project and the US26: Access to Springwater area intersection work allow ODOT Region One to meet its funding reduction targets for the Modernization program; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT to modify the programming of the US26: NW 185th to Cornell Road, the I-5: Victory Blvd to Lombard Phase 2 and US26: Access to Springwater projects in the 2008-11 Metropolitan Transportation Improvement Program.

ADOPTED by the Metro Council this ____ day of July 2008.

David Bragdon, Council President

Approved as to Form:

Daniel B. Cooper, Metro Attorney

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 08-3913, FOR THE PURPOSE OF
AMENDING THE 2008-11 METROPOLITAN TRANSPORTATION IMPROVEMENT
PROGRAM (MTIP) TO REDUCE THE ODOT REGION 1 MODERNIZATION PROGRAM

Date: June 17, 2008

Prepared by: Ted Leybold

BACKGROUND

Due to changes in state transportation funding brought about by actions of the 2007 state legislature to re-allocate state transportation funds to County agencies, the Oregon Transportation Commission (OTC) has directed the Oregon Department of Transportation (ODOT) to reduce the amount of funds previously forecast to be available for the state Modernization program. The Modernization program funds new highway facilities or expansion of existing facilities.

In ODOT Region One, which includes the Metro area and some surrounding areas, a funding reduction target of \$26,040,000 was identified based on existing formulas for the allocation of Modernization program funds. ODOT Region One staff consulted with the Joint Policy Advisory Committee on Transportation (JPACT) in March to create a recommendation to the OTC on reductions to the Modernization program to achieve the target reductions. Within the Metro area, the recommendation included:

1. Removal of US 26 (Sunset Hwy): 185th to Cornell construction phase. Construction of widening the highway from 4 to 6 lanes and associated interchange work (Preliminary Engineering phase remains). Savings of \$14,280,980.
2. Reduction in project cost of preliminary engineering for the I-5: Victory Blvd to Lombard Phase 2 project through a reduction in project scope. Savings of \$5,781,000.
3. Reduction in project cost of preliminary engineering for the US 26: Access to Springwater Community project through a reduction in project scope. Savings of \$1,000,000.

An air quality consultation was also completed at the time of the TPAC and JPACT recommendation in April, confirming this action is consistent with state and federal air quality regulations.

This recommendation to reduce the ODOT Modernization program in Region One was adopted, along with recommendation for the other ODOT regions in the state, by the OTC at their May meeting. The State and Metropolitan Transportation Improvement Plans now need to be amended to reflect these changes.

ANALYSIS/INFORMATION

1. **Known Opposition** None known at this time.
2. **Legal Antecedents** Amends the 2008-11 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 07-3825 on August 16, 2007 (For the Purpose of Approving

the 2008-11 Metropolitan Transportation Improvement Program for the Portland Metropolitan Area).

- 3. Anticipated Effects** Adoption of this resolution will make available federal transportation project funding for the construction of the US30B (Sandy Boulevard): 122nd to 141st Avenues safety project and to the I-205 Willamette River bridge project.
- 4. Budget Impacts** None.

RECOMMENDED ACTION

Metro staff recommends the approval of Resolution No. 08-3913.



METRO

Date: June 18, 2008
To: TPAC
From: Pam Peck, Metro
Re: *RTO Bylaws Update*

Background

The RTO strategic planning process conducted in 2008 and 2009 identified the need to update the RTO Subcommittee bylaws to create an advisory committee structure that supports both program oversight functions, including development of the program strategic plan, budgets, work plans and grant allocations, and the development of transportation demand management policy recommendations.

Issues identified for further discussion included the relationship of the RTO Subcommittee to TPAC's Transport Subcommittee and the Transportation System Management and Operations (TSMO) Program. Metro is currently developing a policy advisory group that will include both demand and system management agency and private sector representatives to advise Metro on the development of the TSMO Refinement Plan. This group will be convened in FY 08-09.

Additional issues include whether the RTO Subcommittee should be composed of senior level staff with budgetary authority within their agencies, as well as what is the appropriate Subcommittee size and agency representation.

RTO Subcommittee recommendations

The RTO Subcommittee recommends that major changes to the RTO Subcommittee's bylaws are delayed until the completion of the TSMO Refinement Plan and that issues raised during past bylaws discussion are considered by both TSMO policy advisory group and RTO Subcommittee as part of the development of the TSMO plan.

The Subcommittee also recommends that the following minor changes are made to the Subcommittee's bylaws immediately to aid in the conduct of the group's charge and business:

- Add Washington Department of Transportation (WSDOT) to the Subcommittee to increase representation from Southwest Washington and support collaboration on bi-state travel options initiatives, such as vanpooling and ridematching systems.
- Remove the vacant Port of Portland representative, but continue to include the Port on the Subcommittee's interested parties list that receives Subcommittee meeting notices and packets. The Port supports this change, which will make it easier for the RTO Subcommittee to achieve a quorum at meetings.

- Add a fourth citizen/community representative position to the Subcommittee to increase community participation in the RTO Subcommittee and provide community perspectives as part of the RTO decision-making process.
- Reduce the number of Subcommittee meetings from 12 per year to 6 per year with special meetings called as needed. The Subcommittee would meet every other month for 2 hours, currently the group meets monthly for 1.5 hours. The new schedule will make more efficient use of Subcommittee member and Metro RTO staff time. Subcommittee members will be encouraged to participate in quarterly marketing working group meeting and invited to participate in task forces, such as the grants review group.

The attached draft bylaws document includes the changes listed above. The RTO Subcommittee adopted the revised bylaws at their June 11, 2008 meeting and recommends that TPAC endorse the bylaws changes.

REGIONAL TRAVEL OPTIONS SUBCOMMITTEE

BYLAWS

ARTICLE I

This Subcommittee of the Transportation Policy Alternatives Committee (TPAC) shall be known as the Regional Travel Options Subcommittee.

ARTICLE II

The Regional Travel Options Subcommittee will provide TPAC with topical expertise, policy recommendations and advice regarding funding decisions related to transportation demand management. The subcommittee will provide a forum for regional coordination and collaboration around transportation demand management issues.

The responsibilities of the Regional Travel Options Subcommittee with respect to transportation planning are:

- a. Support TPAC by:
 - Support TPAC by providing advice regarding transportation management policy issues
 - Providing recommendations for funding related to transportation demand management
- b. Give Metro staff policy direction regarding:
 - Development of the Regional Travel Options Strategic Plan consistent with the Regional Transportation Plan
 - Implementation of the Regional Travel Options program

ARTICLE III MEMBERSHIP, VOTING, MEETINGS

Section 1. Membership

a. The Committee will be made up of representatives from local jurisdictions, implementing agencies and citizens as follows:

| | |
|--|---|
| Metro | 1 |
| TriMet | 1 |
| Wilsonville SMART | 1 |
| City of Gresham | 1 |
| City of Portland | 1 |
| City of Vancouver | 1 |
| Clackamas County | 1 |
| Multnomah County | 1 |
| Washington County | 1 |
| Oregon Department of Environmental Quality | 1 |

| | |
|---|----|
| Oregon Department of Energy..... | 1 |
| Oregon Department of Transportation..... | 1 |
| Washington Department of Transportation..... | 1 |
| TMA Directors Working Group Representative..... | 1 |
| Citizens..... | 4 |
| | 18 |

a. In addition to the membership described above, other agencies may appoint non-voting associate members at the pleasure of the Subcommittee.

b. Each member shall serve until removed by the appointing agency. Citizen members shall serve for two years and can be reappointed.

c. Alternates may be appointed to serve in the absence of the regular member.

d. Unexcused absence from regularly scheduled meetings for three (3) consecutive months shall require the Chairperson to notify the appointing agency with a request for remedial action.

Section 2. Appointment of Members and Alternates

a. Representatives (and alternatives if desired) of public agencies shall be appointed by the TPAC member of their jurisdiction/agency or the relevant presiding agency executive.

c. Citizen representatives will be nominated through a public application process, confirmed by the Metro Council, and appointed by the Metro Council President.

e. The TMA Directors representative and their alternate will be appointed by the TMA Directors Working Group.

f. The Metro representative (non-voting) shall be appointed by the chair of TPAC and will act as chair of the Subcommittee.

Section 3. Voting Privileges

a. Each member or alternate of the Committee, except associate members, shall be entitled to one (1) vote on all issues presented at regular and special meetings at which the member or alternate is present.

Section 4. Meetings

a. Regular meetings of the Committee shall be held every other month at a time and place established by the Chairperson.

b. Special meetings may be called by the Chairperson or a majority of the

Committee members.

Section 5. Conduct of Meetings

a. A majority of the voting members (or designated alternates) shall constitute a quorum for the conduct of business. The act of the majority of the members (or designated alternates) present at meetings at which a quorum is present shall be the act of the Subcommittee.

b. All meetings shall be conducted in accordance with Robert's Rules of Order, Newly Revised.

c. The Committee may establish other rules of procedure as deemed necessary for the conduct of business.

d. An opportunity will be provided at each meeting for citizen comment on agenda and non-agenda items.

ARTICLE IV OFFICERS AND DUTIES

Section 1. Officers

The permanent Chairperson of the Committee shall be appointed by the chair of TPAC.

Section 2. Duties

The Chairperson shall preside at all meetings he/she attends and shall be responsible for the expeditious conduct of the Committee's business.

Section 3. Administrative Support

a. Metro shall supply staff, as necessary, to record actions of the Committee and to handle Committee correspondence and public information concerning meeting times and places.

ARTICLE V WORKING GROUPS AND TASK FORCES

One permanent working group of the Subcommittee is established to oversee the major implementation-related activities associated with transportation demand management:

- a. Transportation Management Association Directors: to share information and coordinate among area Transportation Management Associations.
- b. Collaborative Marketing Working Group: to share information and coordinate among

agencies and organizations in the region regarding travel options marketing.

One task force of the Subcommittee is established to meet on an as-needed basis to complete tasks associated with certain technical issues that are expected to arise from time to time:

- a. Regional Travel Options Program Evaluation
- b. Regional Travel Options Grant Scoring

Working Groups and Task Forces may be established by the Chairperson. Membership composition shall be determined according to mission and need. The Chair shall consult with the full Subcommittee on membership and charge before organization of working groups and task forces. Working group and task force members can include Subcommittee members, alternates and/or outside experts. All such groups shall report to the Subcommittee.

ARTICLE VI REPORTING PROCEDURES

The Subcommittee shall make its reports and findings and recommendations to the Transportation Policy Alternatives Committee (TPAC). The Subcommittee shall develop and adopt procedures which adequately notify affected jurisdictions on matters before the Subcommittee.

ARTICLE VII AMENDMENTS

The Bylaws may be amended or repealed by the TPAC Chairperson in consultation with TPAC.

**METRO**

TO: Andy Cotugno, Planning Director
FROM: Mark Turpel, Principal Transportation Planner
DATE: June 19, 2008
SUBJECT: New Proposed FEDEX Facility – Air Quality and Sundial/Swigert Road Improvements

Background

The Oregon Department of Transportation has stated that it is willing to provide an Opportunity Fund grant for the needed road improvements concerning the proposed Fedex facility in Troutdale near the Troutdale airport. (see attached project description materials)

However, this project was not included in the list of air quality conformed projects. The project, which could include up to 700 plus employees and a new collector arterial and other street improvements, would seem to be a regionally significant in terms of air quality analysis.

However, the region has recently completed an air quality conformity determination for the 2035 RTP (federal component) and the 2008-2011 MTIP and a significant “cushion” has been estimated when comparing expected regional Carbon Monoxide levels resulting from the region’s on-road sources and the maximum allowed levels (known as the motor vehicle emission budgets as determined by Oregon Department of Environmental Quality and approved by the US Environmental Protection Agency). Accordingly, rather than complete a costly and time-consuming full quantification of the air quality impacts of this project at the regional level (a separate “hot spot” analysis would have to be done by the project), a qualitative analysis has been performed and is attached.

Analysis

A qualitative analysis is attached, below. It looks at the “cushion” that we have – or the difference between the State Implementation Plan (SIP) maximum allowed amount of Carbon Monoxide and those forecast to be emitted from on-road sources at various future years. Taking this cushion and assuming the lowest speeds (2.5 miles per hour) and HGDGV vehicle type (trucks) it would mean that each employee would have to travel (commuting using these trucks as well as the work day trips) 1,000 miles per day or greater. From Fedex internet page it shows that their long haul truckers “Singles average 2,000- 2,400 miles per week, while teams average 4,400-5,000 miles per week”. These are amounts that are ½ the amount of the cushion. Further, it is likely that most of the truck driving will be more short, daily routes that are in the range of perhaps 200 miles per day – well short of 1,000 miles per day.

Conclusion

It is recommended that TPAC concur with the attached qualitative analysis that the proposed Fedex Sundial/Swigert Road project would not exceed regional Carbon Monoxide air quality

Worst Case Air Quality Estimate for the FedEx/Sundail Road/Swigert Road Project

| Year | SIP budget pds/day | 2035 RTP | | Pounds per day below SIP budget | Grams/poun d Conversion | Grams/day below SIP | worst case grams/mile | VMT threshold/day | VMT/employee/day |
|------|-----------------------|---------------------------|-----------------------------------|---------------------------------------|----------------------------|------------------------|--------------------------|-------------------|------------------|
| | | Forecast CO pds/day | Pounds/day below SIP budget | | | | | | |
| 2010 | 1,033,578 | 856,054 | 177,524 | 177,524 | 454 | 80,523,532 | 115 | 700,205 | 1,000 |
| 2017 | 1,181,341 | 670,926 | 510,415 | 510,415 | 454 | 231,520,350 | 115 | 2,013,220 | 2,876 |
| 2025 | 1,181,341 | 801,203 | 380,138 | 380,138 | 454 | 172,427,696 | 115 | 1,499,371 | 2,142 |
| 2035 | 1,181,341 | 822,596 | 358,745 | 358,745 | 454 | 162,723,995 | 115 | 1,414,991 | 2,021 |



Oregon

Theodore R. Kulongoski, Governor

Department of Transportation

Office of the Director

355 Capitol St. NE

Rm 135

Salem, Oregon 97301-3871

DATE: March 6, 2008

TO: Oregon Transportation Commission

FROM: Matthew L. Garrett
Director

FILE CODE:

SUBJECT: **Agenda D** ~ Immediate Opportunity Fund – Portland, City of Troutdale, Multnomah County

Requested Action:

Approve a Type A Immediate Opportunity Fund (IOF) grant in the amount of \$1,000,000 to the Port of Portland, City of Troutdale, and Multnomah County to help fund transportation improvements as the aforementioned entities work to locate a Federal Express Ground Hub in Troutdale.

Background:

The Federal Express Ground Company recently determined that Troutdale is strongly qualified to be its Pacific Northwest Hub (with service to the states of Oregon, Washington and Alaska). The proposed hub is expected to be one of seven state-of-the-art hub facilities operated by the company in the United States. An initial investment of \$103 million is expected for a 415,000-square-foot facility. Final build-out of the facility to 560,000 square feet is expected by 2014.

Type A IOF grants are for job recruitment and retention, and the Oregon Economic and Community Development Department (OECDD) has informed ODOT that the levels of employment anticipated at the proposed facility by 2010 are 153 full-time and 390 part-time positions. OECDD also notes some private contractor work is expected by Federal Express at the site.

The Immediate Opportunity Funds requested will help cover some costs associated with transportation improvements needed for access to the proposed facility. Primary access to the site will be via two driveways off of Sundial Road, which is currently a substandard two-lane county road. The road is now classified as a major collector and is being widened to accommodate all requirements for such classification.

Secondary access to the facility is to be through a new collector street called Swigert Way. Swigert Way is scheduled to be classified by the City of Troutdale as a major collector and has been designed accordingly. In addition, a large box culvert will be installed where Salmon Creek crosses under Swigert Way.

The overall transportation improvement cost is estimated at \$14.34 million. The Port of Portland has set aside \$13.24 million for the project. An additional \$100,000 is expected to come from a State Parks grant. It is hoped that the \$1,000,000 gap in funding can be filled through the approval of this IOF request.

Agenda D - Port of Portland -FedEx IOF.doc
3/3/2008



ODOT Region 1 has conducted an assessment of a traffic study associated with this proposed development. Based on this analysis, and coordination with the community, the port and Federal Express, region has strongly encouraged the port and Federal Express Company to implement voluntary Transportation Demand Management measures to minimize traffic impacts to the Troutdale interchange during peak hours.

Port of Portland expects to go out to bid for the infrastructure improvements in spring 2008. The U.S. Environmental Protection Agency clearance on the environmental cleanup of the site has been met. The port closed on the property in mid-December 2007 and is finalizing negotiations with Federal Express. This IOF proposal has been presented to the Governor's Economic Revitalization Team, which has expressed support for this project.

Upon approval of this request of \$1,000,000, the Immediate Opportunity Fund will have a remaining balance of \$3,580,690.

Attachments

Copies (w/attachments) to:

| | | |
|------------------|-------------------|-----------------|
| Doug Tindall | Lorna Youngs | Jack Svadlenak |
| Joan Plank | Patrick Cooney | Karin Jorgensen |
| Jason Tell | Bob Repine, OECDD | Vera Wicks |
| Rian Windsheimer | Akin Owosekun | Darel Capps |



Oregon

Theodore R. Kulongoski, Governor

Department of Transportation

Region 1

123 NW Flanders

Portland, OR 97209-4037

(503) 731-8200

FAX (503) 731-8259

DATE: February 19, 2008

TO: Matt Garrett, Director

FROM: Jason Tell, Region 1 Manager *RT*

SUBJECT: Immediate Opportunity Fund (Type A) Grant Request in the amount of \$1,000,000 – Port of Portland/City of Troutdale/Multnomah County – for recruitment of Federal Express Ground

Region 1, in partnership with the Oregon Economic and Community Development, the Port of Portland, City of Troutdale and Multnomah County have developed a request for \$1,000,000 of IOF grant funds to facilitate the locating of a Federal Express Ground Hub in the community.

Recently, the Federal Express Ground Company determined that Troutdale is strongly qualified to be its Pacific Northwest Hub (with service to the states of Oregon, Washington and Alaska). The proposed hub is expected to be one of seven state-of-the-art hub facilities operated by the company in the United States. An initial investment of \$103 million is expected for a 415,000 square foot facility. Final build out of the facility to 560,000 square feet is expected by 2014.

The Immediate Opportunity Funds requested are proposed to help cover some costs associated with transportation improvements needed for access to the proposed facility. Primary access to the site will be via two driveways off of Sundial Road, which is currently a substandard two-lane county road. The road is now classified as a major collector and is being widened to accommodate all requirements for such classification.

Secondary access to the facility is to be through a new collector street called Swigert Way. Swigert Way is scheduled to be classified by the City of Troutdale as a major collector and has been designed accordingly. In addition, a large box culvert will be installed where Salmon Creek crosses under Swigert Way.

The overall transportation improvement cost is estimated at \$14.34 million. Port of Portland has set aside \$13.24 million for the project. An additional \$100,000 is expected to come from a State Parks grant. It is hoped that the \$1,000,000 gap in funding can be filled through the approval of this IOF request.

ODOT – Region 1 has conducted an assessment of a traffic study associated with this proposed development. Based on this analysis, and coordination with the community, the

Port and Federal Express, Region has strongly encouraged the Port and Federal Express Company implement voluntary Transportation Demand Management (TDM) measures to minimize traffic impacts to the Troutdale interchange during peak hours.

Port of Portland expects to go out to bid for the infrastructure improvements in spring, 2008. The U.S. Environmental Protection Agency (EPA) clearance on the environmental cleanup of the site has been met. The Port closed on the property in mid-December 2007 and is finalizing negotiations with Federal Express. This IOF proposal has been presented to the Governor's Economic Revitalization Team (GERT), which has expressed support for this project.

Cc: Rian Windsheimer, Region 1
Akin Owosekun, Region 1
Lainie Smith, Region 1
Sarah Garrison, OECDD



February 14, 2008

Mr. Mathew Garrett, Director
Oregon Department of Transportation
135 Transportation Building
Salem, Oregon 97310

**Re: Immediate Opportunity Fund Request, Type A ~ \$1,000,000
Recruitment – FedEx Ground
Troutdale (Multnomah County) / Port of Portland**

Dear Mr. Garrett:

The Oregon Economic and Community Development Department (OECDD) supports a \$1,000,000 Type A request of Immediate Opportunity Funds (IOF) to assist the Port of Portland with transportation improvements necessary for road access related to the development of the FedEx Ground Hub in Troutdale, Oregon.

The FedEx Ground facility in Troutdale will retain and grow family wage jobs in Oregon. Construction of key access roads to the facility meets the Type A IOF criteria by helping to retain FedEx Ground in Oregon instead of relocating to Clark County Washington and also allowing them to locate on an industrial site large enough for future expansion of their facility with corresponding job growth.

Background

FedEx Ground, one of four subsidiary companies of the FedEx Corporation, focuses on ground package delivery. It is North America's second largest ground carrier for business-to-business small-package delivery and handles an average daily volume of three million parcels. Operating facilities include 29 ground hubs and over 500 pickup/delivery terminals, staffed by over 65,000 employees and independent contractors and a ground fleet of over 20,000 vehicles. FY07 revenue was approximately \$6 billion.

Troutdale, Oregon was recently selected over competing locations in Clark County Washington for a new FedEx Ground Hub serving the Pacific Northwest (Oregon, Washington and Alaska). This facility will be one of seven state-of-the art hubs of a similar design in the United States, with an initial investment of approximately \$103 million. The first phase of development entails constructing a 415,000 sf building on 78 acres, with the building expanding to 560,000 sf at final build out estimated to take place in 2014.

GOVERNOR THEODORE R. KULONGOSKI

775 Summer St. NE, Suite 200 • Salem, Oregon 97301-1280

Phone 503-986-0123 • TTY 1-800-735-2900 • Fax 503-581-5115 • <http://econ.oregon.gov>

As a distribution facility, road access in and out of the site is of key importance. Primary access to the site will be via two driveways off of Sundial Road, which is a substandard two-lane Multnomah County road, originally constructed as a "farm to market" road. The City of Troutdale, as a part of a recent land division (File 07-064, approved August 15, 2007), required reconstruction of Sundial Road from Marine Drive to the northern employee access driveway on the FedEx Parcel. The work must be done to the satisfaction of Multnomah County.

Secondary access to the FedEx parcel will be provided via a new collector street called Swigert Way. This street is required to be built to City standards by the City of Troutdale as part of the same land division described above (File 07-064, approved August 15, 2007).

During the first year of operations in 2010, the facility is anticipated to directly employ 769 people (153 full time employees, 390 part time employees and 226 full-time contractors). An anticipated 968 people will be employed by final build out in 2014. Average wages are estimated at \$16.99/hour for full time workers, \$10.36/hour for part time workers and \$115,100 in annual gross wages for contractors. Of these jobs, 515 will be relocated from the existing FedEx facility on Swan Island in Portland. However, if not for the new FedEx Ground Hub in Troutdale, these jobs may well have migrated to one of two sites that were considered in Clark County Washington.

Project Summary

Transportation improvements are needed to provide access to the property. The structure of both Sundial Road and Swigert Way are being designed to accommodate the axle loads of the fleet mix envisioned by FedEx, ranging from delivery vans to triple trailers.

Sundial Road is classified as a major collector by Multnomah County and is being widened to accommodate all required components for that type of facility and includes curb and gutter, sidewalk, planter strip, bike lane and right turn lanes. In addition, a large box culvert will be installed to replace two outdated culverts where Salmon Creek crosses under Sundial Road and where a large drainage ditch will be relocated on the east side of Sundial Road.

Swigert Way will likely be classified by the City of Troutdale as a major collector and has been designed accordingly to City standards with curbs and gutters, sidewalks, planter strips, bike lanes and a water quality facility. In addition, a large box culvert will be installed where Salmon Creek crosses under Swigert Way.

This project is consistent with all relevant Multnomah County policy documents, including the Bicycle Master Plan, Pedestrian Master Plan, and Functional Classification of Trafficways report, for Sundial Road. It is also consistent with all relevant City of Troutdale policies, including the City Transportation System Plan and City Street Design Standards, for Swigert Way.

Local land use approvals from the City of Troutdale were obtained in 2007. A DSL/Corps joint fill permit application is being prepared related to box culvert crossings of Salmon Creek under Sundial Road and Swigert Way, as well as the relocation of the ditch of the east side of Sundial Road.

ODOT Region 1 has conducted an assessment of a traffic study associated with this proposed development. Based on the analysis and coordination with the community, ODOT Region 1 staff

strongly encourages the Port and Federal Express Company implement voluntary Transportation Demand Management (TDM) measures to minimize traffic impacts to the Troutdale interchange during peak hours. FedEx has agreed verbally to TDM measures; the specifics will be worked out with ODOT staff.

Budget Summary

The total budget for this project is estimated at \$14 million. The Port of Portland had budgeted \$11 million (original cost estimate) for this project, but costs estimates have increased, leaving a gap. The Port of Portland, City of Troutdale and Multnomah County budgets are all constrained and assistance from ODOT is needed. The Port is obligated to construct improvements as part of land use actions on the site and is responsible for the public improvements. The Port will fund the remainder of the project from the Port’s general fund.

Use of Funds

| Task | Estimated Costs | IOF | Match |
|--------------------|-----------------|-------------|--------------|
| Design Engineering | \$2,656,000 | | |
| Right of Way | 0 | | |
| Construction | \$11,684,000 | \$1,000,000 | \$10,684,000 |
| Total | \$14,340,000 | | |

Source of Funds

| | |
|--------------------------|--------------|
| Port of Portland | \$13,240,000 |
| ODOT- IOF | \$1,000,000 |
| State Parks –Trail Grant | \$ 100,000 |
| Total | \$14,340,000 |

Other related infrastructure by Port

| | |
|--|-------------|
| Wetland Mitigation | \$1,004,238 |
| Environmental remediation: Dewatering, soils management and well abandonment | \$639,513 |
| Relocate utility poles | \$74,953 |
| Totals | \$1,718,704 |

Project Timelines

| | |
|---|--------------------------|
| Port approval of FedEx Ground transaction | January ‘08 |
| Port award contract for public infrastructure | April ‘08 |
| Port construct public infrastructure | May ‘08-September ‘09 |
| FedEx Ground site & building construction | February ‘08-October ‘09 |
| FedEx Ground install and test equipment | May ‘09-July ‘10 |
| FedEx Ground opening | Jul ‘10 |

Funding is needed by Spring 2008, when the Port of Portland expects to go out to bid for the infrastructure improvements. U.S. Environmental Protection Agency (EPA) clearance has been met on the environmental cleanup of the site. The Port closed on the property in mid-December 2007 and is finalizing negotiations with FedEx Ground.

Project Meets IOF Program Criteria

The Port, as a public agency and recipient of grants for other public infrastructure projects, has an excellent track record of grant compliance and project completion. In this case, an IOF grant would fund a key road access project scheduled for completion in 2009.

The project meets the criteria of the Immediate Opportunity Fund Program as follows:

- Significant and immediate job retention and creation - the facility is initially anticipated to directly employ 769 people (153 full time employees, 390 part time employees and 226 full-time contractors) by 2010 and 968 people by final build out in 2014. Entry level and part-time workers have a viable career path in the distribution sector, working for a noted Fortune 500 corporation. Of these jobs, 515 will be relocated from the existing FedEx facility on Swan Island in Portland. In addition, a substantial number of construction, as well as indirect and induced jobs are anticipated as a result of this project and are not included in the numbers mentioned above.
- Positive long-term economic impacts - FedEx's estimated capital investment in this facility and land is \$103 million. Average annual payroll is estimated at \$57.2 million (by full build-out in 2014)
- Provision of infrastructure opens up new available industrial lands in the Portland Metro area where large parcels are in limited supply. The redevelopment of the former Reynolds site in Troutdale represents some of the last, large parcels of industrial land in the Portland Metro Area.
 - Phase I= 121 acres (FedEx is taking first 78 acres)
 - Phase II = 125 acres
 - Phase III = 102 acres
- This compliments other efforts underway by state and local partners to spur business development opportunities in East Multnomah County.
 - The cities of Troutdale and Fairview have recently applied for and been granted an Enterprise Zone designation by OECDD. The Columbia Cascade Enterprise Zone incorporates the Reynolds property within the boundaries of the zone.
 - The Department of Land Conversation and Development (DLCD) awarded a \$70,000 technical assistance grant in 2005 to the Columbia Cascade River District partners to support planning work, economic analysis and intergovernmental agreements. DLCD believes that the regional approach to large scale industrial land planning is extremely beneficial, and that the partnership of the cities of Gresham, Fairview, Wood Village, Troutdale and the Port of Portland is one of the best industrial land projects in the state. DLCD will continue to support this project and hope to use it as a model in other regions of the state.
 - The site is a good example of re-use of industrial lands that had been deemed a "Brownfields" and a "Superfund" site. The Port has invested significant time and resources in cleaning up and purchasing this site. During the last three years, the Port of Portland and Alcoa have demolished the old buildings and remediated the environmental hazards associated with this site contaminated from decades of aluminum smelting at the Reynolds Metals plant.

The project achieves consistency with the Governor's Principles as follows:

- a. Oregon has a positive business climate and invests in economic development in order to create and retain sustainable businesses and family-wage jobs.

The FedEx Ground facility in Troutdale will retain and grow family wage jobs in Oregon. This project will provide needed transportation improvements to help retain FedEx Ground in Oregon instead of relocating to Clark County Washington and also allowing the company to locate on an industrial site large enough for future expansion of their facility with corresponding job growth.

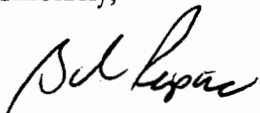
- b. Oregon has a healthy balance between growth, infrastructure development and environmental protection.

The 78-acre FedEx parcel embodies the balance between growth and environmental protection by avoiding two wetlands and by making beneficial reuse of a Superfund brownfields site.

OECDD, the Metro-Hood River Economic Revitalization Team (ERT), Multnomah County, and the City of Troutdale support this IOF proposal.

The Oregon Economic and Community Development Department recommends an Immediate Opportunity Fund Type A award of \$1,000,000 to the Port of Portland for transportation improvements associated with the FedEx Ground Hub in Troutdale. We support this business retention/expansion project and look forward to working with you on this project to advance Oregon's economy. If you have any questions, please feel free to contact Sarah Garrison at (503) 229-5115 or Beverly Thacker at (503) 986-0071.

Sincerely,



Bob Repine
Director

Attachments: Letters of Support and Project Maps

CC: Jason A. Tell, Region 1 Manager, Oregon Department of Transportation
Akin Owosekun, Oregon Department of Transportation, Region 1
Ann Hanus, Division Manager, Community Development Division, Oregon Economic and Community Development Department
Sarah Garrison, Business Development Officer, Oregon Economic and Community Development Department
Janet Hillock, Region 2 Coordinator, Oregon Economic and Community Development Department
Jack Svadlenak, Oregon Department of Transportation
Jim Laubenthal, Corporate Planning and Development Manager, Port of Portland
Tom Bouillion, Senior Planner, Port of Portland



Board of County Commissioners
MULTNOMAH COUNTY OREGON

501 SE Hawthorne Blvd., Ste. 600
Portland, Oregon 97214
503-988-3308

Ted Wheeler – County Chair
Maria Rojo de Steffey – District 1 Commissioner
Jeff Cogen – District 2 Commissioner
Lisa Naito – District 3 Commissioner
Lonnie Roberts – District 4 Commissioner

February 8, 2008

Mr. Mathew Garrett
Director
Oregon Department of Transportation
135 Transportation Building
Salem, Oregon 97320

RECEIVED

FEB 13 2008

ODOT
HEADQUARTERS

Dear Mr. Garrett:

We support the Oregon Economic and Community Development Department's request for \$1 million from the Oregon Department of Transportation Immediate Opportunity Fund (IOF) to facilitate the transportation improvements necessary to retain FedEx Ground in Multnomah County. These funds immediately benefit the retention of FedEx in Oregon and support long term development in the Columbia-Cascade River District which is considered one of the premiere industrial land projects in the state.

County Challenges and Contribution

Multnomah County has experienced consistent budget cuts since fiscal year 2002 which has resulted in the reduction of general funds available for transportation improvements of this magnitude. On the same token, the County is making a contribution to the FedEx project through foregone property taxes associated with the City of Troutdale's Enterprise Zone.

Benefits

FedEx is a critical project for the County. It immediately retains \$103 million of private investment, 769 family wage jobs and opens 260 additional acres of critical industrial land in Multnomah County. By full build out of the facility in 2014, FedEx projects a total of 969 jobs and an annual payroll of \$57 million.

Sundial Road is a major collector in Multnomah County and the IOF dollars support road widening to accommodate all required components for the FedEx facility including curb and gutter, sidewalk, planter strip, bike lanes and right turn lanes. These improvements not only benefit the demands of FedEx but will support the on-going growth and transportation linkages for the Columbia Cascade River District.

We strongly support the FedEx retention and expansion project and look forward to working with ODOT, the OECD, and the City of Troutdale on this important economic development project.

Sincerely,

Ted Wheeler
Multnomah County Chair

Lonnie Roberts
Commissioner – District 4

cc: Bob Repine, Director, Oregon Economic and Community Development Department
Sarah Garrison, Business Development Officer, Oregon Economic and Community Development Department
Peggy Yates, Economic Development Policy Advisor, Multnomah County



CITY OF TROUTDALE

"Gateway to the Columbia River Gorge"

RECEIVED

FEB 13 2008

ODOT
HEADQUARTERS

February 11, 2008

Mayor
Paul Thalhofer

City Council
Jim Kight
David Ripma
Norm Thomas
Robert Canfield
Barbara Kyle
Doug Daoust

Mr. Matthew Garrett, Director
Oregon Department of Transportation
135 Transportation Building
Salem, Oregon 97310

RE: Immediate Opportunity Fund Request
Troutdale Reynolds Industrial Park/FedEx Ground Road Infrastructure

Dear Mr. Garrett:

The City of Troutdale supports the \$1,000,000 request through the Immediate Opportunity Fund (IOF) to assist the Port of Portland in constructing and upgrading road infrastructure to serve the Troutdale Reynolds Industrial Park (TRIP), including a new FedEx Ground Regional Distribution Center.

Since the closure of the Reynolds Aluminum plant in 2000 and subsequent Superfund environmental clean-up, the City has been very interested in seeing the site return to active industrial use. The City recently approved the first phase of development of TRIP, as well as construction of FedEx Ground's Pacific Northwest Regional Distribution Center. The FedEx development alone is projected to result in a \$100 million investment, hundreds of new jobs and a future stream of property tax revenue for our community.

Recognizing the financial challenges to providing adequate road infrastructure to serve FedEx and other future industrial users at TRIP, we recommend approval of this IOF request.

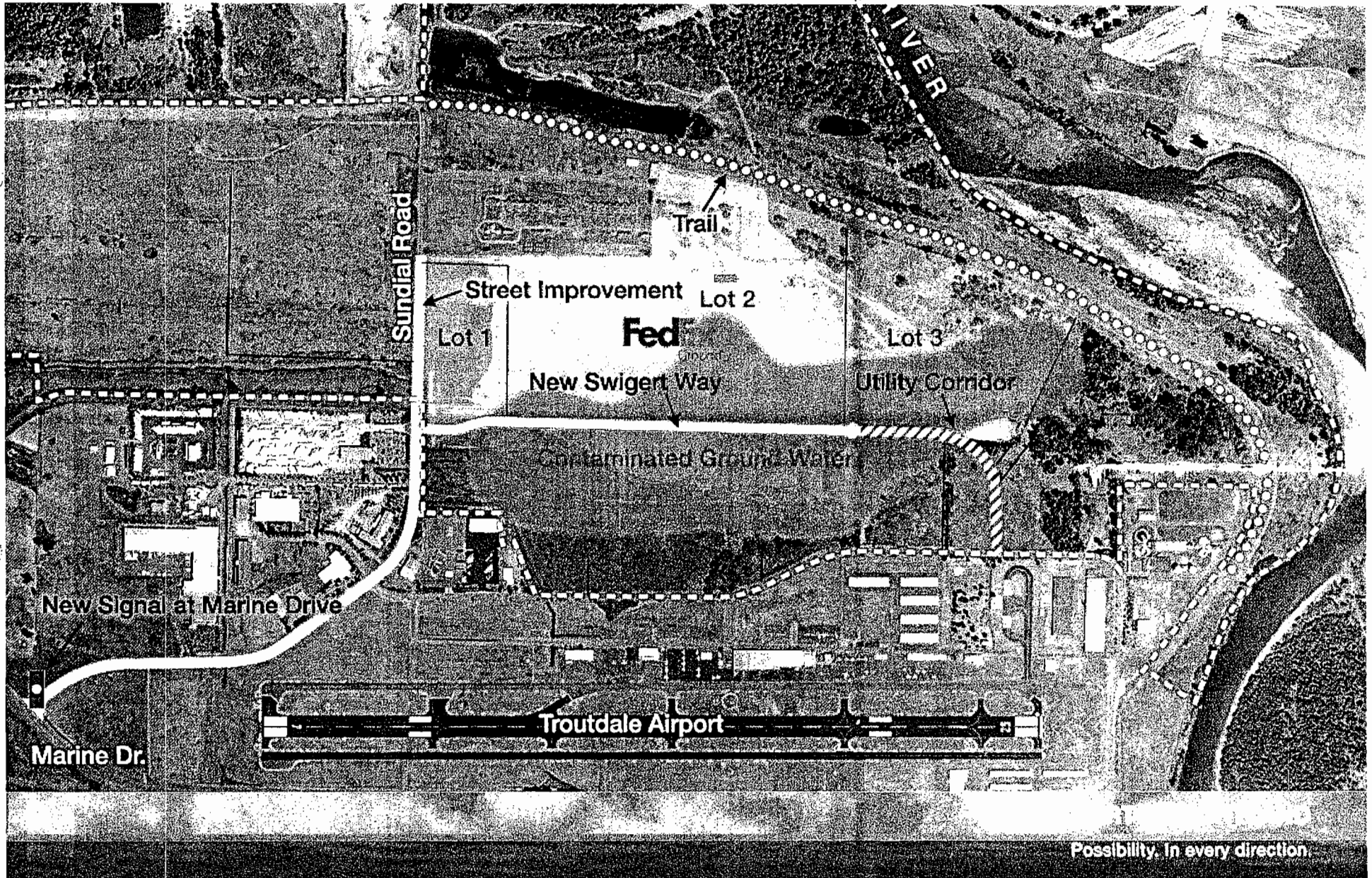
Sincerely,

Mayor Paul Thalhofer,
City of Troutdale

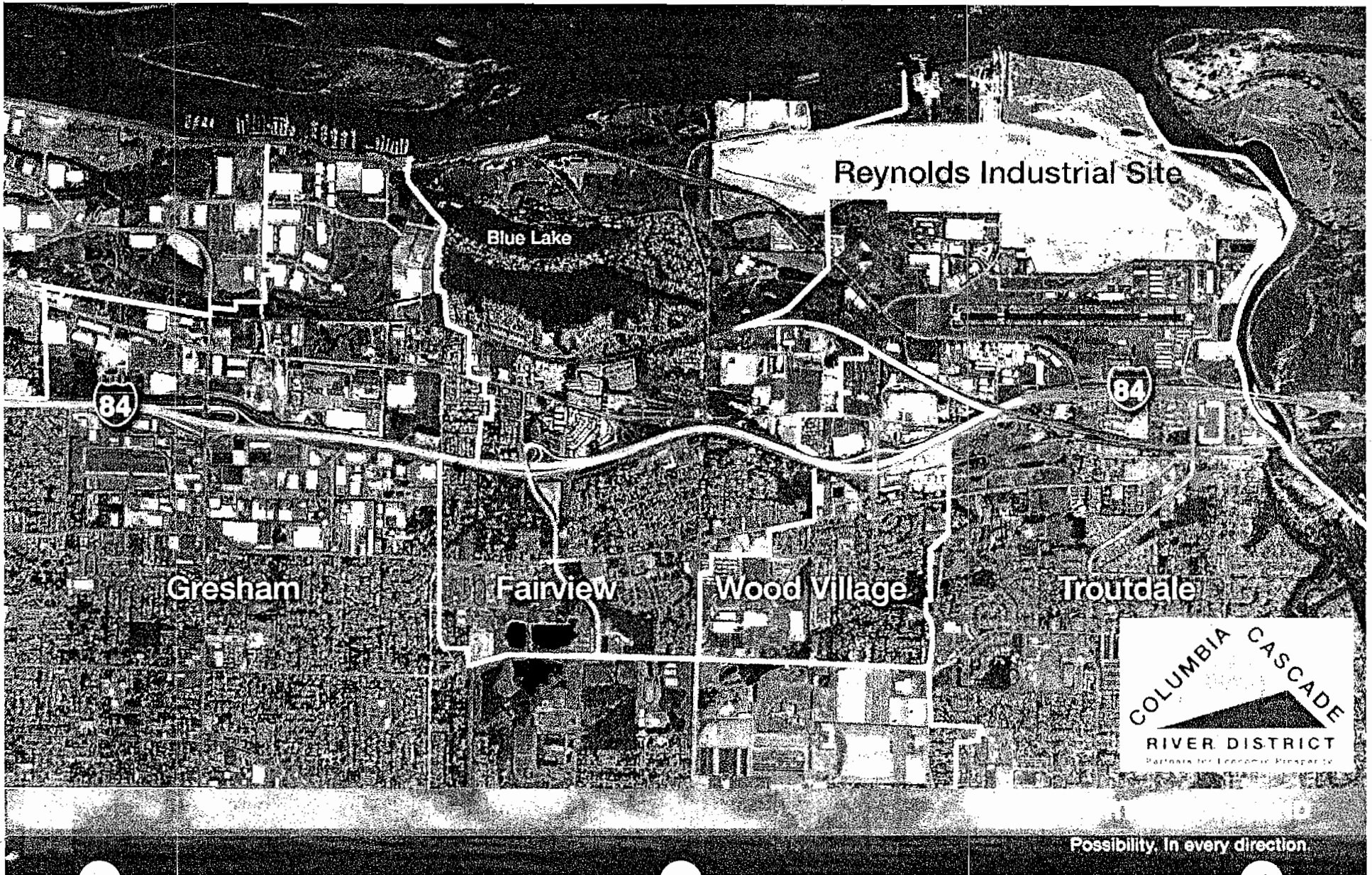
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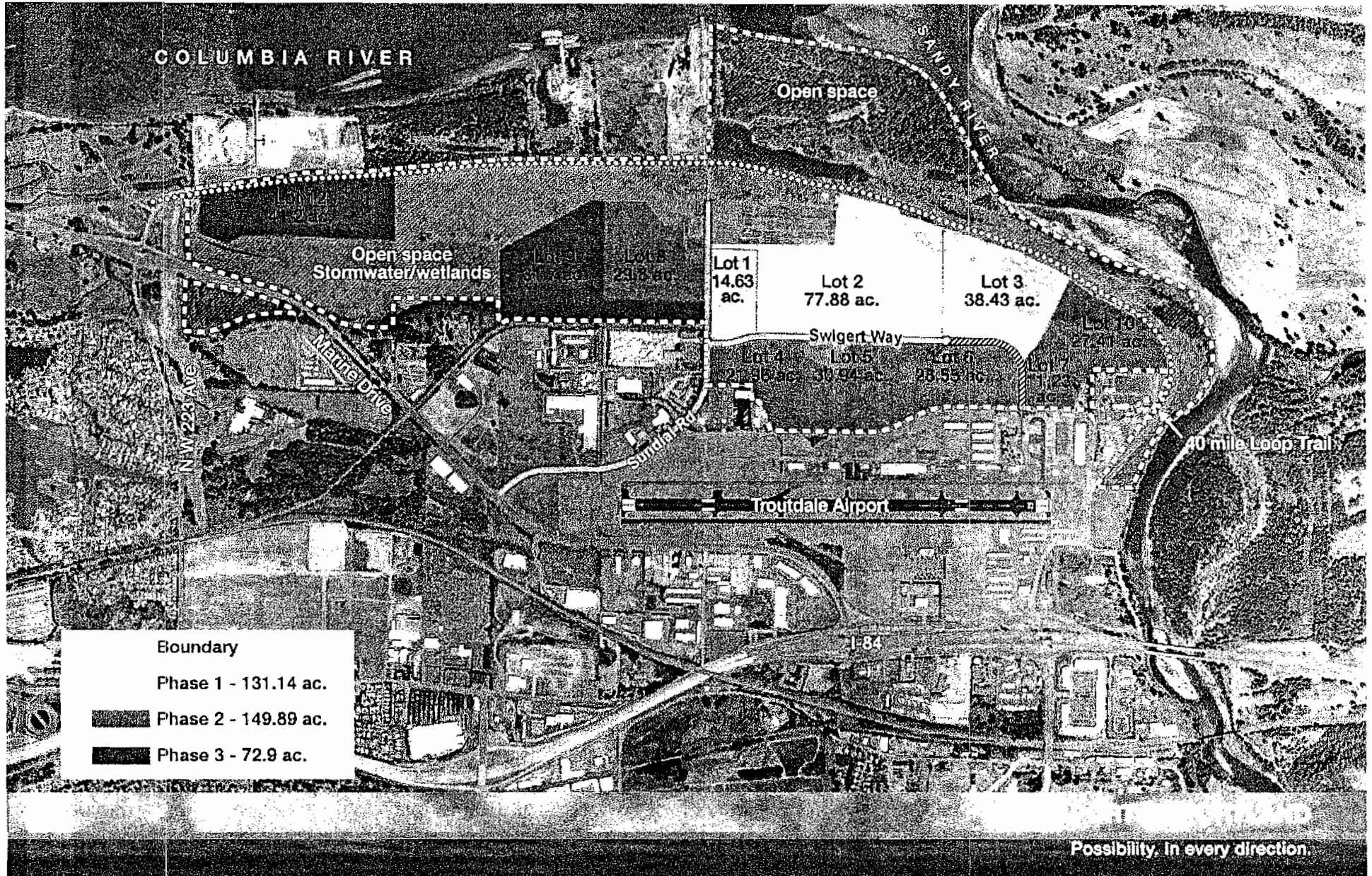
Road, Right of Way and Trail



Columbia Cascade River District (CCRD)



Troutdale Reynolds Industrial Park



BEFORE THE METRO COUNCIL

| | | |
|---------------------------------------|---|--|
| FOR THE PURPOSE OF AMENDING THE 2008- |) | RESOLUTION NO. 08-3962 |
| 11 METROPOLITAN TRANSPORTATION |) | |
| IMPROVEMENT PROGRAM (MTIP) TO ADD |) | Introduced by Councilor Rex Burkholder |
| THE SUNDIAL ROAD AND SWIGERT WAY |) | |
| PROJECT |) | |

WHEREAS, the Metropolitan Transportation Improvement Program (MTIP) prioritizes projects from the Regional Transportation Plan to receive transportation related funding; and

WHEREAS, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council must approve the MTIP and any subsequent amendments to add new projects to the MTIP; and

WHEREAS, the JPACT and the Metro Council approved the 2008-11 MTIP on August 16, 2007; and

WHEREAS, the Oregon Department of Transportation (ODOT) has awarded the City of Troutdale and Multnomah County \$1,000,000 from the Immediate Opportunity Fund for Transportation improvements to Sundial Road and Swigert Way to access a new hub distribution facility in the region for Federal Express; and

WHEREAS, all federal transportation funds allocated in the Metropolitan Area must be included in the Regional Transportation Plan’s financially constrained system and the MTIP financial plan; and

WHEREAS, these discretionary funds were not previously forecast to be available and therefore represent new funding within a financially constrained RTP and MTIP financial plan; and

WHEREAS, this change to programming for this project is not exempt by federal rule from the need for a conformity determination with the State Implementation Plan for air quality; and,

WHEREAS, an air quality conformity analysis demonstrates that the project will not affect the conformity status of the 2008-11 MTIP; and

WHEREAS, the change to programming for this project has been determined through inter-agency consultation have been determined in conformity with the State Implementation Plan for air quality; and

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT to add the Sundial Road and Swigert Way project to the 2008-11 MTIP.

ADOPTED by the Metro Council this ____th day of July 2008.

David Bragdon, Council President

Approved as to Form:

Daniel B. Cooper, Metro Attorney

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 08-3962, FOR THE PURPOSE OF AMENDING THE 2008-11 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO ADD THE SUNDIAL ROAD AND SWIGERT WAY PROJECT

Date: June 19, 2008

Prepared by: Ted Leybold

BACKGROUND

The Immediate Opportunity Fund (IOF) supports primary economic development in Oregon through the construction and improvement of streets and roads. The 1987 Oregon Legislature created state funding for immediate economic opportunities with certain motor vehicle gas-tax increases.

Access to this fund is discretionary and the fund may only be used when other sources of financial support are unavailable or insufficient.

Oregon Department of Transportation (ODOT) has awarded the City of Troutdale and Multnomah County \$1,000,000 from the Immediate Opportunity Fund for Transportation improvements to Sundial Road and Swigert Way to provide access to serve a new regional hub distribution facility for Federal Express.

The Joint Policy Advisory Committee on Transportation and the Metro Council must approve amendments to the MTIP. Transportation improvements to the Sundial Road and Swigert Way in Troutdale is proposed to receive funding through the Immediate Opportunity Fund.

The funds requested will help cover some costs associated with transportation improvements needed for access to the proposed facility. Primary access to the site will be via two driveways off of Sundial Road, which is currently a substandard two-lane road. The road is now classified as a major collector and is being widened to accommodate all design standards for this road classification. Swigert Way will provide access from Sundial Road into the distribution hub facility.

An air quality conformity analysis was completed on the proposed amendment and indicates that adding this project to the 2008-11 MTIP will result in any change in status to air quality conformity.

ANALYSIS/INFORMATION

- 1. Known Opposition** None known at this time.
- 2. Legal Antecedents** Amends the 2008-11 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 07-3825 on August 16, 2007 (For the Purpose of Approving the 2008-11 Metropolitan Transportation Improvement Program for the Portland Metropolitan Area).
- 3. Anticipated Effects**
- 4. Budget Impacts** None.

RECOMMENDED ACTION

Metro staff recommends the approval of Resolution No. 08-3962.

M E M O R A N D U M

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2736
TEL 503 797 1757 | FAX 503 797 1930



METRO

DATE: June 20, 2008
TO: Transportation Policy Alternatives Committee
FROM: Bridget Wieghart, Transit Project Manager
RE: Portland- Milwaukie Light Rail Project Locally Preferred Alternative Recommendation

Attached for your review please find Citizen Advisory Committee (CAC) and Project Management Group (PMG) recommendations and a proposed resolution regarding the Portland-Milwaukie Locally Preferred Alternative. The Portland to Milwaukie Light Rail Project Steering Committee will meet on June 26 to make its Locally Preferred Alternative recommendation and will consider the two advisory committee recommendations at that meeting. Staff will report to TPAC on the Steering Committee Recommendation on June 27. We have also enclosed a memorandum to the Steering Committee from Richard Brandman which outlines the CAC and PMG recommendations and highlights the differences.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPROVING THE 2008) RESOLUTION NO. 08-3959
PORTLAND-MILWAUKIE LIGHT RAIL)
PROJECT LOCALLY PREFERRED) Introduced by Councilor Robert Liberty
ALTERNATIVE AND FINDING CONSISTENCY)
WITH THE METRO 2035 REGIONAL)
TRANSPORTATION PLAN)

WHEREAS, the corridor between Portland, Milwaukie and unincorporated Clackamas County has experienced rapid population and employment growth and this growth is expected to continue over the next twenty years, worsening traffic congestion and increasing the need for improved transportation options; and

WHEREAS, no build, river transit, commuter rail, busways, bus rapid transit, high occupancy vehicle lanes, high occupancy toll lanes and light rail transit have been analyzed since the early 1990's, culminating in the 2000 South Corridor Transit Alternatives Study and the 2002 South Corridor Supplemental Draft Environmental Impact Statement; and

WHEREAS, in 2003, in consultation with its local government partners, Metro Council adopted Resolution No. 03-3303, "For the Purpose of Amending the Locally Preferred Strategy for the South/North Corridor Project to Define a Two-Phased Major Transit Investment Strategy for the South Corridor," which established a Locally Preferred Alternative (LPA) light rail alignment between Portland and Milwaukie as Phase 2 (the "2003 South Corridor Decision"); and

WHEREAS, since the 2003 South Corridor Decision, interest has been expressed in providing a Phase 2 Portland-Milwaukie light rail alignment that would better serve the newly emerging South Waterfront development, an alignment that would have fewer impacts to the North Milwaukie Industrial Area and a southern terminus that would serve unincorporated Clackamas County south of the City of Milwaukie; and

WHEREAS, Metro in partnership with TriMet, the cities of Portland and Milwaukie, Clackamas and Multnomah Counties and the Oregon Department of Transportation, identified several alternative light rail alignments to the 2003 LPA to address concerns raised about the 2003 LPA alignment; and

WHEREAS, Metro, TriMet and the Federal Transit Administration completed a 2008 Portland-Milwaukie Light Rail Project Supplemental Draft Environmental Impact Statement (SDEIS) that includes analysis of a No-Build and Light Rail Alternative, which included the 2003 LPA as well as alignment options at the Willamette River Crossing, in the North Industrial Area of Milwaukie and at the southern terminus; and

WHEREAS, the 2008 SDEIS found that the Light Rail Alternative would have daily ridership of approximately 25,000 in 2030, reduce single occupant vehicle use, improve air quality and support local land use plans; and

WHEREAS, the 2008 SDEIS was provided to the public via Metro's web site and by libraries in the project area as well as to those who requested it by e-mail, telephone or in person; and

WHEREAS, a public 45-day comment period was provided between May 9, 2008 and June 23, 2008 and public comments were taken at four open houses, a public hearing, by mail, telephone, comment card and e-mail; and

WHEREAS, all public comment from the various sources was compiled in the Portland-Milwaukie Light Rail Project Public Comment Report (June 2008); and

WHEREAS, the Portland-Milwaukie Citizen Advisory Committee was formed in summer 2007 and met regularly, reviewing the project plans and the SDEIS, and the Committee has made recommendations concerning a 2008 Portland-Milwaukie LRT LPA; and

WHEREAS, the South Corridor Steering Committee, comprised of elected officials from affected jurisdictions along the alternative alignments and directors of TriMet and ODOT, have met regularly during the preparation of the 2008 SDEIS and have made recommendations concerning a LPA; and

WHEREAS, the Metro 2035 Regional Transportation Plan (RTP) Financially Constrained System includes Project number 10901, MAX light rail: South Corridor Phase 2: Portland to Milwaukie amendment; and

WHEREAS, Metro 2035 RTP Financially Constrained Project number 10901 describes an LRT alignment that connects Portland, North Macadam, OMSI, Brooklyn, Milwaukie and has a Park Avenue terminus which is consistent with the Portland-Milwaukie LRT LPA; and

WHEREAS, the South Corridor Phase II (PE) Portland to Milwaukie is in the Metropolitan Transportation Improvement Program (Metro no. 1149); and

WHEREAS, the refined Portland-Sherman Willamette River crossing would better serve existing and planned land uses in the South Waterfront area, would provide a short walk connection to the Portland Aerial Tram which serves over 10,000 jobs on Marquam Hill, would have fewer business impacts on the Central Eastside and is supported by area property owners; and

WHEREAS, the Tillamook Branch Alignment would have fewer business and traffic impacts, is less costly and is supported by the North Industrial Area businesses and the City of Milwaukie; and

WHEREAS, the Park Avenue Terminus would better serve Clackamas area commuters, would have greater ridership and would have fewer impacts on downtown Milwaukie; and

BE IT RESOLVED that Metro Council:

1. Adopts the Portland-Milwaukie Light Rail Locally Preferred Alternative as described in the Portland-Milwaukie Light Rail Project Locally Preferred Alternative Report, attached as Exhibit A to this resolution and that generally includes the following:
 - a. A new Willamette River bridge for light rail, buses, streetcars, bicycles and pedestrians along a refined Porter-Sherman light rail alignment near the southern boundary of OHSU South Waterfront campus on the west bank and near OMSI on the east bank; and

- b. A Milwaukie light rail alignment that follows the Tillamook Branch alignment;
 - c. A southern terminus at Park Avenue.
2. Finds that the Portland-Milwaukie Light Rail Locally Preferred Alternative as described in Exhibit A is consistent with the Metro 2035 Regional Transportation Plan Financially Constrained System Project number 10901, MAX light rail: South Corridor Phase 2: Portland to Milwaukie amendment.
 3. Directs Metro staff to work with TriMet, the Federal Transit Administration, the Oregon Department of Transportation, the City of Portland, the City of Milwaukie and Clackamas County to initiate Preliminary Engineering and the Final Environmental Impact Statement for the Portland-Milwaukie Light Rail Project.
 4. Directs Metro staff to work with TriMet, the Oregon Department of Transportation, the City of Portland, the City of Milwaukie and Clackamas County on the work program considerations, including a shorter alignment with a terminus at Lake Road as a Minimum Operating Segment if project revenues and project costs can not be balanced for a Park Avenue terminus, as included in the Locally Preferred Alternative Report.

ADOPTED by the Metro Council this _____ day of _____, 2008.

David Bragdon, Council President

Approved as to Form:

Daniel B. Cooper, Metro Attorney

Portland-Milwaukie Light Rail Project Draft Locally Preferred Alternative Report

Project Management Group Findings and Recommendations to the South Corridor Steering Committee

June 26, 2008



The preparation of this report was financed in part by the U.S. Department of Transportation, Federal Transit Administration (FTA). The opinions, findings and conclusions expressed in this report are not necessarily those of the FTA.

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M E M O R A N D U M

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2736
TEL 503 797 1757 | FAX 503 797 1930



METRO

DATE: June 19, 2008
TO: Portland-Milwaukie Light Rail Project Steering Committee
FROM: Richard Brandman, Deputy Planning Director
RE: June 26 Meeting

At the meeting on June 26, you will be asked to recommend a Locally Preferred Alternative (LPA). The meeting will then adjourn and the Land Use Final Order (LUFO) Steering Committee will be asked to recommend a LUFO.

The study Citizen Advisory Committee (CAC) and the Project Management Group (PMG) have each developed LPA recommendations (attached). The two groups coordinated their efforts and there is a considerable degree of consistency as outlined below.

Both the CAC and PMG support the following:

- A refined Porter-Sherman Willamette River Crossing as recommended by the Willamette River Crossing Partnership Committee.
- The Tillamook Branch alignment through North Industrial area of Milwaukie.
- A terminus at Park Avenue.

The PMG recommended development of a Minimum Operating Segment (MOS) to Lake Road as a fall back in case project finance doesn't permit construction of the full project initially. The CAC did not endorse an MOS, but noted that they lack the detailed knowledge of the project finance to either support or oppose an MOS. Instead the CAC supports "a viable project that goes as far south as possible and serves North Clackamas County well".

The two groups recommended the same stations with the following exceptions:

- The PMG recommended combining the Lincoln and Harbor Stations into a single station that serves RiverPlace and the South Auditorium areas. The CAC did not take a position on this.
- The CAC recommended inclusion of the Harold station in the initial project, but the PMG recommends provision for a potential future station at this location with criteria to be developed in order to make this station viable.

The CAC recommendation includes a number of further considerations, which include suggested connections and related improvements. The PMG developed findings, recommendations and proposed work program elements for your consideration. With appropriate changes at the direction of the Steering Committee, this would become the basis for the Locally Preferred Alternative Report.

Attached also find a draft resolution to the Metro Council.

We look forward to seeing you next week. If you have any concerns or questions in the meantime, please do not hesitate to contact me or Bridget Wiegart, Transit Project Manager.



Portland – Milwaukie

LIGHT RAIL PROJECT

Date: June 19, 2008
To: Steering Committee
From: Citizen Advisory Committee
RE: Recommendations

The Portland-Milwaukie Light Rail Project Citizen Advisory Committee (CAC) is pleased to submit to the Steering Committee our recommendations for your consideration. The CAC is comprised of twenty-two representatives from neighborhoods, businesses, schools and organizations along the entire corridor. We have met fourteen times since July of 2007 and have each contributed well over 100 hours attending and preparing for CAC meetings, touring the project area, participating in community events, and hosting meetings in our neighborhoods and business districts.

Our Committee was well supported by dedicated and professional staff that went out of their way to provide us with research, background materials and technical information that allowed us to answer difficult and challenging questions. The hours staff devoted to us far exceeded those that we put in. Metro, TriMet and the consultant teams are to be commended for their commitment to the citizen process.

We reached our recommendations after critically analyzing the findings presented to us by the Project Managers Group, taking into account the recommendations developed by the Safety and Security Task Force, the Willamette River Crossing Partnership and the cities of Milwaukie and Portland, and carefully considering the community input received through numerous property owner meetings, neighborhood association meetings, workshops, farmer's markets, open houses and public testimony.

Our recommendations are organized around four charges: the river crossing, the light rail alignment, terminus and stations. Included in our recommendations are additional considerations we want to bring to your attention. These considerations are intended as thoughts, themes and recommendations for incorporation into the larger planning process as the project moves into its next phases.

Nearly all of our recommendations come with unanimous support from the group, particularly as regards the overall goal of developing a project that goes to Park Avenue.

Citizen Advisory Committee Locally Preferred Alternative Recommendation Summary

I. Introduction

On June 5 and 12, 2008, the Portland-Milwaukie Light Rail Project Citizen Advisory Committee formulated their recommendation of a 2008 Locally Preferred Alternative to submit to the project Steering Committee. The following outlines the confirmed recommendations and associated considerations.

II. Charge 1: River Crossing

The CAC voted unanimously to recommend the Willamette River Crossing Partnership's hybrid bridge option—referred to as the bowtie or refined Porter-Sherman—to the Steering Committee. This recommendation was facilitated by the work of the Willamette River Crossing Partnership, which, we believe, recognizes the critical importance of the connection between Oregon Museum of Science and Industry (OMSI) and Oregon Health and Science University (OHSU) and of developing an option that supports existing and future jobs in the South Waterfront and Central Eastside. The refined Porter-Sherman river crossing option also is a good fit with the accepted street plan on the west side of the river and is a smart choice that meets multiple goals on both sides of the river.

Along with this recommendation the CAC offers the following for consideration as the project moves forward into design and implementation:

- The bridge decision should be evenly weighed in consideration to other alignment choices/options in the neighborhoods;
- Concern about cost of longer bridge and ability for project to serve the entire area;
- Allows access to the river from the Brooklyn neighborhood;
- Bridge landings need to support bike and pedestrian connections on both the east and west side.

III. Charge 2: Alignment

The CAC voted unanimously to recommend the Tillamook Branch alignment through the North Industrial area of the City of Milwaukie to the Steering Committee. The CAC believes the Tillamook Branch increases community support for the project as it preserves existing industrial land and is consistent with the needs the project heard from businesses and stakeholders in the area. The Tillamook Branch is also the better option for addressing congestion at Milport and is the faster of the options considered.

In addition to the recommendation, the CAC offers the following for consideration as the project moves forward into design and implementation:

- Need to consider future access to light rail for employees in the area;
- Concern about loss of park and ride spaces, thereby creating a need to consider future park and ride needs as the system grows;
- The CAC strongly supports moving the park and rides as far south as possible to get people onto transit as soon as possible;

- Need to solve future traffic issues at the Tacoma park and ride and access to McLoughlin Avenue;
- Strong consideration and efforts to assure safe pedestrian crossing of Hwy 99;
- Add a connector bus line through the industrial area to downtown Milwaukie;
- Improve bus alignments and connections to augment transit not served by the stations.

IV. Charge 3: Terminus

The primary goal of the CAC is to get the project to Park Avenue and to complete a viable and successful light rail project for Portland, Milwaukie and Clackamas County. As such, the CAC voted unanimously that they strongly support a Park Avenue terminus. The Park Avenue terminus reduces congestion in downtown Milwaukie, is sensitive to concerns we heard from citizens, the City of Milwaukie and Clackamas County regarding a shorter alignment. The Park Avenue terminus better serves a heavily populated area of the unincorporated area of Clackamas County, has better ridership and more park and ride options.

Recognizing that the size and complexity of the project and the fact that the CAC does not have sufficient knowledge of the jurisdictions financing capacities to be certain what is affordable, the CAC supports a viable light rail project that goes as far south as possible and serves North Clackamas County.

The Committee offers the following considerations to the Steering Committee regarding terminating at Park Avenue:

- The citizen members from Milwaukie are not supportive of a minimal operable segment (MOS) or a terminus at Lake Road;
- Concern that a Lake Road MOS will provide the Federal Transit Administration (FTA) the opportunity to not fully fund the project to Park Avenue;
- Explore the development of a green space at the Park Avenue park and ride that ties into the Trolley Trail and creates a “park” destination at the terminus.

V. Charge 4: Stations

Bluebird

The CAC voted unanimously to not further a Bluebird station with the following considerations:

- Provide attractive and safe pedestrian and bike access between the Bluebird area and downtown, Park and a Lake Road station;
- Improve bus/transit service to Lake Road station;
- The design of the line through the Bluebird area needs to be sensitive to local businesses that could have been served by a Bluebird station.

Lake

The CAC voted unanimously to have a Lake Road station, with the following considerations:

- Provide shuttle service to North Main area of Milwaukie.

Washington

The CAC voted unanimously to not further a Washington station.

Monroe

The CAC voted to not further a Monroe station, with one member in support of a station at Monroe and Lake as outlined in the City of Milwaukie staff report.

Harold

The CAC voted to include a Harold station in the project, with one member not in support. The CAC believes the Harold station can provide access to the adjacent area in a manner that is not well served by Holgate or Bybee stations. Also, the CAC was compelled by the high level of community support for this station, particularly when other areas along the segment were intent on removing and/or eliminating stations. For that reason, the CAC believes it is important to build the station now and move forward over time to create the corollary connections that will further enhance its attractiveness for ridership and development.

To that end, the CAC offers the following for consideration as the project moves forward into design and implementation:

- The stations needs a pedestrian crossing to Reed College – perhaps a funding partnership with Reed and/or the railroad;
- Note that a Holgate station does not serve the same area that a Harold station does – it will be very difficult to access a Holgate station from the area that would be served by Harold.
- Hard wire the station now for potential development in the future.

Harbor

The CAC voted unanimously to not make a decision about the Harbor station due to a lack of understanding and information about the proposed station area

- Regarding a Harbor Drive station, decision makers should consider the overall viability for the project, access, economic development, ridership and connectivity.

VI. Additional Considerations

Concluding our deliberations, we realized that there were points of emphasis that we would like to pass on to the Steering Committee and the project. A listing of those issues is provided below.

- Tacoma Street needs a dedicated lane onto McLoughlin Avenue southbound.
- A crosswalk at 17th Avenue and McLoughlin Avenue needs to be on north side.
- Bike and pedestrian access from Division/Powell bike corridor needs to have access to the bridge.
- Local transit service improvements are needed to serve the light rail line.
- Build to a quiet zone standard.
- The CAC concurs with the recommendations in the Safety and Security Task Force report – specifically increasing transit security including local police service.
- Maintain and develop pedestrian and bike routes from Clinton St./11th and 12th Avenues (Gideon Station) to the Willamette River at Caruthers, connecting with the Eastbank Esplanade and Springwater Corridor trails, as well as creating access to the bridge.

VII. Summary

The Citizen Advisory Committee forwards our recommendations to the Steering Committee after a great deal of learning, listening, discussion and consensus building. The high level of unanimity in our recommendations underscores for us the importance and strength of our position. We also recognize the complexity and difficulty inherent in building a project of this magnitude and look to the Steering Committee as a partner in initiating a project that is viable, successful and serves the greatest number of citizens in Portland, Milwaukie and Clackamas County. Though our efforts have come to a point of completion, we stand ready to assist you as the project moves forward into its next phases.

Thank you for your time and consideration in the review of our work.

Yours truly,

Rick Williams
Chair, Portland-Milwaukie Light Rail Project Citizen Advisory Committee

**METRO**

TO: Andy Cotugno, Chair, Transportation Policy Alternatives Committee
FROM: Richard Brandman, Deputy Planning Director
DATE: June 20, 2008
SUBJECT: Columbia River Crossing – Locally Preferred Alternative and RTP amendment

As you know, the Columbia River Crossing (CRC), is a project spanning two states in the Interstate 5 corridor. The Oregon Department of Transportation and Washington State Department of Transportation are leading the project in consultation with local agencies including Metro, the Southwest Washington RTC, cities of Portland and Vancouver, TriMet and CTRAN.

The CRC Task Force, a stakeholder group of 39 members representing governments, business, neighborhood and other interest groups will be holding a meeting on June 24 to recommend a locally preferred alternative (LPA). Local governments and agencies will then be asked to consider adopting the LPA, and, the MPOs (Metro and the Southwest Washington RTC), will be asked to amend their transportation plans.

Attached please find a draft resolution and exhibits that, if approved would:

- 1) adopt a Columbia River Crossing LPA and;
- 2) amend the Metro 2035 Regional Transportation Plan (Federal Component).

Also attached is a project area map. Additional CRC Project information, including the Draft Environmental Impact Statement, may be found at: <http://www.columbiarivercrossing.org/>

The elements of the LPA have been discussed by the CRC Task Force, Metro Council and other elected bodies from both sides of the Columbia River. However, there has been no formal recommendation by the CRC Task Force or any other body as of this date.

We will update TPAC at your June 27th meeting with the CRC Task Force recommendations.

Thank you.



BEFORE THE METRO COUNCIL

| | | |
|-------------------------------------|---|------------------------------------|
| FOR THE PURPOSE OF ENDORSING THE |) | RESOLUTION NO. 08- 3960 |
| LOCALLY PREFERRED ALTERNATIVE FOR |) | |
| THE COLUMBIA RIVER CROSSING PROJECT |) | Introduced by Councilor Burkholder |
| AND AMENDING THE METRO 2035 |) | |
| REGIONAL TRANSPORTATION PLAN WITH |) | |
| CONDITIONS |) | |

WHEREAS, the Oregon and Washington sides of the metropolitan region are linked by critical transportation infrastructure vital to each community along the Columbia River; and,

WHEREAS, the I-5 Interstate bridge carries approximately 130,000 people daily by car, truck, bus, bicycle and on foot; and,

WHEREAS, the CRC Draft Environmental Impact Statement (DEIS) analysis found that the segment of I-5 in the vicinity of the Columbia River has extended peak-hour travel demand that exceeds capacity, includes bridge spans that are over 50 and 90 years old and that do not meet current traffic safety or seismic standards, and,

WHEREAS, techniques to improve peak truck freight movement times along with bridge and highway improvements would help support and improve the economy of the region and beyond; and,

WHEREAS, the greatest inhibition to the predictable flow of truck freight is single-occupancy automobile commuting, and according to the CRC analysis, in the absence of tolling, other demand management, and good public transit service the growth of such automobile commuting will contribute to the costs of truck delay; and,

WHEREAS, travel by transit between Portland and Vancouver currently must share a right-of-way with autos and trucks; and,

WHEREAS, the bicycle and pedestrian facilities for crossing the Columbia River along I-5 do not meet current standards, that demand for such facilities is expected to increase, and that experience on Portland bridges has proven that when safe bicycle facilities are provided, ridership grows dramatically; and,

WHEREAS, the CRC DEIS states that in the absence of tolls, absence of effective high-capacity transit service, and absence of safe bicycle and pedestrian facilities, automobile traffic and its resulting emissions and impact on climate change would continue to grow faster with the “no build” option than such automobile traffic and emissions would grow with the replacement bridge option that does include tolls, effective transit, and safe bicycle and pedestrian facilities; and,

WHEREAS, because of high demand and because only two road crossings of the Columbia River exist in the metropolitan region, the I-5 and I-205 corridor is very well situated for tolling, a revenue source and management tool currently not feasible for many other projects vying for public funds; and,

WHEREAS, the states of Oregon and Washington have both established aggressive climate change strategies that include significant reductions in vehicle miles traveled and/or greenhouse gas emissions during the expected life of a CRC project; and,

WHEREAS, in Washington State the goal is to reduce vehicle miles traveled by 50 percent by 2050 and in Oregon the goal is to reduce greenhouse gas emissions by 75 percent below 1990 levels by 2050; and,

WHEREAS, the Oregon Governor's Climate Change Integration Group in its final report dated January 2008 state that "reducing vehicle miles traveled is the single most effective way to reduce greenhouse gas emissions", and,

WHEREAS, the reduction of greenhouse gas emissions is a regional goal that the Metro Council has directed that methods of decreasing such emissions be identified and pursued; and,

WHEREAS the Metro Council has concurred with the Governor's Climate Change Integration Group that reducing vehicle miles traveled is the single most effective means of reducing greenhouse gas emissions; and,

WHEREAS, high capacity transit, as well as walking and biking reduce vehicle miles travelled and reduce greenhouse gas emissions; and,

WHEREAS, the Metro region and the Federal Transit Administration have made extensive investments in high capacity transit, especially light rail transit, as the preferred high capacity transit mode in most corridors in the region, including the Interstate MAX LRT line to the Expo Center, about 1 mile from Vancouver, Washington and adjacent to Interstate 5; and,

WHEREAS, on November 14, 2002 the Metro Council approved Resolution 02-3237A, For the Purpose of Endorsing the I-5 Transportation and Trade Study Recommendations, that supported a multimodal project including light rail transit (LRT) and either a new supplemental or replacement I-5 bridge; and,

WHEREAS, the I-5 Transportation and Trade Study also included recommendations to widen I-5 to three lanes between Delta Park and Lombard, address finance issues, use travel demand tools including pricing (tolls), address environmental justice through use of a community enhancement fund, coordinate land use to avoid adverse impacts to transportation investments and improve heavy rail; and,

WHEREAS, in its October 19, 2006 letter to the CRC Task Force, the Council stated that "all transportation alternatives be evaluated for their land use implications...[because] added lanes of traffic ...will have an influence on settlement patterns and development"; and,

WHEREAS, the CRC Task Force's endorsement of a locally preferred alternative is one "narrowing" step in a multi-step process and is an important opportunity for the Metro Council to articulate its concerns which will be weighed at this and subsequent steps; and,

WHEREAS, in its October 19, 2006 letter to the CRC Task Force, the Council stated that Metro "will need to work closely with you as your project proceeds and as the RTP policies are developed to ensure that your proposals are consistent with our new policies."; and,

WHEREAS, the CRC Task Force, a 39 member advisory committee, has met regularly for over two years creating a project purpose and need, evaluation criteria and alternatives; and,

WHEREAS, a draft environmental impact statement has been completed that assesses the potential impacts of the project alternatives including a No Build, replacement and supplemental bridge options and bus rapid transit and light rail transit as well as bicycle and pedestrian facilities; and,

WHEREAS, a Replacement Bridge, unlike a Supplemental Bridge and/or rehabilitating and keeping the existing bridges, could improve safety by providing travel lane designs that meet safety standards including improved sight distance, greater lane widths, improved road shoulders and would eliminate bridge lifts which are indirectly a major cause of rear end accidents on and near the bridge; and,

WHEREAS, a Replacement Bridge, unlike a Supplemental Bridge, would reduce auto and truck delays that result from bridge openings; and,

WHEREAS, a Replacement Bridge, unlike a Supplemental Bridge, could improve the seismic safety of those crossing the river by auto and truck, reducing the potential for economic disruption as a result of restricted truck freight movement from seismic damage as well as reduce the potential for river navigation hazards created by seismic events; and,

WHEREAS, high capacity transit in an exclusive right-of-way would provide greatly improved transit service with much better schedule reliability and service than mixed-use traffic operation; and,

WHEREAS, LRT would produce higher total transit ridership in the corridor than BRT; and,

WHEREAS, LRT is more cost effective than Bus Rapid Transit (BRT), and is about one-half as expensive to operate per transit rider crossing the river; and,

WHEREAS, the Metro Council held a public hearing about the CRC project alternatives on June 5, 2008 and,

WHEREAS, on June 5, 2008, the Metro Council approved Resolution No. 08-3938B For the Purpose of Providing Metro Council Direction to its Delegate Concerning Key Preliminary Decisions Leading to a Future Locally Preferred Alternative Decision for the Proposed Columbia River Crossing Project and that the Metro Council concluded in this resolution its support for a Columbia River Crossing (CRC) Project with light rail, a replacement bridge with three through lanes and tolls for travel demand management and ongoing funding but also included substantial conditions; and,

WHEREAS, the CRC Task Force has recommended a locally preferred alternative that includes light rail transit and a replacement bridge; and,

WHEREAS, on December 13, 2007, the Metro Council approved Resolution No. 07-3831B, For the Purpose of Approving the Federal Component of the 2035 Regional Transportation Plan (RTP) Update, Pending Air Quality Conformity Analysis, and the adopted 2035 Regional Transportation Plan (RTP), Financially Constrained System Project list includes Metro project number 10866, "Improve I-5/Columbia River bridge (Oregon share)" with \$74 million year of expenditure reserved for preliminary engineering and right-of-way acquisition, but does not include funds for project construction; and,

WHEREAS, on February 28, 2008, the Metro Council adopted Resolution No. 08-3911, For the Purpose of Approving the Air Quality Conformity Determination for the Federal Component of the 2035 Regional Transportation Plan and Reconfirming the 2008-2011 Metropolitan Transportation Improvement Program, and this air quality conformity included the CRC project, highway and light rail transit; and,

WHEREAS, the CRC Project is projected to cost between \$3.5 and 3.7 billion dollars; and,

WHEREAS, a revenue forecast has been completed using best available information that shows revenue sources that could fund the project; and,

WHEREAS, the Metro 2035 RTP does not currently include a description of the proposed locally preferred alternative for the CRC Project as supported by the Metro Council; and,

WHEREAS, state law provides for land use final order to address meeting the potential land use impacts of light rail and related highway improvements in the South/North corridor of which the I-5 bridge is a part; now therefore,

BE IT RESOLVED that the Metro Council:

1. Continues to support a balanced multi-modal approach of highway, high capacity transit, transportation demand management, bicycle and pedestrian improvements in the Columbia River Crossing corridor, as well as compact land use development patterns with a mixture of uses and types of housing which minimize long commutes and reduce our citizen's automobile dependence.
2. Supports:
 - a. a replacement bridge as the preferred river crossing option,
 - b. light rail as the preferred high capacity transit option,
 - c. preference for the Clark College terminus, but recognizes that the selection of one of the remaining three terminus options should be determined through a combination of:
 - i. Federal New Starts funding eligibility:
 - ii. Public and local stakeholder involvement:
 - iii. CRC project evaluation and technical determination of the terminus that allows for the greatest flexibility for future high capacity transit extensions and connections in Clark County.
 - d. Imposing tolls as soon as legally and practicably permissible on the existing I-5 bridge to reduce congestion by managing travel demand as well as to provide an ongoing funding source for the Project.
3. Amends the Metro 2035 Regional Transportation Plan, Appendix 1.1, Financially Constrained System, Project Number 10866 to read: "Improve I-5/Columbia River bridge in cooperation with ODOT and WSDOT with light rail transit, a replacement bridge with three through lanes and tolls designed to manage travel demand as well as provide an ongoing funding source for bridge

construction, operations and maintenance.” Further, amends the Project amount to read: “A range of between \$3.5 and \$3.7 billion.”

4. Amends the Metro Appendix 1.2, “2035 RTP Other Projects Not Included in the Financially Constrained System”, deleting Project number 10893, “Improve I-5/Columbia River bridge (Oregon Share)” and deleting Project number 10902, “CRC – Expo to Vancouver, north on Main to Lincoln”, as these projects are now included in the Financially Constrained System.
5. Amends the Metro 2035 RTP, Chapter 5, by adding Section 5.3.4, CRC Funding Assumptions, attached as Exhibit A, attached.
6. Amends the Metro 2035 RTP, Chapter 7, amending Section 7.7.5, Type I- Major Corridor Refinements, Interstate-5 North (I-84 to Clark County) as described in Exhibit B, attached.
7. Defers the complete amendment of the 2035 RTP, subject to additional analysis and consideration of the following:
 - a. Additional analysis that supports the number of auxiliary lanes to be included in the subsequent plan amendment.
 - b. Identification and proposed mitigation for any potential adverse human health impacts related to the project or existing human health impacts in the project area, including a community enhancement fund to address environmental justice.
 - c. Independent analysis of greenhouse gas emissions and prominent display of that analysis in the Final Environmental Impact Statement. This may be accomplished by a response to a request of the Oregon Global Warming Commission or the Washington Climate Action Team to advise it regarding whether or not any of the alternatives analyzed by the CRC Task Force, including those considered at an earlier phase of the project or aspects of the alternatives, would help achieve or frustrate the greenhouse gas reduction goals set for 2020 and 2050, and the lifetime carbon impacts of the alternatives, including greenhouse gas impacts associated with demolition, construction and construction related congestion and advice about additional analysis that provides better information on this subject.
 - d. Commitment to:
 - i. develop state-of-the-art demand management techniques in addition to tolls that would influence travel behavior and reduce greenhouse gas emissions, and
 - ii. ensure sufficient capacity on transit and bicycle and pedestrian facilities to meet demand generated by demand management, and
 - iii. support reductions in greenhouse gas emissions associated with the project to achieve economic and livability goals, and

- iv. reduce vehicle miles traveled to support stated greenhouse gas reduction targets as expressed by legislation in Oregon and Washington.
 - e. Response to and analysis of the response for “Metro Council Concerns and Considerations” included in Resolution No 08-3938B, Exhibit A, and attached here as Exhibit C to this resolution.
- 8. Directs staff to prepare a land use final order for addressing land use consistency for the Oregon side of the Project.

ADOPTED by the Metro Council this _____ day of _____, 2008.

David Bragdon, Council President

Approved as to Form:

Daniel B. Cooper, Metro Attorney

Chapter 5 of the Metro 2035 RTP, Federal Component is amended by adding the following:

5.3.4 Columbia River Crossing Funding Assumptions

The Columbia River Crossing (CRC) Project is a collaboration of Oregon Department of Transportation, Washington State Department of Transportation, Metro, the Southwest Washington Regional Transportation Council, TriMet and CTRAN as well as the cities of Portland and Vancouver.

The CRC Project is a national transportation priority as it has been designated a “Corridor of the Future” by the Federal Highway Administration (FHWA). Accordingly, the FHWA has indicated that it is a high priority to address the safety and congestion issues related to the segment of Interstate 5 between Columbia Boulevard north to State Route 500 in Vancouver, Washington.

The Federal Transit Administration (FTA) awards transit capital construction grants on a competitive basis. The CRC project will be submitting an application to the FTA for entry into Preliminary Engineering and eventually for a full funding grant agreement. The Metro region has been highly successful in securing FTA funds and it is considered reasonable, based on early cost-effectiveness rating analyses, that the high capacity transit component of the CRC Project will secure the Federal transit funding shown in the table below.

In addition, the Governors of Oregon and Washington have stated their commitment to work with their respective state legislatures to provide state funds to add to federal funding.

Also, given that there is very little diversion of traffic to collectors or residential streets, and that tolling I-5 would provide an additional funding source not available to many transportation projects in the area and tolling would also provide a substantial demand management tool, tolling is another unique source of funding for the project.

Finally, the state of Washington has accumulated credits from tolls imposed on other projects in the state that can be used as local match for federal funds. The state has indicated support for using a portion of these credits for the transit component of this project.

These funding sources for the total project may be summarized as follows (all figures in millions of dollars):

Columbia River Crossing – Total Project Costs
 (both Oregon and Washington sides)

| <u>Costs</u> | Low | High |
|--------------|------------|------------|
| Highway | \$2,773 | \$2,920 |
| Transit | <u>750</u> | <u>750</u> |
| Total | \$3,523 | \$3,670 |

| <u>Revenues</u> | Low | High |
|-------------------------------|-----------------|-------------|
| Toll Bond Proceeds | \$1,070-\$1,350 | \$1,350 |
| Federal Discretionary Highway | 400- 600 | 400 - 600 |
| State Funds | 823-1,303 | 970 - 1,450 |
| New Starts | 750 | 750 |
| Toll Credits | <u>188</u> | <u>188</u> |
| Total | \$3,523 | \$3,670 |

Chapter 7 of the Metro 2035 Regional Transportation Plan, (Federal Component), Implementation (page 7-34) is amended as follows:

Interstate-5 North (I-84 to Clark County)

This heavily traveled route is the main connection between Portland and Vancouver. The Metro Council has approved a Locally Preferred Alternative for the Columbia River Crossing (CRC) project ~~is evaluating that creates a~~ multi-modal ~~alternatives solution for in~~ the Interstate 5 corridor between Oregon to Washington to address the movement of people and freight across the Columbia River. ~~A number of highway capacity improvements, high capacity, A replacement bridge with three through lanes, tolls priced to manage travel demand as well as provide financing of the bridge construction, operation and maintenance, light rail transit to Vancouver, and bicycle and pedestrian investments have been identified for this corridor. As improvements project details are evaluated and implemented in this corridor, the following design considerations shall be brought back to the Metro Council prior to the final RTP amendment for this Project should be addressed:~~

- the number and design of auxiliary lanes on the I-5 Columbia River bridge and approaches to the bridge, including analysis of highway capacity and induced demand.

- Results of analyses regarding:

 - reducing greenhouse gas emissions associated with the project.

 - reducing vehicle miles traveled associated with the project.

 - providing suitable capacity for freight trucks

 - minimizing impacts to Expo Center and Hayden Island

 - ~~considering HOV lanes in the bridge influence area and peak period pricing.~~

- ~~high capacity transit alternatives from Vancouver to the Portland Central City (including light rail transit and express bus), recognizing that high capacity transit, light rail, has been built from the Portland Central City to Expo Center~~

More generally in the I-5 corridor, the region should:

- maintain an acceptable level of access to the central city from Portland neighborhoods and Clark County

- maintain off-peak freight mobility, especially to numerous marine, rail and truck terminals in the area

- ~~consider adding reversible express lanes to I-5~~

- consider new arterial connections for freight access between Highway 30, port terminals in Portland and port facilities in Vancouver, Wa.

- maintain an acceptable level of access to freight intermodal facilities and to the Northeast Portland Highway

- construct interchange improvements at Columbia Boulevard to provide freight access to Northeast Portland Highway
- address freight rail network needs
- ~~consider additional Interstate Bridge capacity sufficient to handle project needs~~
- develop actions to reduce through-traffic on MLK and Interstate to allow main street redevelopment
- provide recommendations to the Bi-State Coordination Committee prior to JPACT and Metro Council consideration of projects that have bi-state significance.

RESOLUTION 08-3938B

Exhibit A

**Metro Council Concerns and Considerations
Columbia River Crossing "Locally Preferred Alternative"**

The Metro Council recognizes that endorsement of a "Locally Preferred Alternative" is one important narrowing step that enables the project management team to proceed with further analysis of a reduced range of alternatives. The Council is cognizant that many important issues are generally still unresolved at the time of endorsement of an LPA, but that clear articulation of concerns is required to make sure that such unresolved issues are appropriately resolved during the next phase of design, engineering, and financial planning, with proper participation by the local community and its elected representatives. If those sorts of outstanding issues are not satisfactorily resolved during that post-LPA selection phase, then the project risks failing to win the approval of necessary governing bodies at subsequent steps of the process.

While instructing its delegate to endorse the general outlines of the LPA (Replacement Bridge with Light Rail and Tolls) as described in Resolution 3938B, the Metro Council simultaneously finds that the following issues will need to be satisfactorily addressed in the upcoming refinement of design, engineering and financial planning:

LOCAL OVERSIGHT DURING PLANNING, DESIGN, ENGINEERING, FINANCE AND CONSTRUCTION:

The Governors of the two states are respectfully requested to convene a Local Oversight Committee consisting of the following local agencies to make all major planning, design, engineering, finance and construction decisions in partnership with the two state governments:

- City of Vancouver and City of Portland
- Metro Council and R.T.C.
- C-Tran and TriMet

The decisions which would be made by this six-party group should include but would not be limited to:

- Number of total lanes ("through" and "auxiliary") on the replacement bridge across the Columbia River and throughout the bridge influence area.
- Size and design of the bicycle and pedestrian facilities on the replacement bridge across the Columbia River and throughout the bridge influence area.
- Design of the light rail transit facility across the Columbia River and throughout the bridge influence area.

Decisions about the foregoing three items should be by consensus among the six local agencies.

Additional decisions which should require some level of official concurrence by the local governments on the respective sides of the river include but would not be limited to:

- Design of interchanges within the bridge influence area relative to their impact on urban development potential.

The two Governors are respectfully requested to propose a description and scope for the activities of this Local Oversight Committee prior to official consideration of the LPA.

FINANCING PLAN

A detailed financing plan showing costs and sources of revenue must be proposed and presented to the partner agencies and to the public. The proposed financing plan should indicate how the federal, state and local (if any) sources of revenue proposed to be dedicated to this project would impact, or could be compared to, the funds required for other potential expenditures in the region.

The purpose and use of the previously-introduced enhancement fund should also be addressed.

CAPACITY CONSIDERATIONS, INDUCED DEMAND AND GREENHOUSE GASES

An independent analysis is required of the greenhouse gas and induced automobile demand forecasts for this project. The results of the analysis must be prominently displayed in the Final Environmental Impact Statement. The analysis should include comparisons related to the purpose and function of the so-called "auxiliary" lanes.

PRESERVATION OF FREIGHT ACCESS

The design and finance phase of the CRC project will need to describe specifically what physical and fiscal (tolling) methods will be employed to ensure that trucks are granted a priority which is commensurate with their contributions to the project and their important role in the economy relative to single-occupancy automobile commuting.

LIGHT RAIL

As indicated in the Item 2 "resolved" in the body of the resolution, the Metro Council's endorsement of the LPA categorically stipulates that light rail must be included in the package. During the upcoming design, planning and finance period, light rail will need to be formally and irrevocably confirmed as a project element by all project partners.

DESIGN OF BICYCLE AND PEDESTRIAN FACILITIES

More detailed design of bicycle and pedestrian facilities is required to inform the decisions of the local oversight panel described above.

URBAN DEVELOPMENT IMPACTS AT RE-DESIGNED INTERCHANGES

More design of the interchanges related to the CRC is required to more fully evaluate their community impact.

The Metro Council is also concerned that the Marine Drive access points preserve and improve the functionality of the Expo Center.

BRIDGE DESIGN

Aesthetics of the final design should be an important consideration in the phase of study that follows approval of the LPA and precedes consideration of the final decision.

Materials following this page were distributed at the meeting.



CITY OF OREGON CITY

PUBLIC WORKS

OPERATIONS DIVISION
122 S. Center Street
Oregon City, OR 97045
(503) 657-8241
Fax (503) 650-9590

PUBLIC PROJECTS DIVISION
CODE ENFORCEMENT / PARKING
City Engineer/Public Works Director
P.O. Box 3040
320 Warner Milne Road
Oregon City, OR 97045
(503) 657-0891
Fax (503) 657-7892

To: Chair Cotugno and TPAC Members
From: Nancy J.T. Kraushaar, PE, City Engineer/Public Works Director
Copy: Elissa Gertler, Clackamas County
Ken Asher, City of Milwaukie
Ron Weinman, Clackamas County
Date: June 23, 2008
Subject: South Corridor Phase 2 LRT LPA

I will be unable to attend the June 27 TPAC meeting and will miss the vote on the proposed Locally Preferred Alternative for the South Corridor Phase 2 light rail project between Portland and Milwaukie. I participated in the Project Management Group throughout the development of the 2008 SDEIS for the project.

I would like to voice my support as a TPAC representative as well as Oregon City's support for the alternative recommended by the Project Management Group, that being the Tillamook Branch with a Park Avenue terminus.

The Tillamook Branch was studied at length by the Milwaukie community and found to be preferred primarily because of reduced business and traffic impacts to the "North Industrial Area". As the TPAC member representing the City of Milwaukie, I support their preference for this alignment.

The Park Avenue terminus and its 1000-space park and ride offers high capacity transit to a vast new ridership in Clackamas County. The greater ridership is significant in these economic and environmental times and we are seeking to expand access to and use of alternative transportation modes and "stretch" the capacity of our existing systems. In addition, a Lake Road terminus would have detrimental impacts to land and development opportunities in downtown Milwaukie.

Regarding the Willamette River Crossing, a great deal of public involvement occurred with stakeholders that gave the alternatives careful consideration. Their selection of the Porter-Sherman crossing reportedly resulted from a well-organized and productive group effort.

I regret missing the vote on this extraordinary opportunity to extend light rail from Portland to Milwaukie and far enough into Clackamas County to provide this valuable transit service to another segment of our region's population.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPROVING THE 2008) RESOLUTION NO. 08-3959
PORTLAND-MILWAUKIE LIGHT RAIL)
PROJECT LOCALLY PREFERRED) Introduced by Councilor Robert Liberty
ALTERNATIVE AND FINDING CONSISTENCY)
WITH THE METRO 2035 REGIONAL)
TRANSPORTATION PLAN)

WHEREAS, the corridor between Portland, Milwaukie and unincorporated Clackamas County has experienced rapid population and employment growth and this growth is expected to continue over the next twenty years, worsening traffic congestion and increasing the need for improved transportation options; and

WHEREAS, no build, river transit, commuter rail, busways, bus rapid transit, high occupancy vehicle lanes, high occupancy toll lanes and light rail transit have been analyzed since the early 1990's, culminating in the 2000 South Corridor Transit Alternatives Study and the 2002 South Corridor Supplemental Draft Environmental Impact Statement; and

WHEREAS, in 2003, in consultation with its local government partners, Metro Council adopted Resolution No. 03-3303, "For the Purpose of Amending the Locally Preferred Strategy for the South/North Corridor Project to Define a Two-Phased Major Transit Investment Strategy for the South Corridor," which established a Locally Preferred Alternative (LPA) light rail alignment between Portland and Milwaukie as Phase 2 (the "2003 South Corridor Decision"); and

WHEREAS, since the 2003 South Corridor Decision, interest has been expressed in providing a Phase 2 Portland-Milwaukie light rail alignment that would better serve the newly emerging South Waterfront development, an alignment that would have fewer impacts to the North Milwaukie Industrial Area and a southern terminus that would serve unincorporated Clackamas County south of the City of Milwaukie; and

WHEREAS, Metro in partnership with TriMet, the cities of Portland and Milwaukie, Clackamas and Multnomah Counties and the Oregon Department of Transportation, identified several alternative light rail alignments to the 2003 LPA to address concerns raised about the 2003 LPA alignment; and

WHEREAS, Metro, TriMet and the Federal Transit Administration completed a 2008 Portland-Milwaukie Light Rail Project Supplemental Draft Environmental Impact Statement (SDEIS) that includes analysis of a No-Build and Light Rail Alternative, which included the 2003 LPA as well as alignment options at the Willamette River Crossing, in the North Industrial Area of Milwaukie and at the southern terminus; and

WHEREAS, the 2008 SDEIS found that the Light Rail Alternative would have daily ridership of approximately 25,000 in 2030, reduce single occupant vehicle use, improve air quality and support local land use plans; and

WHEREAS, the 2008 SDEIS was provided to the public via Metro's web site and by libraries in the project area as well as to those who requested it by e-mail, telephone or in person; and

DRAFT

WHEREAS, a public 45-day comment period was provided between May 9, 2008 and June 23, 2008 and public comments were taken at four open houses, a public hearing, by mail, telephone, comment card and e-mail; and

WHEREAS, all public comment from the various sources was compiled in the Portland-Milwaukie Light Rail Project Public Comment Report (June 2008); and

WHEREAS, the Portland-Milwaukie Citizen Advisory Committee was formed in summer 2007 and met regularly, reviewing the project plans and the SDEIS, and the Committee has made recommendations concerning a 2008 Portland-Milwaukie LRT LPA; and

WHEREAS, the South Corridor Steering Committee, comprised of elected officials from affected jurisdictions along the alternative alignments and directors of TriMet and ODOT, have met regularly during the preparation of the 2008 SDEIS and have made recommendations concerning a LPA; and

WHEREAS, the Metro 2035 Regional Transportation Plan (RTP) Financially Constrained System includes Project number 10901, MAX light rail: South Corridor Phase 2: Portland to Milwaukie amendment; and

WHEREAS, Metro 2035 RTP Financially Constrained Project number 10901 describes an LRT alignment that connects Portland, North Macadam, OMSI, Brooklyn, Milwaukie and has a Park Avenue terminus which is consistent with the Portland-Milwaukie LRT LPA; and

WHEREAS, the South Corridor Phase II (PE) Portland to Milwaukie is in the Metropolitan Transportation Improvement Program (Metro no. 1149); and

WHEREAS, the refined Portland-Sherman Willamette River crossing would better serve existing and planned land uses in the South Waterfront area, would provide a short walk connection to the Portland Aerial Tram which serves over 10,000 jobs on Marquam Hill, would have fewer business impacts on the Central Eastside and is supported by area property owners; and

WHEREAS, the Tillamook Branch Alignment would have fewer business and traffic impacts, is less costly and is supported by the North Industrial Area businesses and the City of Milwaukie; and

WHEREAS, the Park Avenue Terminus would better serve Clackamas area commuters, would have greater ridership and would have fewer impacts on downtown Milwaukie; and

BE IT RESOLVED that Metro Council:

1. Adopts the Portland-Milwaukie Light Rail Locally Preferred Alternative as described in the Portland-Milwaukie Light Rail Project Locally Preferred Alternative Report, attached as Exhibit A to this resolution and that generally includes the following:
 - a. A new Willamette River bridge for light rail, buses, streetcars, bicycles and pedestrians along a refined Porter-Sherman light rail alignment near the southern boundary of OHSU South Waterfront campus on the west bank and near OMSI on the east bank; and

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- b. A Milwaukie light rail alignment that follows the Tillamook Branch alignment;
 - c. A southern terminus at Park Avenue.
2. Finds that the Portland-Milwaukie Light Rail Locally Preferred Alternative as described in Exhibit A is consistent with the Metro 2035 Regional Transportation Plan Financially Constrained System Project number 10901, MAX light rail: South Corridor Phase 2: Portland to Milwaukie amendment.
 3. Directs Metro staff to work with TriMet, the Federal Transit Administration, the Oregon Department of Transportation, the City of Portland, the City of Milwaukie and Clackamas County to initiate Preliminary Engineering and the Final Environmental Impact Statement for the Portland-Milwaukie Light Rail Project.
 4. Directs Metro staff to work with TriMet, the Oregon Department of Transportation, the City of Portland, the City of Milwaukie and Clackamas County on the work program considerations, including a shorter alignment with a terminus at Lake Road as a Minimum Operating Segment if project revenues and project costs can not be balanced for a Park Avenue terminus, as included in the Locally Preferred Alternative Report.

ADOPTED by the Metro Council this _____ day of _____, 2008.

David Bragdon, Council President

Approved as to Form:

Daniel B. Cooper, Metro Attorney

Portland-Milwaukie Light Rail Project Draft Locally Preferred Alternative Report

Recommendations of the South Corridor Steering Committee

June 26, 2008



The preparation of this report was financed in part by the U.S. Department of Transportation, Federal Transit Administration (FTA). The opinions, findings and conclusions expressed in this report are not necessarily those of the FTA.

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BEFORE THE METRO COUNCIL

| | | |
|-------------------------------------|---|------------------------------------|
| FOR THE PURPOSE OF ENDORSING THE |) | RESOLUTION NO. 08- 3960 |
| LOCALLY PREFERRED ALTERNATIVE FOR |) | |
| THE COLUMBIA RIVER CROSSING PROJECT |) | Introduced by Councilor Burkholder |
| AND AMENDING THE METRO 2035 |) | |
| REGIONAL TRANSPORTATION PLAN WITH |) | |
| CONDITIONS |) | |

WHEREAS, the Oregon and Washington sides of the metropolitan region are linked by critical transportation infrastructure vital to each community along the Columbia River; and,

WHEREAS, the I-5 Interstate bridge carries approximately 130,000 people daily by car, truck, bus, bicycle and on foot; and,

WHEREAS, the CRC Draft Environmental Impact Statement (DEIS) analysis found that the segment of I-5 in the vicinity of the Columbia River has extended peak-hour travel demand that exceeds capacity, includes bridge spans that are over 50 and 90 years old and that do not meet current traffic safety or seismic standards, and,

WHEREAS, techniques to improve peak truck freight movement times along with bridge and highway improvements would help support and improve the economy of the region and beyond; and,

WHEREAS, the greatest inhibition to the predictable flow of truck freight is single-occupancy automobile commuting, and according to the CRC analysis, in the absence of tolling, other demand management, and good public transit service the growth of such automobile commuting will contribute to the costs of truck delay; and,

WHEREAS, travel by transit between Portland and Vancouver currently must share a right-of-way with autos and trucks; and,

WHEREAS, the bicycle and pedestrian facilities for crossing the Columbia River along I-5 do not meet current standards, that demand for such facilities is expected to increase, and that experience on Portland bridges has proven that when safe bicycle facilities are provided, ridership grows dramatically; and,

WHEREAS, the CRC DEIS states that in the absence of tolls, absence of effective high-capacity transit service, and absence of safe bicycle and pedestrian facilities, automobile traffic and its resulting emissions and impact on climate change would continue to grow faster with the “no build” option than such automobile traffic and emissions would grow with the replacement bridge option that does include tolls, effective transit, and safe bicycle and pedestrian facilities; and,

WHEREAS, because of high demand and because only two road crossings of the Columbia River exist in the metropolitan region, the I-5 and I-205 corridor is very well situated for tolling, a revenue source and management tool currently not feasible for many other projects vying for public funds; and,

WHEREAS, the states of Oregon and Washington have both established aggressive climate change strategies that include significant reductions in vehicle miles traveled and/or greenhouse gas emissions during the expected life of a CRC project; and,

WHEREAS, in Washington State the goal is to reduce vehicle miles traveled by 50 percent by 2050 and in Oregon the goal is to reduce greenhouse gas emissions by 75 percent below 1990 levels by 2050; and,

WHEREAS, the Oregon Governor's Climate Change Integration Group in its final report dated January 2008 state that "reducing vehicle miles traveled is the single most effective way to reduce greenhouse gas emissions", and,

WHEREAS, the reduction of greenhouse gas emissions is a regional goal that the Metro Council has directed that methods of decreasing such emissions be identified and pursued; and,

WHEREAS the Metro Council has concurred with the Governor's Climate Change Integration Group that reducing vehicle miles traveled is the single most effective means of reducing greenhouse gas emissions; and,

WHEREAS, high capacity transit, as well as walking and biking reduce vehicle miles travelled and reduce greenhouse gas emissions; and,

WHEREAS, the Metro region and the Federal Transit Administration have made extensive investments in high capacity transit, especially light rail transit, as the preferred high capacity transit mode in most corridors in the region, including the Interstate MAX LRT line to the Expo Center, about 1 mile from Vancouver, Washington and adjacent to Interstate 5; and,

WHEREAS, on November 14, 2002 the Metro Council approved Resolution 02-3237A, For the Purpose of Endorsing the I-5 Transportation and Trade Study Recommendations, that supported a multimodal project including light rail transit (LRT) and either a new supplemental or replacement I-5 bridge; and,

WHEREAS, the I-5 Transportation and Trade Study also included recommendations to widen I-5 to three lanes between Delta Park and Lombard, address finance issues, use travel demand tools including pricing (tolls), address environmental justice through use of a community enhancement fund, coordinate land use to avoid adverse impacts to transportation investments and improve heavy rail; and,

WHEREAS, in its October 19, 2006 letter to the CRC Task Force, the Council stated that "all transportation alternatives be evaluated for their land use implications...[because] added lanes of traffic ...will have an influence on settlement patterns and development"; and,

WHEREAS, the CRC Task Force's endorsement of a locally preferred alternative is one "narrowing" step in a multi-step process and is an important opportunity for the Metro Council to articulate its concerns which will be weighed at this and subsequent steps; and,

WHEREAS, in its October 19, 2006 letter to the CRC Task Force, the Council stated that Metro "will need to work closely with you as your project proceeds and as the RTP policies are developed to ensure that your proposals are consistent with our new policies."; and,

WHEREAS, the CRC Task Force, a 39 member advisory committee, has met regularly for over two years creating a project purpose and need, evaluation criteria and alternatives; and,

WHEREAS, a draft environmental impact statement has been completed that assesses the potential impacts of the project alternatives including a No Build, replacement and supplemental bridge options and bus rapid transit and light rail transit as well as bicycle and pedestrian facilities; and,

WHEREAS, a Replacement Bridge, unlike a Supplemental Bridge and/or rehabilitating and keeping the existing bridges, could improve safety by providing travel lane designs that meet safety standards including improved sight distance, greater lane widths, improved road shoulders and would eliminate bridge lifts which are indirectly a major cause of rear end accidents on and near the bridge; and,

WHEREAS, a Replacement Bridge, unlike a Supplemental Bridge, would reduce auto and truck delays that result from bridge openings; and,

WHEREAS, a Replacement Bridge, unlike a Supplemental Bridge, could improve the seismic safety of those crossing the river by auto and truck, reducing the potential for economic disruption as a result of restricted truck freight movement from seismic damage as well as reduce the potential for river navigation hazards created by seismic events; and,

WHEREAS, high capacity transit in an exclusive right-of-way would provide greatly improved transit service with much better schedule reliability and service than mixed-use traffic operation; and,

WHEREAS, LRT would produce higher total transit ridership in the corridor than BRT; and,

WHEREAS, LRT is more cost effective than Bus Rapid Transit (BRT), and is about one-half as expensive to operate per transit rider crossing the river; and,

WHEREAS, the Metro Council held a public hearing about the CRC project alternatives on June 5, 2008 and,

WHEREAS, on June 5, 2008, the Metro Council approved Resolution No. 08-3938B For the Purpose of Providing Metro Council Direction to its Delegate Concerning Key Preliminary Decisions Leading to a Future Locally Preferred Alternative Decision for the Proposed Columbia River Crossing Project and that the Metro Council concluded in this resolution its support for a Columbia River Crossing (CRC) Project with light rail, a replacement bridge with three through lanes and tolls for travel demand management and ongoing funding but also included substantial conditions; and,

WHEREAS, the CRC Task Force has recommended a locally preferred alternative that includes light rail transit and a replacement bridge; and,

WHEREAS, on December 13, 2007, the Metro Council approved Resolution No. 07-3831B, For the Purpose of Approving the Federal Component of the 2035 Regional Transportation Plan (RTP) Update, Pending Air Quality Conformity Analysis, and the adopted 2035 Regional Transportation Plan (RTP), Financially Constrained System Project list includes Metro project number 10866, "Improve I-5/Columbia River bridge (Oregon share)" with \$74 million year of expenditure reserved for preliminary engineering and right-of-way acquisition, but does not include funds for project construction; and,

WHEREAS, on February 28, 2008, the Metro Council adopted Resolution No. 08-3911, For the Purpose of Approving the Air Quality Conformity Determination for the Federal Component of the 2035 Regional Transportation Plan and Reconfirming the 2008-2011 Metropolitan Transportation Improvement Program, and this air quality conformity included the CRC project, highway and light rail transit; and,

WHEREAS, the CRC Project is projected to cost between \$3.5 and 3.7 billion dollars; and,

WHEREAS, a revenue forecast has been completed using best available information that shows revenue sources that could fund the project; and,

WHEREAS, the Metro 2035 RTP does not currently include a description of the proposed locally preferred alternative for the CRC Project as supported by the Metro Council; and,

WHEREAS, state law provides for land use final order to address meeting the potential land use impacts of light rail and related highway improvements in the South/North corridor of which the I-5 bridge is a part; now therefore,

BE IT RESOLVED that the Metro Council:

1. Continues to support a balanced multi-modal approach of highway, high capacity transit, transportation demand management, bicycle and pedestrian improvements in the Columbia River Crossing corridor, as well as compact land use development patterns with a mixture of uses and types of housing which minimize long commutes and reduce our citizen's automobile dependence.
2. Supports:
 - ~~b.a.~~ a replacement bridge as the preferred river crossing option,
 - ~~b.~~ light rail as the preferred high capacity transit ~~option,~~
 - ~~e.~~ preference for the Clark College terminus, but recognizes option, extending light rail to Vancouver, Washington, recognizing that the selection of ~~one of the remaining three~~ the alignment and terminus ~~options~~ should be determined through a combination of:
 - i. Federal New Starts funding eligibility;
 - ii. Public and local stakeholder involvement;
 - iii. CRC project evaluation and technical determination of the terminus that allows for the greatest flexibility for future high capacity transit extensions and connections in Clark County.
 - ~~e.c.~~ Imposing tolls as soon as legally and practicably permissible on the existing I-5 bridge to reduce congestion by managing travel demand as well as to provide an ongoing funding source for the Project.
3. In addition, the Council supports:
 - a. Development of state-of-the-art demand management techniques in addition to tolls that would influence travel behavior and reduce greenhouse gas emissions, and

- b. sufficient capacity on transit and bicycle and pedestrian facilities to meet demand generated by demand management, and
 - c. independent review of greenhouse gas emissions and prominent display of that analysis in the Final Environmental Impact Statement and supports reductions in greenhouse gas emissions associated with the project to achieve economic and livability goals, and
 - d. high quality bicycle and pedestrian facilities on the bridge and approaches to the bridge that meet or exceed standards and meets the needs of future bicycle and pedestrian travel.
 - e. reduced vehicle miles traveled to support stated greenhouse gas reduction targets as expressed by legislation in Oregon and Washington.
 - f. identification and proposed mitigation for any potential adverse human health impacts related to the project or existing human health impacts in the project area, including community enhancement projects that address environmental justice.
 - g. response to and analysis of the “Metro Council Concerns and Considerations” included in Resolution No 08-3938B, Exhibit A, and attached here as Exhibit A to this resolution.
4. Amends the Metro 2035 Regional Transportation Plan, Appendix 1.1, Financially Constrained System, Project Number 10866 to read: “Improve I-5/Columbia River bridge in cooperation with ODOT and WSDOT with light rail transit, reconstructed interchanges and a replacement bridge with three through lanes and tolls designed to manage travel demand as well as provide an ongoing funding source for bridge construction, operations and maintenance.” Further, amends the Project amount to read: “A range of between \$3.5 and \$3.7 billion.”
 5. Amends the Metro Appendix 1.2, “2035 RTP Other Projects Not Included in the Financially Constrained System”, deleting Project number 10893, “Improve I-5/Columbia River bridge (Oregon Share)” and deleting Project number 10902, “CRC – Expo to Vancouver, north on Main to Lincoln”, as these projects are now included in the Financially Constrained System.
 - ~~5.6.~~ Amends the Metro 2035 RTP, Chapter 5, by adding Section 5.3.4, CRC Funding Assumptions, attached as Exhibit ~~A,B~~, attached.
 - ~~6.7.~~ Amends the Metro 2035 RTP, Chapter 7, amending Section 7.7.5, Type I- Major Corridor Refinements, Interstate-5 North (I-84 to Clark County) as described in Exhibit ~~B,C~~, attached.
 8. ~~Defers the determination of the number of auxiliary lanes to~~ Defers the completea subsequent amendment of the 2035 RTP, ~~subject to based on~~ additional analysis and consideration of the following: Additional analysis that supports the number of auxiliary lanes to be included in the subsequent plan amendment.

- ~~b. Identification and proposed mitigation for any potential adverse human health impacts related to the project or existing human health impacts in the project area, including a community enhancement fund to address environmental justice.~~
- ~~c. Independent analysis of greenhouse gas emissions and prominent display of that analysis in the Final Environmental Impact Statement. This may be accomplished by a response to a request of the Oregon Global Warming Commission or the Washington Climate Action Team to advise it regarding whether or not any of the alternatives analyzed by the CRC Task Force, including those considered at an earlier phase of the project or aspects of the alternatives, would help achieve or frustrate the greenhouse gas reduction goals set for 2020 and 2050, and the lifetime carbon impacts of the alternatives, including greenhouse gas impacts associated with demolition, construction and construction related congestion and advice about additional analysis that provides better information on this subject.~~

~~d. Commitment to:~~

- ~~i. develop state of the art demand management techniques in addition to tolls that would influence travel behavior and reduce greenhouse gas emissions, and~~
- ~~ii. ensure sufficient capacity on transit and bicycle and pedestrian facilities to meet demand generated by demand management, and~~
- ~~iii. support reductions in greenhouse gas emissions associated with the project to achieve economic and livability goals, and~~
- ~~iv. reduce vehicle miles traveled to support stated greenhouse gas reduction targets as expressed by legislation in Oregon and Washington.~~

~~a. Response to and analysis of the response for “Metro Council Concerns and Considerations” included in Resolution No 08-3938B, Exhibit A, and attached here as Exhibit C to this resolution analysis.~~

9. Directs staff to prepare a land use final order for addressing land use consistency for the Oregon side of the Project.

ADOPTED by the Metro Council this _____ day of _____, 2008.

David Bragdon, Council President

Approved as to Form:

Daniel B. Cooper, Metro Attorney

RESOLUTION 08-3938B

Exhibit A

**Metro Council Concerns and Considerations
Columbia River Crossing "Locally Preferred Alternative"**

The Metro Council recognizes that endorsement of a "Locally Preferred Alternative" is one important narrowing step that enables the project management team to proceed with further analysis of a reduced range of alternatives. The Council is cognizant that many important issues are generally still unresolved at the time of endorsement of an LPA, but that clear articulation of concerns is required to make sure that such unresolved issues are appropriately resolved during the next phase of design, engineering, and financial planning, with proper participation by the local community and its elected representatives. If those sorts of outstanding issues are not satisfactorily resolved during that post-LPA selection phase, then the project risks failing to win the approval of necessary governing bodies at subsequent steps of the process.

While instructing its delegate to endorse the general outlines of the LPA (Replacement Bridge with Light Rail and Tolls) as described in Resolution 3938B, the Metro Council simultaneously finds that the following issues will need to be satisfactorily addressed in the upcoming refinement of design, engineering and financial planning:

LOCAL OVERSIGHT DURING PLANNING, DESIGN, ENGINEERING, FINANCE AND CONSTRUCTION:

The Governors of the two states are respectfully requested to convene a Local Oversight Committee consisting of the following local agencies to make all major planning, design, engineering, finance and construction decisions in partnership with the two state governments:

- City of Vancouver and City of Portland
- Metro Council and R.T.C.
- C-Tran and TriMet

The decisions which would be made by this six-party group should include but would not be limited to:

- Number of total lanes ("through" and "auxiliary") on the replacement bridge across the Columbia River and throughout the bridge influence area.
- Size and design of the bicycle and pedestrian facilities on the replacement bridge across the Columbia River and throughout the bridge influence area.
- Design of the light rail transit facility across the Columbia River and throughout the bridge influence area.

Decisions about the foregoing three items should be by consensus among the six local agencies.

Additional decisions which should require some level of official concurrence by the local governments on the respective sides of the river include but would not be limited to:

- Design of interchanges within the bridge influence area relative to their impact on urban development potential.

The two Governors are respectfully requested to propose a description and scope for the activities of this Local Oversight Committee prior to official consideration of the LPA.

FINANCING PLAN

A detailed financing plan showing costs and sources of revenue must be proposed and presented to the partner agencies and to the public. The proposed financing plan should indicate how the federal, state and local (if any) sources of revenue proposed to be dedicated to this project would impact, or could be compared to, the funds required for other potential expenditures in the region.

The purpose and use of the previously-introduced enhancement fund should also be addressed.

CAPACITY CONSIDERATIONS, INDUCED DEMAND AND GREENHOUSE GASES

An independent analysis is required of the greenhouse gas and induced automobile demand forecasts for this project. The results of the analysis must be prominently displayed in the Final Environmental Impact Statement. The analysis should include comparisons related to the purpose and function of the so-called "auxiliary" lanes.

PRESERVATION OF FREIGHT ACCESS

The design and finance phase of the CRC project will need to describe specifically what physical and fiscal (tolling) methods will be employed to ensure that trucks are granted a priority which is commensurate with their contributions to the project and their important role in the economy relative to single-occupancy automobile commuting.

LIGHT RAIL

As indicated in the Item 2 "resolved" in the body of the resolution, the Metro Council's endorsement of the LPA categorically stipulates that light rail must be included in the package. During the upcoming design, planning and finance period, light rail will need to be formally and irrevocably confirmed as a project element by all project partners.

DESIGN OF BICYCLE AND PEDESTRIAN FACILITIES

More detailed design of bicycle and pedestrian facilities is required to inform the decisions of the local oversight panel described above.

URBAN DEVELOPMENT IMPACTS AT RE-DESIGNED INTERCHANGES

More design of the interchanges related to the CRC is required to more fully evaluate their community impact.

The Metro Council is also concerned that the Marine Drive access points preserve and improve the functionality of the Expo Center.

BRIDGE DESIGN

Aesthetics of the final design should be an important consideration in the phase of study that follows approval of the LPA and precedes consideration of the final decision.

Chapter 5 of the Metro 2035 RTP, Federal Component is amended by adding the following:

5.3.4 Columbia River Crossing Funding Assumptions

The Columbia River Crossing (CRC) Project is a collaboration of Oregon Department of Transportation, Washington State Department of Transportation, Metro, the Southwest Washington Regional Transportation Council, TriMet and CTRAN as well as the cities of Portland and Vancouver.

The CRC Project is a national transportation priority as it has been designated a “Corridor of the Future” by the Federal Highway Administration (FHWA). Accordingly, the FHWA has indicated that it is a high priority to address the safety and congestion issues related to the segment of Interstate 5 between Columbia Boulevard north to State Route 500 in Vancouver, Washington.

The Federal Transit Administration (FTA) awards transit capital construction grants on a competitive basis. The CRC project will be submitting an application to the FTA for entry into Preliminary Engineering and eventually for a full funding grant agreement. The Metro region has been highly successful in securing FTA funds and it is considered reasonable, based on early cost-effectiveness rating analyses, that the high capacity transit component of the CRC Project will secure the Federal transit funding shown in the table below.

In addition, the Governors of Oregon and Washington have stated their commitment to work with their respective state legislatures to provide state funds to add to federal funding.

Also, given that there is very little diversion of traffic to collectors or residential streets, and that tolling I-5 would provide an additional funding source not available to many transportation projects in the area and tolling would also provide a substantial demand management tool, tolling is another unique source of funding for the project.

Finally, the state of Washington has accumulated credits from tolls imposed on other projects in the state that can be used as local match for federal funds. The state has indicated support for using a portion of these credits for the transit component of this project.

These funding sources for the total project may be summarized as follows (all figures in millions of dollars):

Columbia River Crossing – Total Project Costs
 (both Oregon and Washington sides)

| <u>Costs</u> | Low | High |
|--------------|------------|------------|
| Highway | \$2,773 | \$2,920 |
| Transit | <u>750</u> | <u>750</u> |
| Total | \$3,523 | \$3,670 |

| <u>Revenues</u> | Low | High |
|-------------------------------|-----------------|-------------|
| Toll Bond Proceeds | \$1,070-\$1,350 | \$1,350 |
| Federal Discretionary Highway | 400- 600 | 400 - 600 |
| State Funds | 823-1,303 | 970 - 1,450 |
| New Starts | 750 | 750 |
| Toll Credits | <u>188</u> | <u>188</u> |
| Total | \$3,523 | \$3,670 |

Chapter 7 of the Metro 2035 Regional Transportation Plan, (Federal Component), Implementation (page 7-34) is amended as follows:

Interstate-5 North (I-84 to Clark County)

This heavily traveled route is the main connection between Portland and Vancouver. The Metro Council has approved a Locally Preferred Alternative for the Columbia River Crossing (CRC) project that creates a multi-modal solution for the Interstate 5 corridor between Oregon to Washington to address the movement of people and freight across the Columbia River. A replacement bridge with three through lanes, [reconstructed interchanges](#), tolls priced to manage travel demand as well as provide financing of the bridge construction, operation and maintenance, light rail transit to Vancouver, and bicycle and pedestrian investments have been identified for this corridor. As project details are evaluated and implemented in this corridor, the following shall be brought back to the Metro Council prior to the final RTP amendment for this Project:

- the number and design of auxiliary lanes on the I-5 Columbia River bridge and approaches to the bridge, including analysis of highway capacity and induced demand.
- the potential adverse human health impacts related to the project or existing human health impacts in the project area, including a community enhancement fund to address environmental justice.

More generally in the I-5 corridor, the region should:

- consider HOV lanes
- maintain an acceptable level of access to the central city from Portland neighborhoods and Clark County
- maintain off-peak freight mobility, especially to numerous marine, rail and truck terminals in the area
- consider new arterial connections for freight access between Highway 30, port terminals in Portland and port facilities in Vancouver, Wa.
- maintain an acceptable level of access to freight intermodal facilities and to the Northeast Portland Highway
- construct interchange improvements at Columbia Boulevard to provide freight access to Northeast Portland Highway
- address freight rail network needs
- develop actions to reduce through-traffic on MLK and Interstate to allow main street redevelopment
- provide recommendations to the Bi-State Coordination Committee prior to JPACT and Metro Council consideration of projects that have bi-state significance.

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 08-3960, FOR THE PURPOSE OF ENDORING THE LOCALLY PREFERRED ALTERNATIVE FOR THE COLUMBIA RIVER CROSSING PROJECT AND AMENDING THE METRO 2035 REGIONAL TRANSPORTATION PLAN WITH CONDITIONS

Date: June 26, 2008

Prepared by: Richard Brandman

BACKGROUND

Overview

The Columbia River Crossing (CRC) is a proposed multimodal bridge, transit, highway, bicycle and pedestrian improvement project sponsored by the Oregon and Washington transportation departments in coordination with Metro, TriMet and the City of Portland as well as the Regional Transportation Council of Southwest Washington, CTRAN and the City of Vancouver, Washington. (More detailed project information may be found at: <http://www.columbiarivercrossing.org/>)

The CRC project is designed to improve mobility and address safety problems along a five-mile corridor between State Route 500 in Vancouver, Washington, to approximately Columbia Boulevard in Portland, Oregon, including the Interstate Bridge across the Columbia River.

The project would be funded by a combination of Federal Transit Administration (FTA) New Starts funding for the transit component, Federal Highway Administration (FHWA) funding for highway, freight, bicycle and pedestrian improvements, with local match being provided by the states of Oregon and Washington through toll credits and other funding. Tolls are also proposed for a new I-5 bridge to pay for a portion of the capital project and manage transportation demand.

Guiding the project is a 39 member CRC Task Force, of which Councilor Burkholder serves as the Metro representative. On June 5, 2008, the Metro Council approved policy guidance for Councilor Burkholder as its CRC Task Force member in the formulation of the draft LPA (after consideration of public testimony and review of options for a locally preferred alternative). On June 24, the CRC Task Force approved recommendations for a LPA for the project sponsor agencies (including Metro) consideration.

Accordingly, the attached Resolution No. 08-3960 will provide for Metro Council consideration of:

- 1) Adoption of a CRC LPA.
- 2) Amendment of the federal component of the Metro 2035 Regional Transportation Plan.
- 3) Statement of additional Metro Council concerns and considerations regarding the Project.

Project History

The CRC Project history begins in 1999, with the Bi-State Transportation Committee recommendation that the Portland/Vancouver region initiate a public process to develop a plan for the I-5 Corridor based on four principles:

- Doing nothing in the I-5 Corridor is unacceptable;
- There must be a multi-modal solution in the I-5 Corridor - there is no silver bullet;
- Transportation funds are limited. Paying for improvements in the I-5 Corridor will require new funds; and,
- The region must consider measures that promote transportation-efficient development.

Accordingly, the twenty-six member I-5 Transportation and Trade Partnership was constituted by Governors Locke and Kitzhaber, including a Metro Council representative.

In June 2002, the Partnership completed a *Strategic Plan* and on November 14, 2002, the Metro Council, through Resolution No. 02-3237A, For the Purpose of Endorsing the I-5 Transportation and Trade Study Recommendations, endorsed the *Strategic Plan* recommendations including:

- Three through lanes in each direction on I-5, one of which was to be studied as an HOV lane, as feasible;
- Phased light rail loop in Clark County in the vicinity of the I-5, SR500/4th Plan and I-205 corridors;
- An additional or replacement bridge for the I-5 crossing of the Columbia River, with up to two additional lanes for merging plus 2 light rail tracks;
- Interchange improvements and additional auxiliary and/or arterial lanes where needed between SR 500 in Vancouver and Columbia Boulevard in Portland, including a full interchange at Columbia Boulevard;
- Capacity improvements for freight rail;
- Bi-state coordination of land use and management of the transportation system to reduce demand on the freeway and protect corridor improvement;
- Involving communities along the corridor to ensure final project outcomes are equitable and committing to establish a fund for community enhancement;
- Developing additional transportation demand and system strategies to encourage more efficient use of the transportation system.

Several of the recommendations from the Strategic Plan have been completed. For example, construction of the I-5 Delta Park Project has begun.

The I-5 bridge element began in February 2005 with the formation of a 39 member Columbia River Crossing (CRC) Task Force. This Task Force, which includes a Metro Council representative, developed a vision statement, purpose and need statement and screening criteria.

The adopted project purpose is to: 1) improve travel safety and traffic operation on the Interstate 5 crossing of the Columbia River; 2) improve the connectivity, reliability, travel times and operations of public transit in the corridor, 3) improve highway freight mobility and interstate commerce and 4) improve the river crossing's structural integrity.

More specifically, the following issues concerning the existing conditions were cited as need:

- Safety - the bridge crossing area and approach sections have crash rates more than two times higher than statewide averages for comparable urban highways. Contributing factors are interchanges too closely spaced, weave and merge sections too short contributing to sideswiping accidents, vertical grade changes that restrict sight distance and very narrow shoulders that prevent avoidance maneuvers or safe temporary storage of disabled vehicles.
- Seismic - neither I-5 bridges meet seismic standards, leaving the I-5 corridor vulnerable in the event of a large earthquake;
- Bridge Alignment - the alignment of the I-5 bridges with the downstream railroad bridge contributes to hazardous barge movements;
- Cost - rehabilitation of the existing bridges, bringing them to current standards would be more costly, both in money and some environmental impacts, such as water habitat conditions, than a replacement bridge;

- Traffic Impact - an arterial bridge would bring unacceptable traffic congestion to downtown Vancouver, Washington.

The CRC Project analyzed 37 distinct bridge, transit, highway and transportation demand management modes/designs, which the CRC Task Force narrowed to twelve. These twelve options then received even more analysis.

In November 2007, CRC staff, after further consideration of technical analyses and using the approved screening criteria and project purpose and need, recommended three alternatives be advanced to a draft environmental impact statement (DEIS). These included:

- Alternative 1) No Action;
- Alternative 2) A Replacement Bridge and Bus Rapid Transit with Complementary Express Bus Service; and
- Alternative 3) A Replacement Bridge and Light Rail Transit with Complementary Express Bus Service.

Open houses were held to take public comment about whether these three alternatives should be advanced to analysis in the DEIS. The Metro Council, other project sponsors and some members of the public expressed interest in a less expensive, smaller project alternative. Accordingly, two supplemental bridge alternatives (one with bus rapid transit, the other with light rail transit) were proposed to be added to the alternatives studied in the DEIS.

The Metro Council concurred with these five alternatives in adopting Resolution No. 07-3782B: *For the Purpose of Establishing Metro Council Recommendations Concerning the Range of Alternatives to Be Advanced to a Draft Environmental Impact Statement For the Columbia River Crossing Project.*

On December 13, 2007, the Metro Council adopted the 2035 Regional Transportation Plan (federal component). The RTP included funds for preliminary engineering and right-of-way purchase in the financially constrained system project list for a new bridge across the Columbia River. This item was reconfirmed with the adoption of the air quality conformity determination in February 2008 that assumed a new bridge with light rail transit to Vancouver.

In a meeting of the CRC Task Force in winter 2008, an informal poll of all members present found strong support for:

- A replacement bridge with tolls;
- Light rail transit extended to Vancouver, Washington;
- Bicycle and pedestrian path improvements.

(Councilor Burkholder, the Metro Council representative, deferred comment in this survey citing the need to confer with the full Metro Council).

In May 2008, a DEIS addressing the five CRC alternatives was released for public comment.

Later in May 2008, review and discussion of the CRC alternatives and the potential benefits and adverse impacts as disclosed in the CRC Draft Environmental Impact Statement were discussed by the Metro Council. After consideration of the CRC documents, Metro Council work session discussions and public testimony gathered at a Metro Council public hearing June 5, the Metro Council approved policy guidance by adopting Resolution No. 08-3938B, *For the Purpose of Providing Metro Council Direction*

to its Delegate Concerning Key Preliminary Decisions Leading to a Future Locally Preferred Alternative Decision for the Proposed Columbia River Crossing Project.

Resolution 08-3938B included the following major points:

- A multimodal approach that includes:
 - light rail transit extended to Vancouver;
 - A replacement bridge with three through lanes and the number of auxiliary lanes to be determined;
 - Tolls to manage travel demand as well as provide an ongoing funding source for bridge construction, operations and maintenance;
 - Improved bicycle and pedestrian facilities;
 - Compact land use development patterns with a mixture of housing types to minimize long commutes and reduce automobile dependence
- Recognition that the above elements and others identified in an exhibit to the resolution will need to be satisfactorily addressed as part of the locally preferred alternative (LPA) or at later decision points, prior to a final decision.
- Need to address potential and existing health impacts and using a community enhancement fund to address environmental justice.
- Independent analysis of greenhouse gas emissions and whether the project alternatives would help achieve or frustrate greenhouse gas emission reduction goals for 2020 and 2050.
- Charging tolls as soon as legally and practicably possible and use of state-of-the-art demand management tool to influence travel behavior and reduce greenhouse gas emissions and reduce vehicle miles traveled.
- Recognition of the need for the Metro Council to consider an LPA adoption and an RTP amendment and that the two decisions could be made concurrently.

On June 24, 2008, the CRC Task Force, by a vote of 37-2, recommended the following:

- A replacement bridge with three through lanes northbound and southbound.
- Light rail as the preferred high capacity transit mode with an alignment and terminus based on FTA funding, technical considerations and Vancouver City Council and CTRAN votes in early July 2008.
- Formation of a formal oversight committee
- Continuation of existing advisory committees dealing with freight, pedestrians and bicycles, urban design, community and environmental justice and creation of a new sustainability working group.
- A list of project and regional elements that have not been made final at this time, but which the CRC Project recognizes the need for consideration. (see Attachment 1 to this staff report)

The subject proposed Resolution No. 08-3960, For the Purpose of Endorsing the Locally Preferred Alternative for the Columbia River Crossing Project and Amending the Metro 2035 Regional Transportation Plan with Conditions, is generally consistent with the June 24 CRC Task Force recommendations. In addition, proposed Resolution No 08-3960 addresses the following:

- 1) Tolls on I-5 imposed as soon as legally and practically permissible;
- 2) Project concerns to be addressed and resolved (attached as Exhibit A to Resolution No. 08-03960).
- 3) Amendment of the 2035 RTP to:
 - a. revise the Financially Constrained Project List (appendix 1.1);
 - b. revise the “Other RTP Projects not included in the Financially Constrained list” (appendix 1.2);

- c. amend Chapter 5 of the RTP to include a section on the funding of the CRC project (and included as Exhibit B to Resolution No. 08-3960);
- d. amend Chapter 7 of the RTP to revised the description of the I-5 North corridor (and included as Exhibit C to Resolution No. 08-3960) ;

(A separate RTP amendment that would revise the state component of the RTP and include land use findings is not proposed at this time and would be addressed once more information and analysis is available concerning auxiliary lanes and other issues identified in Resolution No 08-3960.)

Decision-making Process and Schedule

There are several sets of decisions to be made about the CRC project including;

July 17, 2008 Decision – Confirm earlier Metro Council policy guidance by adopting a locally preferred alternative (LPA) and amending the federal component of the RTP as follows:

- Build or No Build?
- High capacity transit extension to Vancouver – bus rapid transit or light rail¹?
- Bridge investment – replacement or supplemental?
- Tolls – to toll the I-5 bridge or not? Tolls for demand management as well as funding construction, operation and maintenance of bridge? (other issues such as amount, to be determined later)
- Bicycle and pedestrian investments – affirm an investment in bicycle and pedestrian improvements with design details still to be determined.

Fall 2008 and Beyond Decisions

- Number of auxiliary travel lanes
- Bridge design details (such as bridge type, whether Stacked Highway/Transit design would work, be cost-effective and whether this aspect of the bridge should be pursued)
- Transportation Demand Management (TDM) specifics
- Interchange design specifics
- Bicycle and pedestrian design details
- More specificity on finance plan

For the LPA decision, the CRC Task Force’s June 24 recommendations to consider a Locally Preferred Alternative (LPA) will then be brought to local governments (the cities of Portland and Vancouver, TriMet and CTRAN, Metro (a July 17 Metro Council date has been tentatively reserved) and the Regional Transportation Council of Southwest Washington) for consideration of concurrence and corresponding transportation plan amendments. These actions will then allow ODOT and WSDOT to submit to the FTA an application to enter preliminary engineering and then prepare a final environmental impact statement (FEIS).

ANALYSIS/INFORMATION

¹ By July 8, the City of Vancouver and CTRAN are scheduled to conclude the alignment and terminus of the LRT line in Vancouver, Washington. In order to facilitate the bi-state transportation aspects of this draft resolution, these southwest Washington project partner decisions will be provided to the Joint Policy Advisory Committee (JPACT), which meets on July 10 to consider this resolution and to the Metro Council that meets on July 17 also to consider this resolution. Accordingly, draft Metro Resolution No. 08-3960 may be proposed for revision in July as a result.

1. **Known Opposition** The CRC is a very large and complex transportation project. There are strong feelings – pro and con – associated with the project. Opposition to the project includes concerns raised regarding the need for the project, greenhouse gas emissions that could be generated by the project, costs, tolls and light rail extension to Vancouver, Washington.

2. **Legal Antecedents**

Federal

- National Environmental Policy Act
- Clean Air Act
- SAFETEA-LU
- FTA New Starts Process

State

- Statewide Planning Goals
- State Transportation Planning Rule
- Oregon Transportation Plan
- Oregon Highway Plan
- Oregon Public Transportation Plan
- Oregon Bicycle and Pedestrian Plan

Metro

- Resolution No. 02-3237A, *For the Purpose of Endorsing the I-5 Transportation and Trade Study Recommendations.*
- Resolution No. 07-3782B: *For the Purpose of Establishing Metro Council Recommendations Concerning the Range of Alternatives to Be Advanced to a Draft Environmental Impact Statement For the Columbia River Crossing Project.*
- Ordinance No. 07-3831B *For the Purpose of Approving the Federal Component of the 2035 Regional Transportation Plan (RTP) Update, Pending Air Quality Conformity Analysis.*
- Resolution No. 08-3911, *For the Purpose of Approving the Air Quality Conformity Determination for the Federal Component of the 2035 Regional Transportation Plan and Reconfirming the 2008-2011 Metropolitan Transportation Improvement Program.*
- Resolution No. 08-3938B, *For the Purpose of Providing Metro Council Direction to its Delegate Concerning Key Preliminary Decisions Leading to a Future Locally Preferred Alternative Decision for the Proposed Columbia River Crossing Project.*

3. **Anticipated Effects** The approval of this resolution would allow the submission of a New Starts application for light rail transit to Vancouver Washington as well as include proceeding with the next steps towards a replacement bridge with tolls and light rail transit. It would not resolve the number of auxiliary lanes or other issues and considerations listed in the resolution but which will need to be addressed in the future once additional information and analysis is completed.

4. **Budget Impacts** If there is a role for Metro to play in the completion of the CRC Final Environmental Impact Statement (this could be additional updated travel forecasting, for example), the CRC project would reimburse Metro for any costs incurred for such work.

RECOMMENDED ACTION

Adopt Resolution No. 08-3960, For the Purpose of Endorsing the Locally Preferred Alternative for the Columbia River Crossing Project and Amending the Metro 2035 Regional Transportation Plan with Conditions.



**A RESOLUTION OF THE COLUMBIA RIVER CROSSING TASK FORCE TO
PROVIDE DIRECTION TO THE COLUMBIA RIVER CROSSING PROJECT
ON KEY DECISIONS FOR A LOCALLY PREFERRED ALTERNATIVE**

WHEREAS, the I-5 Interstate Bridge is one of only two Columbia River crossings between Vancouver, Washington and Portland, Oregon and approximately 150,000 people rely on crossing the I-5 Bridge daily by car, transit, bicycle and on foot; and

WHEREAS, the existing structures are aging and in need of seismic upgrade, and the closely-spaced interchanges are in need of safety improvements; and

WHEREAS, the movement of land and water-based freight is hindered by the current crossing, and

WHEREAS, high capacity transit does not currently connect Vancouver and Portland, and the bicycle and pedestrian paths do not meet current standards; and

WHEREAS, the I-5 Transportation and Trade Partnership Final Strategic Plan recommended congestion and mobility improvements within the I-5 Bridge Influence Area in 2002; and

WHEREAS, the Columbia River Crossing Task Force was established in February 2005, to advise the Oregon Department of Transportation and the Washington State Department of Transportation on project-related issues and concerns; and

WHEREAS, the Columbia River Crossing Task Force advised development of the project's Vision and Values Statement, alternatives development, and narrowing of the alternatives to five that would be studied in a Draft Environmental Impact Statement; and

WHEREAS, the Columbia River Crossing project is committed to implementing the principles of sustainability into project planning, design and construction in order to improve the natural and social environment and the regional economy whenever possible; and to minimize effects related to climate change; and

WHEREAS, the Oregon State Department of Transportation, Washington State Department of Transportation, Metro Council, Southwest Washington Regional Transportation Council, TriMet, C-TRAN, City of Portland and City of Vancouver have worked collaboratively on the development of the Draft Environmental Impact Statement; and

WHEREAS, the Columbia River Crossing project published a Draft Environmental Impact Statement on May 2, 2008, disclosing the potential environmental and community impacts and potential mitigation of the five alternatives; and

WHEREAS, the Columbia River Crossing project is seeking public comments on the Draft Environmental Impact Statement from the Columbia River Crossing Task Force as well as the public through outreach events, working sessions and hearings with sponsor agencies, and through two open houses and two public hearings during the comment period; and

WHEREAS, the Columbia River Crossing Task Force has opted to confirm Key Decisions that will lead to selection of a Locally Preferred Alternative.

NOW, THEREFORE, BE IT RESOLVED THAT THE COLUMBIA RIVER CROSSING TASK FORCE MAKES THESE RECOMMENDATIONS TO THE COLUMBIA RIVER CROSSING PROJECT:

1. In regards to the river crossing selection, the CRC Task Force supports the construction of a replacement bridge with three through lanes northbound and southbound as the preferred option.
2. In regards to the high capacity transit selection, the CRC Task Force supports light rail as the preferred mode.
3. In regards to the alignment and terminus of the high capacity transit line, and based on the information provided to date, the CRC Task Force
 - Recognizes that the selection of the alignment and terminus options should be determined through a combination of:
 - i. Federal New Starts funding eligibility,
 - ii. Public and local stakeholder involvement,
 - iii. CRC project evaluation and technical determination of the terminus that allows for the greatest flexibility for future high capacity transit extensions and connections in Clark County, and
 - iv. Outcome of the Vancouver City Council and C-TRAN votes on July 7 and July 8, respectively.
4. Creation of a formal oversight committee that strives for consensus and provides for a public process of review, deliberation and decision-making for outstanding major project issues and decisions.
5. The Freight Working Group, the Pedestrian and Bicycle Advisory Committee, the Urban Design Advisory Group, the Community and Environmental Justice Group, and the newly formed Sustainability Working Group, shall continue their advisory roles for refinement of the LPA. These advisory groups shall report findings and recommendations to the local oversight committee.

6. The CRC Task Force understands that several project elements have not been finalized at the time of this resolution. These elements will need to be satisfactorily resolved through a process that includes public involvement, recommendations from governing bodies of the sponsor agencies, and recommendations by a local advisory committee. The CRC Task Force supports the consideration of the attached list of Supplemental Positions for Future Project and Regional Consideration.

DRAFT

Columbia River CROSSING

Columbia River Crossing Project Supplemental Positions for Future Project and Regional Consideration

For Project Consideration:

The Columbia River Crossing Task Force presents these supplemental positions for consideration during the post-Locally Preferred Alternative (LPA) phase of the project development process. The Columbia River Crossing Task Force supports the following in association with the CRC project:

- The continued development of a mitigation plan, **including** avoidance of adverse impacts
- The continued development of a sustainability plan, including the formation of a sustainability working group
- Further study and analysis to determine the appropriate number of auxiliary lanes, necessary for safety and functionality in the project area, and consistent with minimizing impacts. The project should recognize that auxiliary lanes are for interchange operations, not for enhanced mainline throughput, and design the bridge width accordingly.
- The continued commitment to provide enhancements within potentially impacted communities
- As articulated in the final strategic plan of the I-5 Trade and Transportation Partnership, establish a community enhancement fund for use in the impacted areas of the project; such a fund would be in addition to any impact mitigation costs identified through the Draft EIS and would be modeled on the successfully implemented community enhancement fund of the I-5 Delta Park Project and subsequent Oregon Solutions North Portland Diesel Emissions Reduction Project.
- Continued work to design interchanges in the project area that meet the safety and engineering standards and requirements of the Federal Highway Administration, the departments of transportation for Oregon and Washington and the cities of Portland and Vancouver, **in a way that is** consistent with minimizing impacts.
- Continued work to ensure that interchanges are freight sensitive and provide enhanced mobility, **in a way that is** consistent with minimizing impacts.
- Imposing tolls on the existing I-5 bridge as soon as legally and practically permissible to reduce congestion by managing travel demand as well as to provide an ongoing funding source for the project
- A public vote where applicable, regarding the funds required to implement the light rail line
- The development of an aesthetically pleasing, sustainable and cost-efficient river crossing that provides a gateway to Vancouver, Portland and the Northwest

- Designing the project – river crossing, transit, and pedestrian and bicycle facilities – to be a model of sustainable design and construction that serves both the built and natural environment
- The development of light rail stations that meet the highest standards for operations and design. These stations would be designed to be safe and accessible to pedestrians, bicyclists, and people with disabilities.
- Continued development of a “world class” bicycle, pedestrian facility, as well as the consideration for provisions for low-powered vehicles such as scooters, mopeds and neighborhood electric vehicles, as part of the construction of a replacement river crossing
- Ensure that the preferred alternative solves the significant safety, congestion and mobility problems in the project area while meeting regional and statewide goals to reinforce density in the urban core and compact development that is both pedestrian friendly and enhances mobility throughout the project area and the region
- Development of an innovative transportation demand management (TDM) program to encourage more efficient use of limited transportation capacity
- Independent validation of the greenhouse gas and climate change analysis conducted in the Draft Environmental Impact Statement to determine the project’s effects on air quality, carbon emissions and vehicle miles traveled per capita
- The inclusion of strategies aimed at reducing greenhouse gases and reducing vehicle miles traveled per capita. The Oregon Global Warming Commission or the Washington Climate Action Team should advise the CRC project on project related aspects that will help achieve the **states’** greenhouse gas reduction goals set for 2020 and 2050.
- The development of a more detailed draft finance plan after the LPA is selected to define the funding and financing sources for this project from federal, state and local resources, while ensuring financial equity locally, within the region, and between the states of Oregon and Washington
- Independent review of the project’s feasibility and risks, including the project’s relationship to funding other transportation projects in the region
- Continued study of project health impacts such as those identified in the report submitted to the Task Force by the Multnomah County Health Department

For Regional Consideration:

There are system-wide transportation concerns that can only be resolved on a regional level and not by the Columbia River Crossing project. The Columbia River Crossing Task Force supports:

- Revisiting the remaining recommendations outlined in the *Strategic Final Plan* of the I-5 Transportation and Trade Partnership Study, dated September 2002
- Evaluating other bottlenecks within the system (e.g., I-405 / I-5 loop, Rose Quarter, etc.)
- Developing a regional plan for traffic demand management in the bi-state Portland-Vancouver region that promotes a reduction in vehicle miles traveled per capita

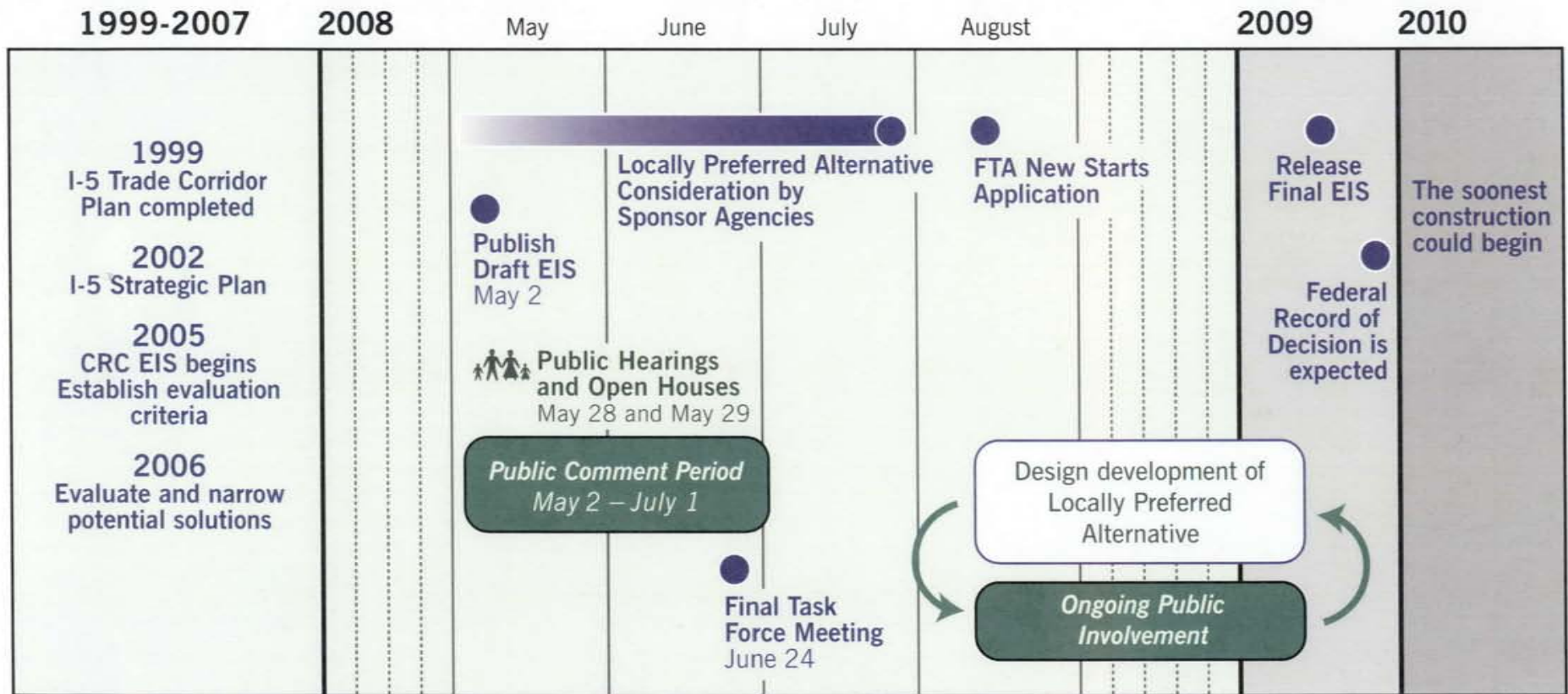
- Evaluating the effectiveness of a regional high occupancy vehicle (HOV) system
- Developing a regional plan for freight that considers the work of the I-5 Transportation and Trade Partnership and the CRC project's work with the CRC Freight Working Group
- Developing a web-based transit trip planning resource to plan transit trips in the Portland-Vancouver region

DRAFT

**Columbia River Crossing Sponsors
Board and Council Decisions/Hearings**

| | | |
|------------------------|----------------|-------------------|
| Vancouver City Council | Public hearing | Monday, June 30 |
| Vancouver City Council | Council vote | Monday, July 7 |
| C-TRAN Board | Board vote | Tuesday, July 8 |
| Portland City Council | Council vote | Wednesday, July 9 |
| TriMet Board | Board vote | Wednesday, July 9 |
| RTC Board | Public comment | Wednesday, July 9 |
| JPACT | Committee vote | Thursday, July 10 |
| Metro Council | Council vote | Thursday, July 17 |
| RTC Board | Board vote | Tuesday, July 22 |

Project Schedule





OFFICES OF THE GOVERNORS

CHRISTINE O. GREGOIRE
WASHINGTON

THEODORE R. KULONGOSKI
OREGON

June 19, 2008

Columbia River Crossing Task Force
700 Washington Street, Suite 300
Vancouver, WA 98660

Dear Director Garrett, Secretary Hammond and Task Force Co-Chairs Hewitt and Dengerink:

First of all, we would like to offer both Hal and Henry our sincere appreciation for the countless hours they have spent leading the Columbia River Crossing Task Force over the past three years. Their leadership has helped increase awareness of the significance of this crossing not only to local neighborhoods and communities, but regionally, and nationally. We feel very strongly that now is the time to address this key bottleneck that not only links Portland and Vancouver but affects the economic vitality of the entire west coast.

The Task Force has continued a tradition of transparency and local government and citizen involvement in the CRC project, spanning many years of bi-state planning. In addition to their own visions and values each of the thirty-nine Task Force members brought to the table, you have received input from local, regional, state and federal agencies, as well as thousands of hours of community input from Oregon and Washington citizens. There is no other project in the Portland-Vancouver region that has engaged the public to the extent this project has.

The decision the Task Force is poised to reach at their final June 24th meeting will set a solid foundation for this project to move forward in a way that is consistent with local values voiced by citizens and governments on both sides of the river. The Task Force's decision will guide the state departments of transportation as the project moves forward into the design phase.

We are pleased that the U.S. Department of Transportation recognizes this project as one of a handful of projects of national significance in the country. Most recently, this was demonstrated by its designation as a Corridor of the Future and the award of federal funds for the next phase of project development.

Our strong support for this project is centered on the belief that it presents a huge opportunity for our two states. It is an opportunity to leverage federal funds to build a project that provides transportation options, improves safety, enhances freight mobility, and demonstrates to the nation how to build a green project that reflects the values of our region.

We firmly believe this can and should be the one of the most sustainable transportation projects in the country; one that incorporates high capacity transit, strategies that reduce vehicle miles traveled, tolling, electronic safety technologies, and world class bike and pedestrian facilities. We also believe we must use construction materials and methods that would minimize environmental impacts.

As you know, there are a number of advisory working groups that have had significant influence on the direction of the project, including groups dealing with aesthetics, bicycle and pedestrian facilities, freight movement, and community and environmental justice issues. We believe that it is important for these working groups to continue to meet and provide input to the project. However, simply extending the life of these working groups does not provide adequate involvement from the many sponsor agencies, as well as the diverse stakeholders that have been effectively engaged throughout the three year life of the Task Force.

To that end we are in the process of reconvening the Project Sponsor's Council to allow for high level formalized input to the Departments of Transportation. This council will continue to meet after the task force has convened their final meeting and provided direction on a locally preferred alternative (LPA). This Council will ensure that a structure is in place to provide guidance to the project as it transitions from planning to design and construction.

The Council will be made up of top level representatives from the Washington State Department of Transportation, the Oregon Department of Transportation, cities of Portland and Vancouver, Metro, SW Washington's Regional Transportation Commission, TriMet, and C-Tran.

Members will be appointed by the Governors of Oregon and Washington and the Council will be chaired by two citizens, one from each state, not directly associated with any participating agency.

The Council will be charged with advising the two departments of transportation and transit agencies on:

1. Completion of the Environmental Impact Statement (EIS),
2. Project design, including but not limited to: examining ways to provide an efficient solution that meets safety, transportation and environmental goals,
3. Timelines associated with project development,
4. Development and use of sustainable construction methods,

5. Ensuring the project is consistent with Oregon and Washington's statutory reduction goals for green house gas emissions, and
6. A finance plan that balances revenue generation and demand management.

Recommendations will be made, to the greatest extent possible, based on a consensus of the Council.

We look forward to supporting the States of Oregon and Washington in their efforts to build a bridge that can serve as a model for the nation.

Sincerely,



CHRISTINE O. GREGOIRE
Governor of Washington



THEODORE R. KULONGOSKI
Governor of Oregon

June 17, 2008

To: Columbia River Crossing Task Force
From: Doug Ficco, CRC Project Director
John Osborn, CRC Project Director
Subject: Public and Agency Comment, May 2 to June 5, 2008
Weeks 1 through 5 of the 60-day Draft EIS comment period

Introduction

This report provides a brief overview of public and agency comments received in the first five weeks of the 60-day Draft Environmental Impact Statement (EIS) comment period (May 2 to June 5, 2008). This report includes comment forms submitted at the May 28 and 29 project open houses, and the verbal testimony provided at the May 29 open house. Court reporters are in the process of preparing the verbal testimony transcript for the May 28 open house, which will be provided to Task Force as soon as it is available. The tables and charts in this report will be updated to include the May 28 verbal testimony comments prior to the June 24, 2008, Task Force meeting. The final comment summary, reflecting all comments received during the 60-day comment period, will be available on July 7, 2008.

The comments are of four main types:

1. Emails sent to project to the project Web site
2. Letters mailed, faxed or sent electronically to the CRC office
3. Comment forms (submitted electronically or in hard copy format)
4. Verbal comments made at the Open Houses/Public Hearings

The comments summarized in this memo are the result of a variety of outreach activities that occurred from May 2 to June 5, 2008, including:

- Two public open houses and one informal Q&A session
- Agency coordination
- Presentations and discussions with neighborhood, civic, and business associations and governmental entities
- Booths at community open houses and events

The following project communications and information also generated comments. Project communications and information available from May 2 to June 5, 2008, included:

- The CRC project Web site
- Email news (May 7, May 9, May 27, June 5)
- Fact sheets, including new or updated fact sheets on:
 - Highway and Interchanges
 - Property Purchases and Easements
 - Transit Park-and-Rides
 - Transit Choices
 - Cost Estimates
 - Columbia River Crossing Project
 - Environmental Justice
 - Tolling
 - Pedestrian and Bicycle Improvements
 - Project Background
 - Project Safety
 - What is NEPA
 - Public Involvement
 - Project Schedule (updated)
 - Draft Environmental Impact Statement Guide (new)
 - Draft Environmental Impact Statement Question and Answer (new)
 - Draft Environmental Impact Statement Table of Contents (new)
 - Mitigation Planning (new)
 - CRC and Climate Change (new)
- Postcard distributed to all mailboxes in the project area (approximately 57,000) and on the project mailing list to announce the Draft EIS comment period and public hearing dates
- News releases: May 19 and May 27 news releases on the Draft EIS public hearings and May and June community calendar announcements for the Draft EIS question and answer sessions
- Display ads in newspapers for the Draft EIS release and the Open House and Public Hearing events

For more information regarding the public notice provided for the Draft EIS comment period and public hearings/open houses, please see Appendix A. Additionally, the project's database has grown to 3,324 email addresses and 11,263 postal mailing addresses (as of May 30, 2008).

Appendix B includes a summary of the comments received in the first five weeks of the comment period.

Appendix C includes a comprehensive list of the CRC related public meetings and events that occurred between May 2 and June 5, 2008, as well as an estimate of the number of people engaged through these meetings and events.

Notes on Comment Sources

The CRC project is developing comment reports for public and agency review to provide an overview of the types and amount of comments received. It is very important to note that example comments should not be interpreted as a representative survey of public opinion. These are the comments of self selected people who chose to submit comments. They are not a random sample. More information on comment-gathering and comment summarization is included in Appendix D.

Comment Trends

During this period, public outreach focused on:

- *Draft EIS distribution and notification:* The document was distributed to over 500 recipients, including community locations where the general public could access the full document. Emphasis was placed on encouraging public comment on the document.
- *Open houses/public hearings:* The project hosted two open houses/public hearings (May 28 in Vancouver and May 29 in Portland) to share information and gather public comment. This allowed the public time to review the Draft DEIS prior to the events or time to review it after attending, and still provide comments by the end of the 60-day comment period, July 1, 2008.
- *Informal question and answer sessions:* The first of four smaller public meetings was held on May 15 at Portland's Jantzen Beach SuperCenter. This event will be followed by three additional events on June 7 (East Vancouver), June 14 (Beaverton), and June 19 (Vancouver).
- *Agency presentations:* Project staff continued to attend local board and council meetings to share information and address questions in a public setting.
- *Community outreach:* Presentations were given to community, business, and neighborhood groups. Project information was also shared at fairs and festivals, transit stations in Clark County, and open houses for other regional transportation projects.

Consistent with the project outreach focus on the Draft DEIS, comments received during the comment period reflected a greater focus on project alternatives and components than during previous comment reporting periods. A great number of comments were received on River Crossing Options (587 comments on Replacement and Supplemental Bridge), High Capacity Transit Modes (628 comments on Bus Rapid Transit and Light Rail Transit), Transit Termini (1067) and Tolling (187). Other comment types mentioned by more than 100 commenters included general comments on "Traffic and Congestion" (254), "Transit" (203 comments in addition to specific comments on Bus Rapid Transit, Light Rail Transit, Transit Alignments and Termini), "Existing Bridge" (171), "Range of Alternatives" (154) and "Land Use and Economics"

(151). “Traffic and Congestion” and “Land Use and Economics” comments were often in reference to how River Crossing Options and, to a lesser degree, Transit Modes, would affect the region. “Existing Bridge” comments often outlined what to do with the two existing bridges in alternate scenarios, from how to remove them to the desire for their preservation. The “Range of Alternatives” category includes all comments regarding transit modes, highway alignments, and river crossings that were not included in the four build alternatives being assessed in the Draft EIS.

Who Commented and How Were Their Comments Submitted?

How Were Comments Submitted?

Exhibit 1 describes the methods by which public comments were submitted during this period, along with the number of times comments were submitted by method. It is important to note that each comment submittal may include multiple comment topics. For example, a single letter (a comment submittal method) may refer to tolling, high capacity transit, interchanges, and neighborhoods. This submittal counts as one letter and four separate comment topics. Five commenters submitted comments through more than one delivery type, therefore, there were only 612 unique commenters.

EXHIBIT 1

| Comment Delivery Types | Number Received |
|--|-----------------|
| Emails sent to project via website | 141 |
| Letters mailed, faxed or sent electronically to the CRC office | 35 |
| Comment forms (Web and printed) | 384 |
| Verbal Comments at open houses/public hearings | 57 |
| Total Comments Received by Delivery Type | 617 |

Demographics of Commenters

Zip codes were used to determine whether a commenter is likely to live within the project area (SR 500 to Columbia Boulevard) or outside of the project area. Zip codes considered within the project area include 98660, 98661, and 98663 on the Washington side and 97217 on the Oregon side. Because these four zip code boundaries are partially inside and partially outside the project area, it is likely that this analysis over represents the number of commenters who actually reside in the project area. Exhibit 2 shows the percentage of commenters potentially inside and outside of the project area as defined above.

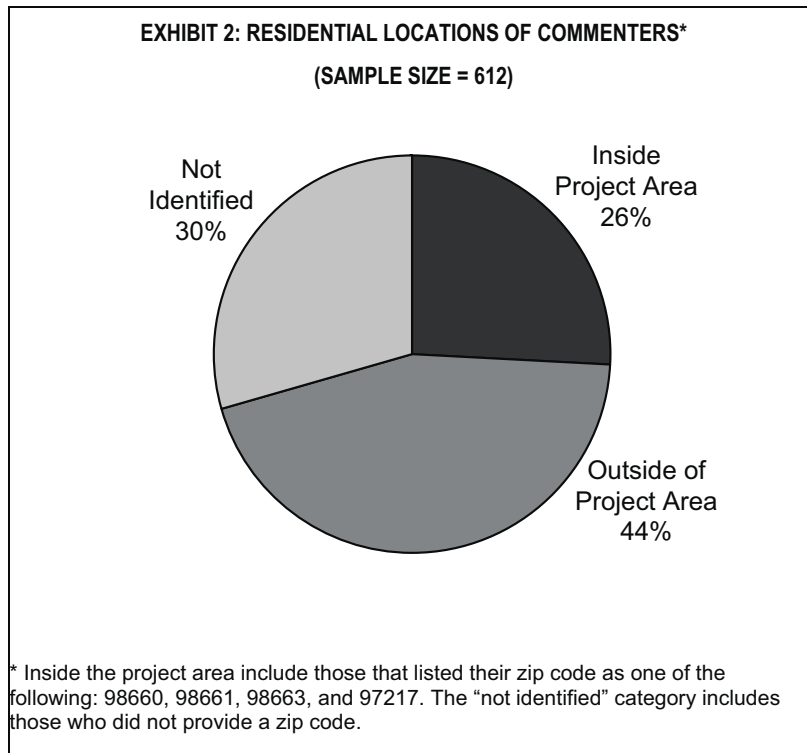
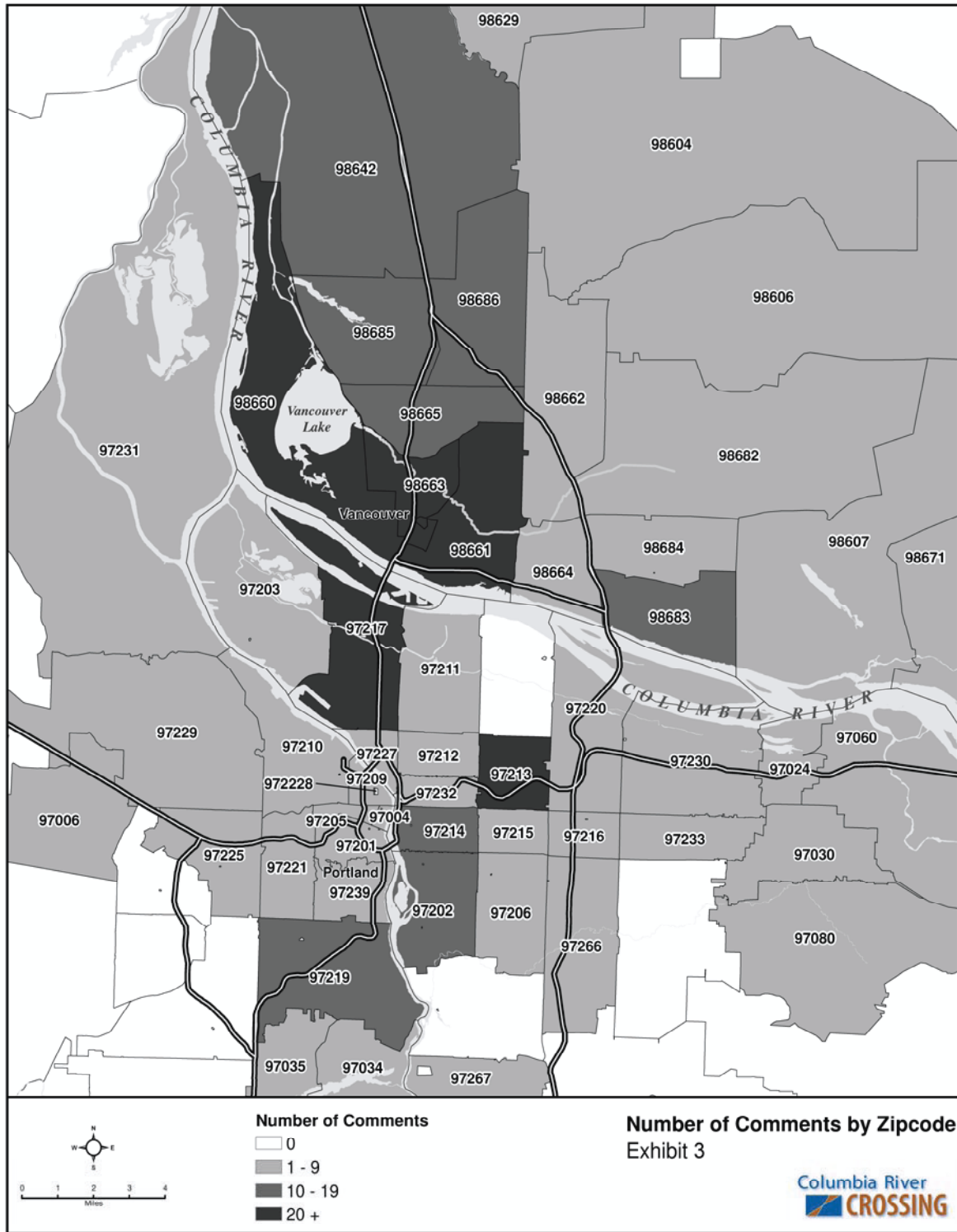
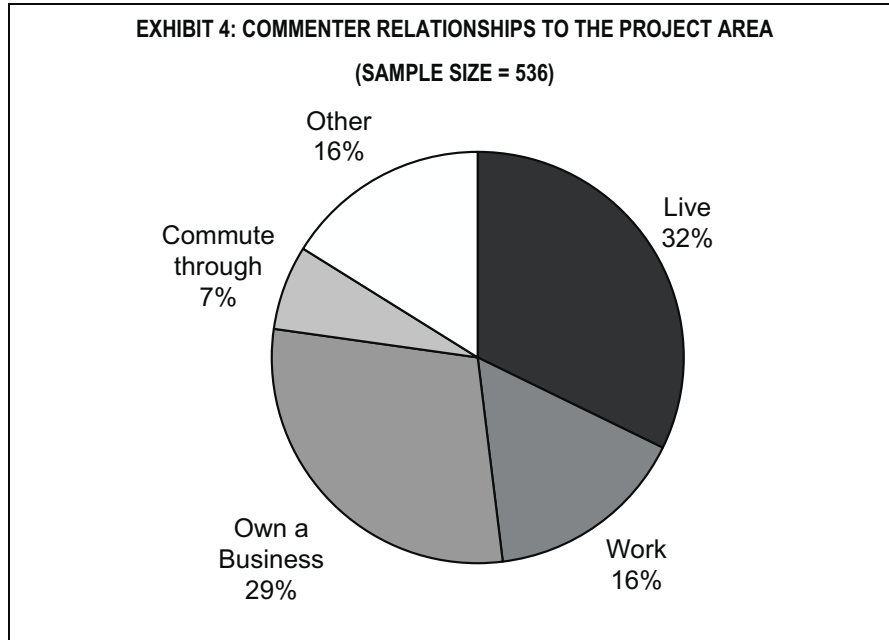


Exhibit 3 illustrates the approximate number of commenters from each zip code. Though the total number of commenters outside of the project area is greater than those inside the project area, zip codes inside the project area tend to have a greater concentration of commenters.

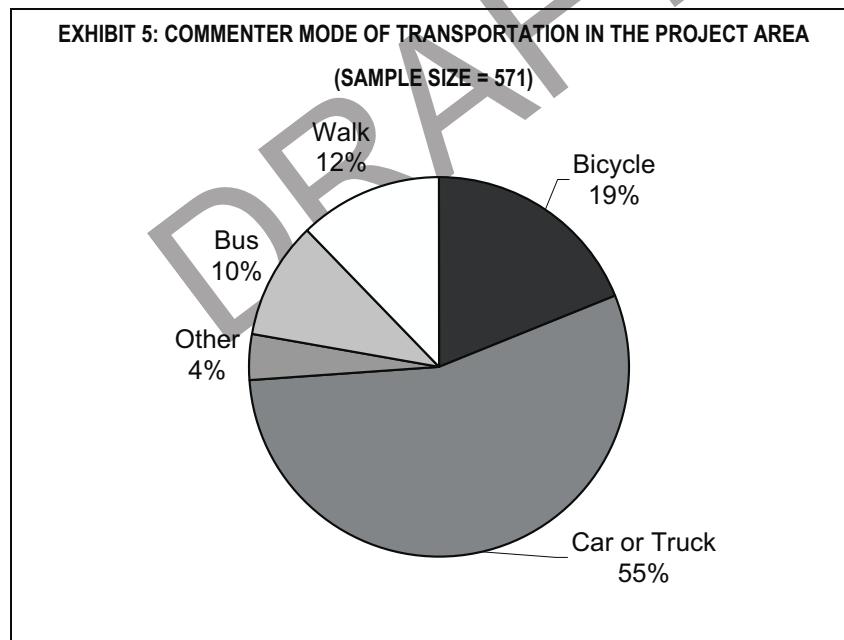
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Comment forms solicited information on relationships to the project area, with instructions to check all options that applied. Of the comment forms received, 89% (340 out of 384) of commenters indicated they fell into one or more of the relevant categories. Many commenters checked multiple options, resulting in a total number of 536 “relationships” (see Exhibit 4):



Comment forms also solicited information on how commenters travel in the project area. Commenters were directed to indicate all modes that applied. Of the comment forms received, 91% (350 out of 384) of commenters indicated they fell into one or more of the following relevant categories, for a total of 571 “modes” reported (see Exhibit 5):



Summary of Feedback

Comments have been organized in two ways: “preference” comments are categories of comments tracked based on whether the commenter made a positive, negative or neutral statement. For example, all comments about a “Replacement Bridge” are considered a preference comment, and all such comments are labeled “Replacement Bridge Favorable,” “Replacement Bridge Unfavorable” or “Replacement Bridge Other,” depending on whether the commenter wanted, did not want, or had mixed feelings about, the construction of a Replacement Bridge. In general, “preference” comments relate to the choices of a river crossing, transit mode, transit terminus, and tolling. The remaining comment categories (“non-preference”) were tracked by the total number of times each was mentioned, regardless of whether it was mentioned favorably or unfavorably.

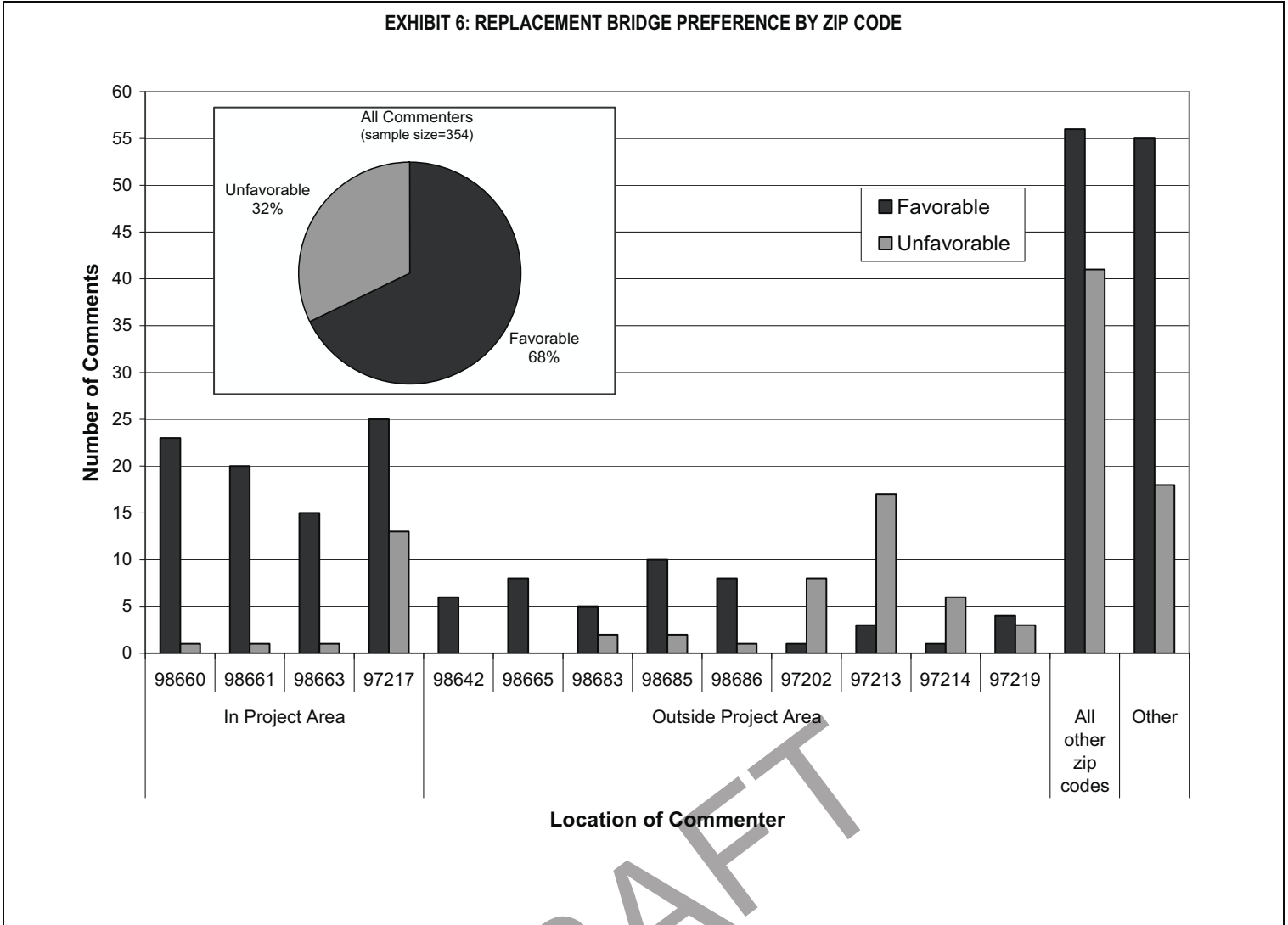
Preference Comments

The following section summarizes comments where preferences were tracked. When comments were received in these categories, they were analyzed to determine if they were generally “favorable” to (in support of), “unfavorable” (in opposition) or neutral to the project components. Commenters were not asked to decide between components, and were free to report support or opposition to all or some of the categories below.

Replacement Bridge

354 commenters made statements in support or opposition to a Replacement Bridge. Zip codes were available for 281 of those expressing a preference. As illustrated in Exhibit 6, commenters both inside and outside of the project area showed significant support for the Replacement Bridge, with the exception of three Portland zip codes that fall outside of the project area; 97202, 97213, and 97214. Commenters for whom zip code information was unavailable (labeled “other” in Exhibit 6) also favored a Replacement Bridge. It’s important to note that commenters were instructed to check all bridge options that they would support, and were not forced to choose between them. Therefore, a commenter could support both the Supplemental option and the Replacement option, support one and oppose the other, or oppose both. A summary of comments regarding the Replacement Bridge, and all other preference and non-preference categories, is available in Appendix B.

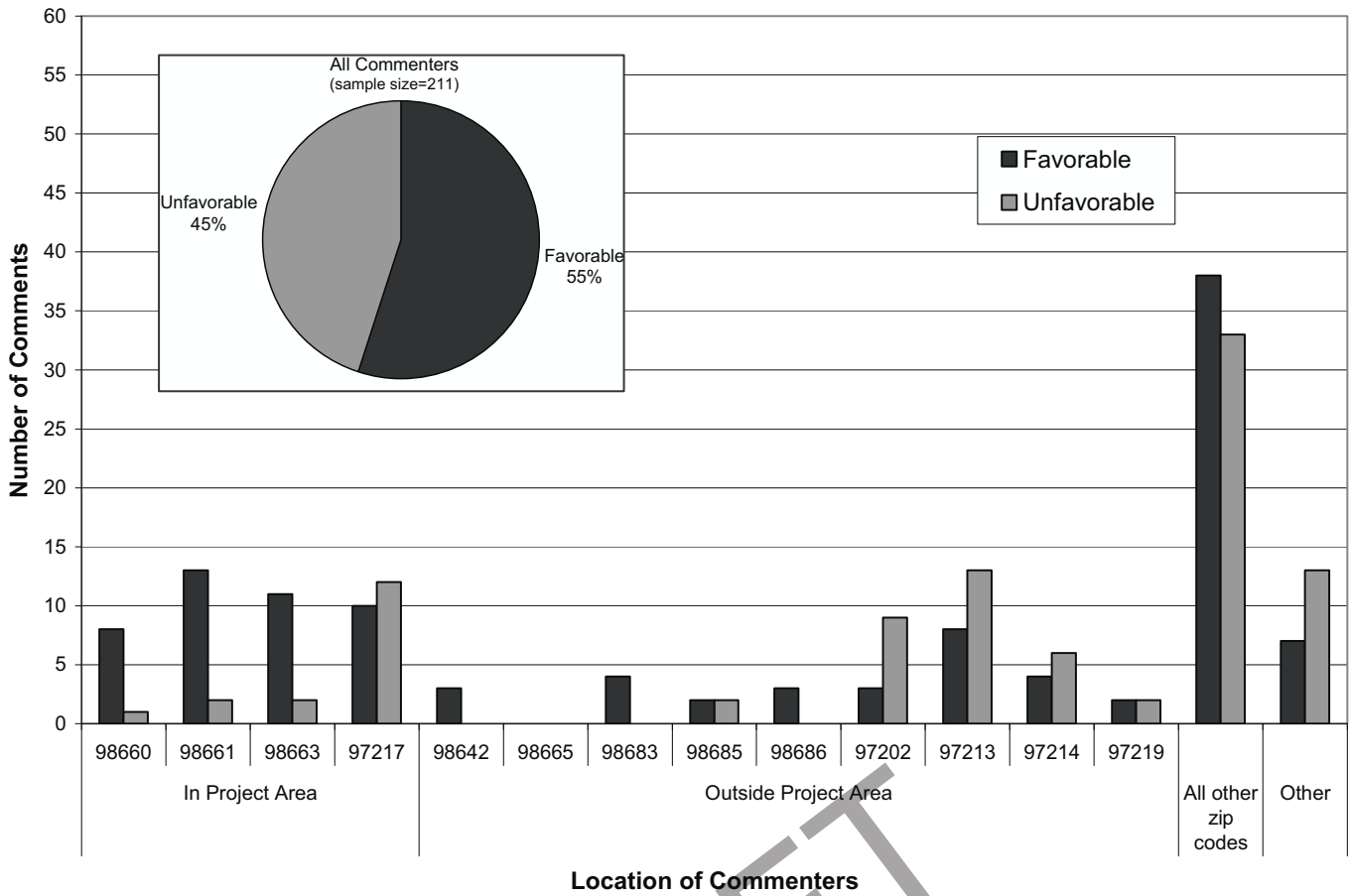
EXHIBIT 6: REPLACEMENT BRIDGE PREFERENCE BY ZIP CODE



Supplemental Bridge

211 commenters made statements in support or opposition to a Supplemental Bridge. Zip codes were available for 191 of those expressing a preference. Exhibit 7 illustrates that overall, the Supplemental Bridge received more support than opposition, but by a smaller margin than the Replacement Bridge. Those on Washington side of the river tended to favor the Supplemental Bridge while those in Oregon tended to oppose it, irrespective of whether they lived in the project area. Again, it is important to note that commenters were instructed to identify all options that they would support or oppose. Therefore, support for a Supplemental Bridge did not necessarily indicate opposition to a Replacement Bridge.

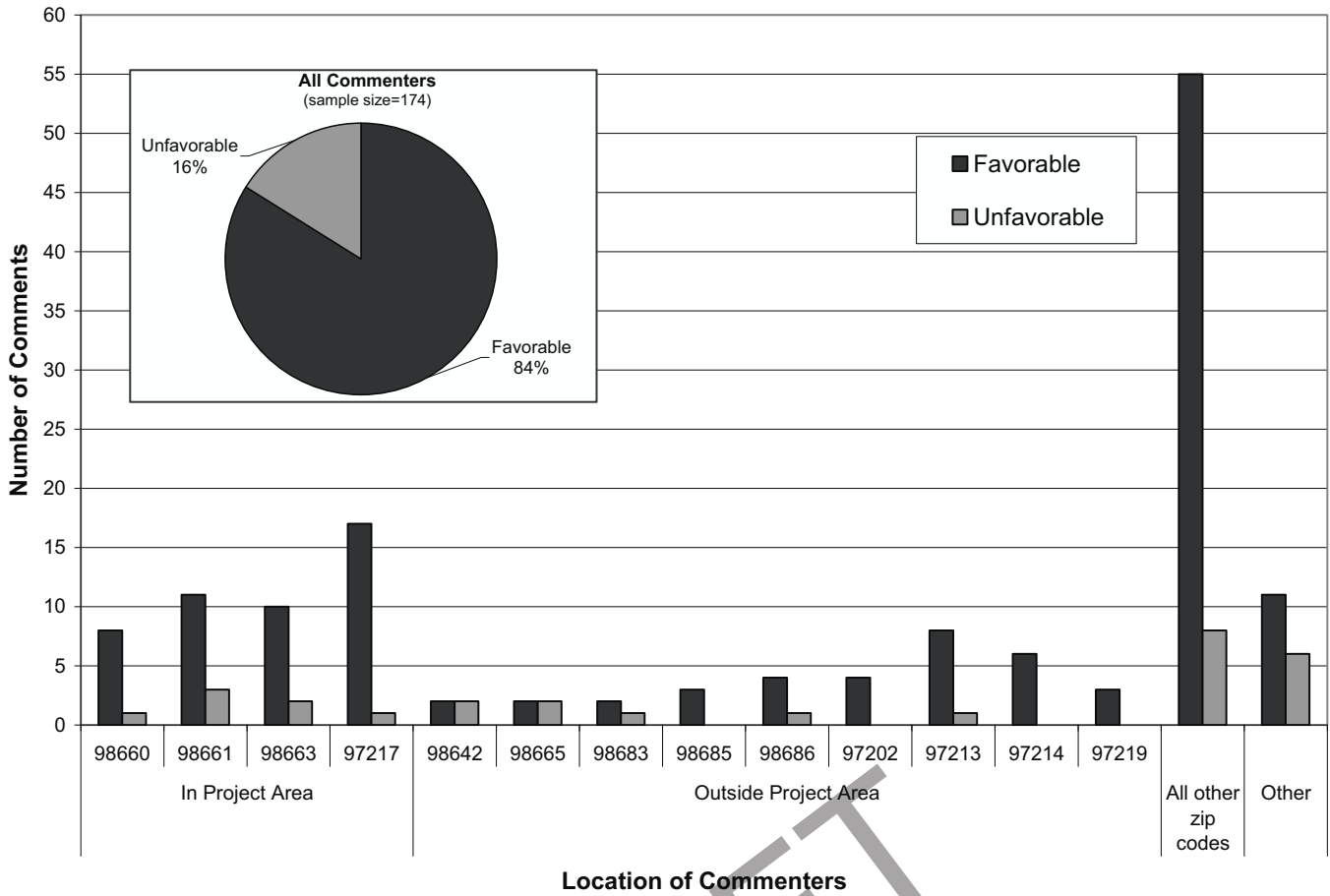
EXHIBIT 7: SUPPLEMENTAL BRIDGE PREFERENCE BY ZIP CODE



Bus Rapid Transit

174 of the commenters made statements in support or opposition to Bus Rapid Transit. Zip codes were available for 157 of those expressing a preference. As illustrated in Exhibit 8, commenters both inside and outside of the project area show support for bus rapid transit. Commenters were instructed to indicate all of the transit options that they would support and not support, and therefore, preferences related to Bus Rapid Transit do not indicate preferences related to Light Rail Transit.

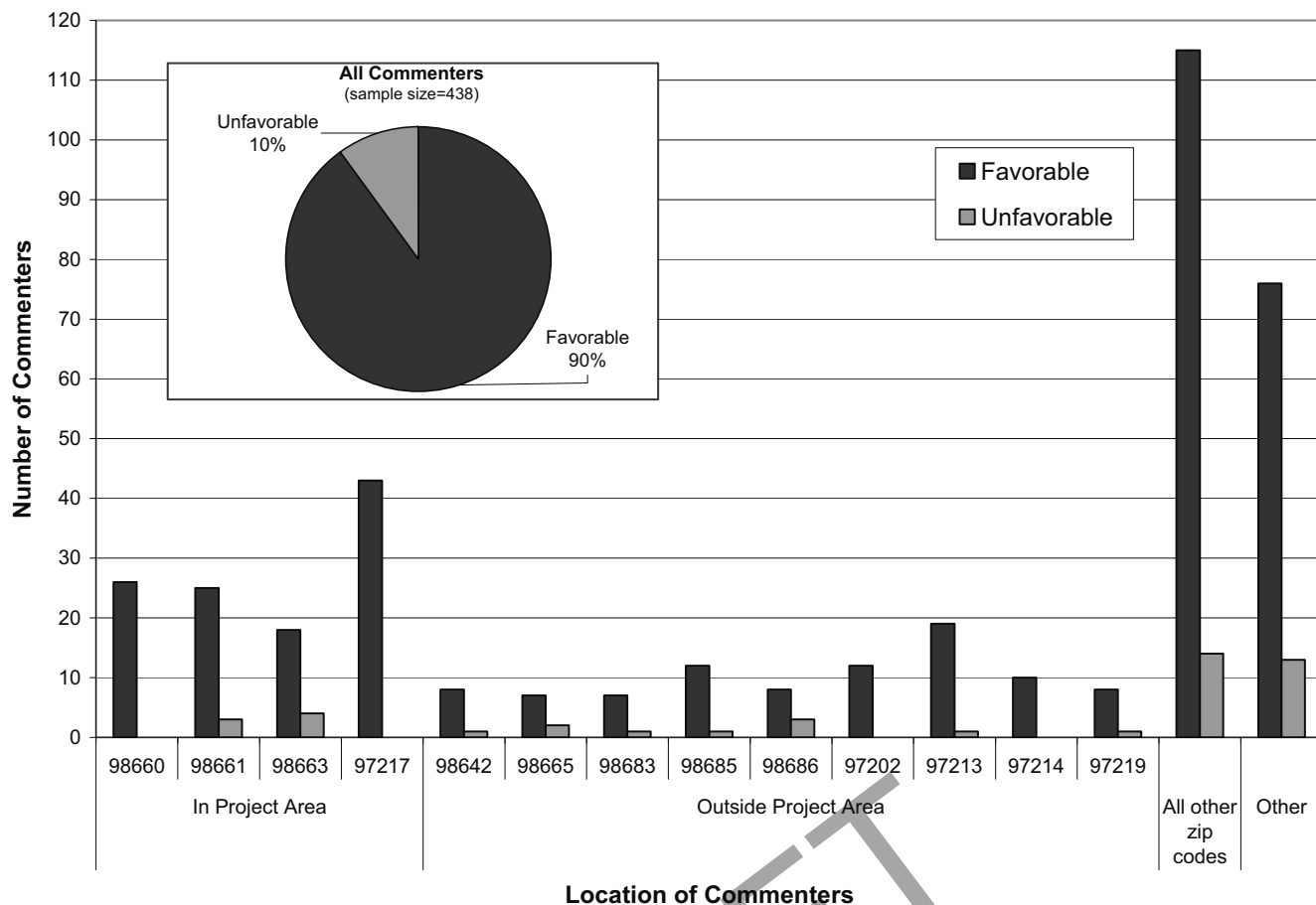
EXHIBIT 8: BUS RAPID TRANSIT PREFERENCE BY ZIP CODE



Light Rail Transit

438 commenters made statements in support or opposition to Light Rail. Information on where people live was available for 349 of those expressing a preference. There is significant support for light rail from commenters both inside and outside of the project area (see Exhibit 9).

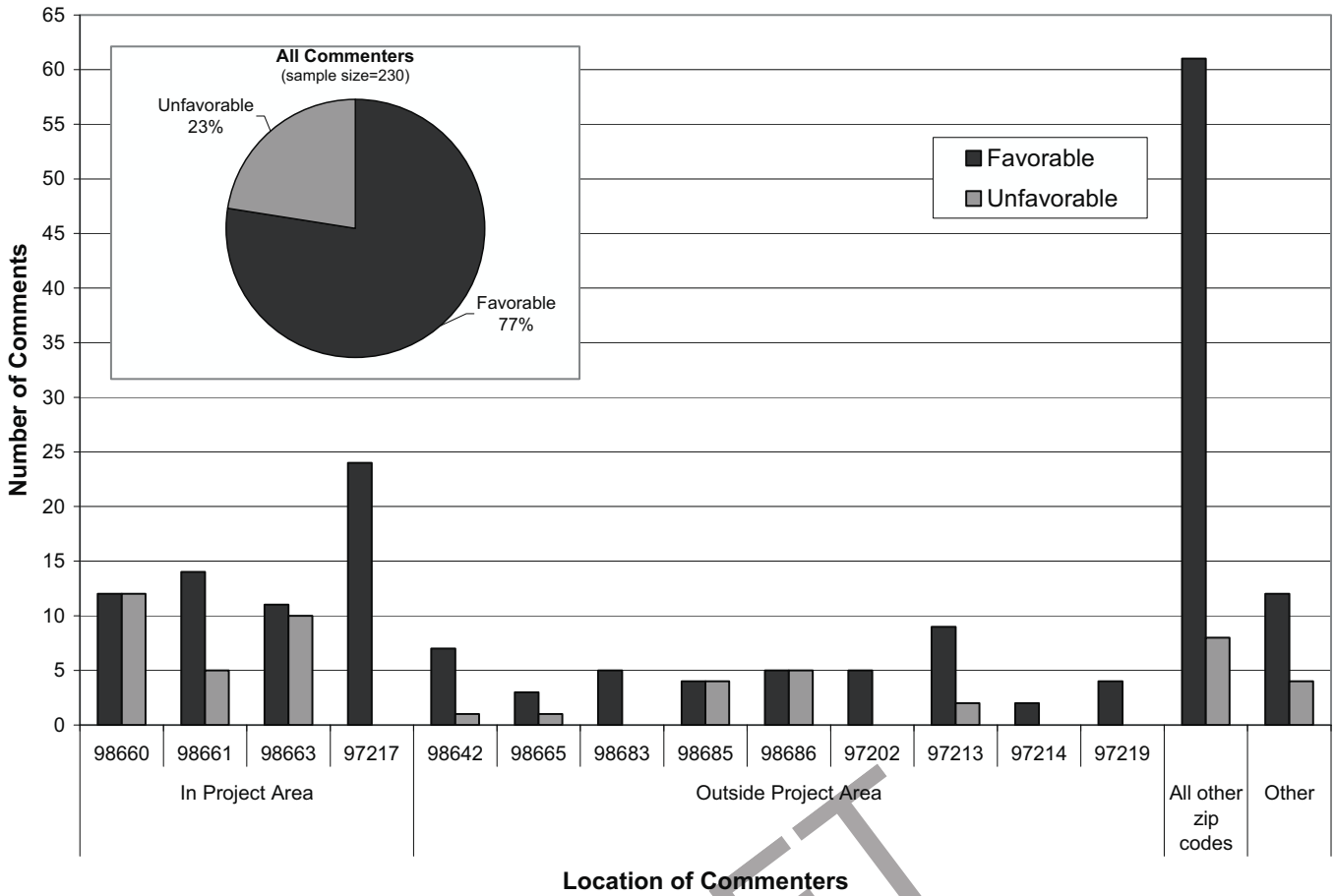
EXHIBIT 9: LIGHT RAIL PREFERENCE BY ZIP CODE



Transit Termini

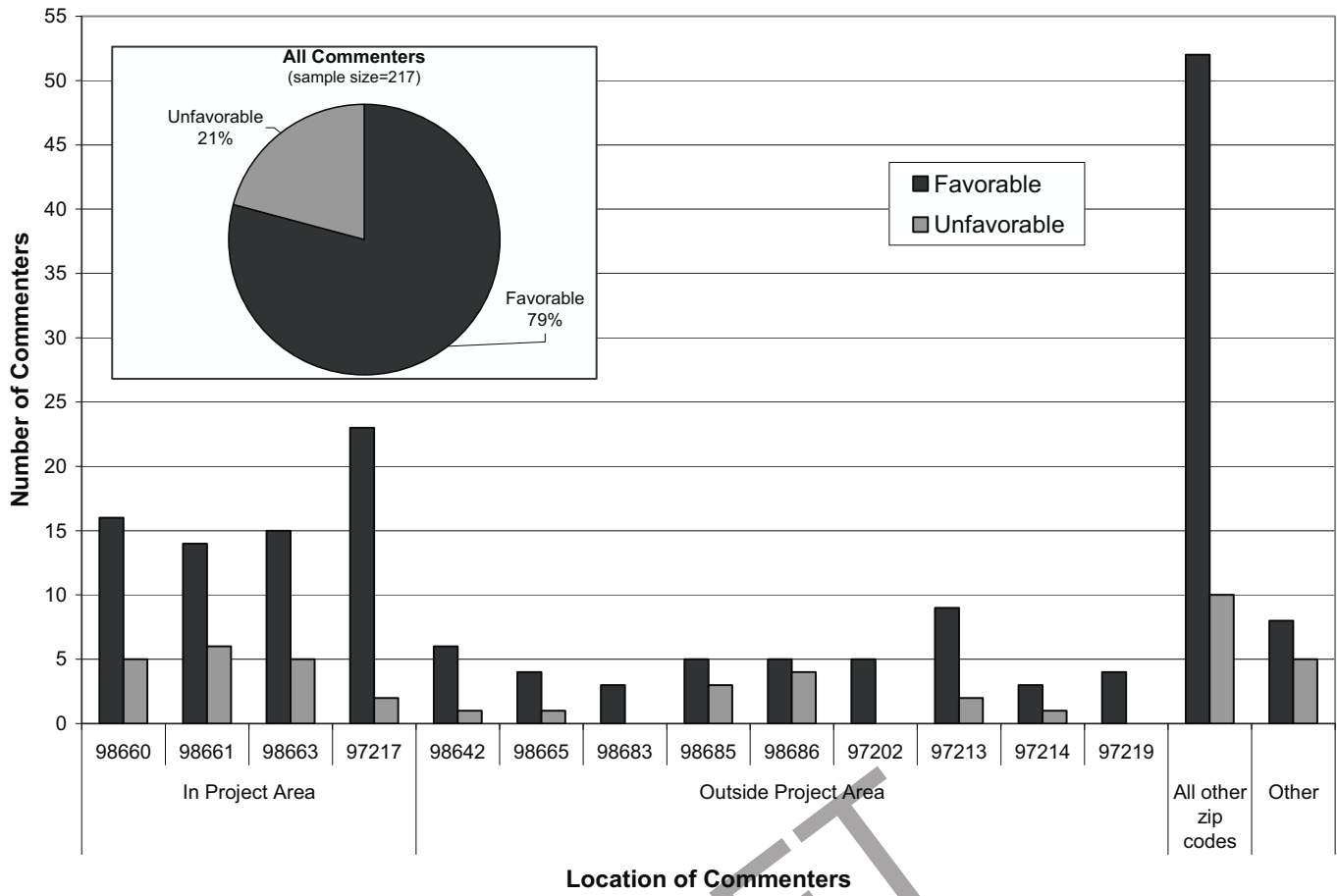
The Draft EIS and the CRC project comment form included four transit terminus options: Lincoln Terminus, Kiggins Bowl Terminus, Clark College MOS Terminus, and Mill Plain MOS Terminus. Commenters were instructed to indicate all of the terminus options they would support or oppose. 301 commenters indicated support or opposition to one or more transit termini, with most commenters indicating their termini preferences by checking boxes on the comment form (few of those indicating a termini preference provided a reason for their support or opposition). A majority of commenters both within and outside of the project area supported all termini options, with the Clark College MOS receiving the most support of all commenters (84%) and the Lincoln Terminus receiving the most opposition (52 statements of opposition, over half of which came from inside the project area). It is important to note that many commenters expressed the same opinion regarding all termini (for or against), suggesting that, for many commenters, termini preference actually indicated general preferences for and against high capacity transit.

EXHIBIT 10: LINCOLN TERMINUS PREFERENCE BY ZIP CODE



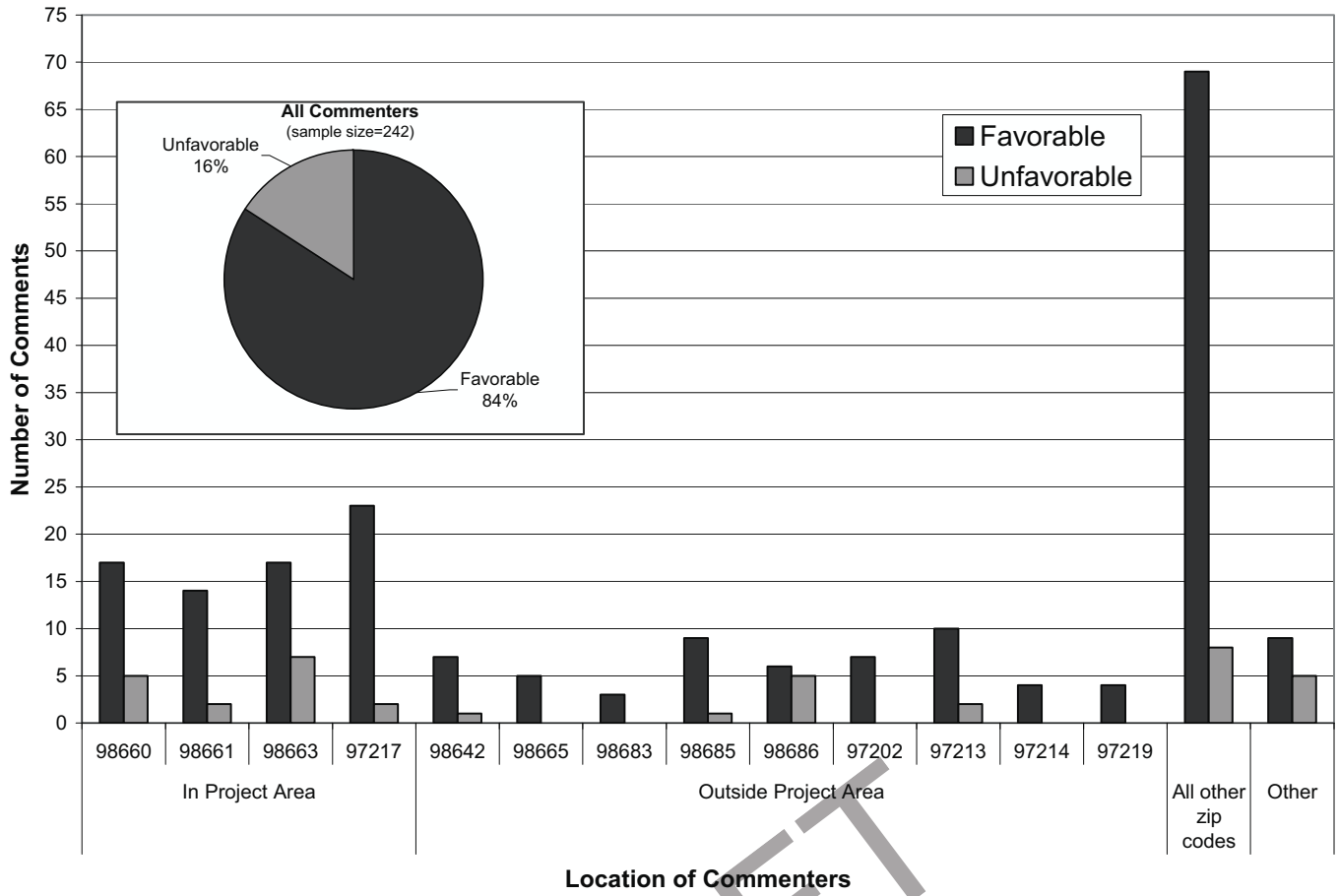
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EXHIBIT 11: KIGGINS BOWL TERMINUS PREFERENCE BY ZIP CODE



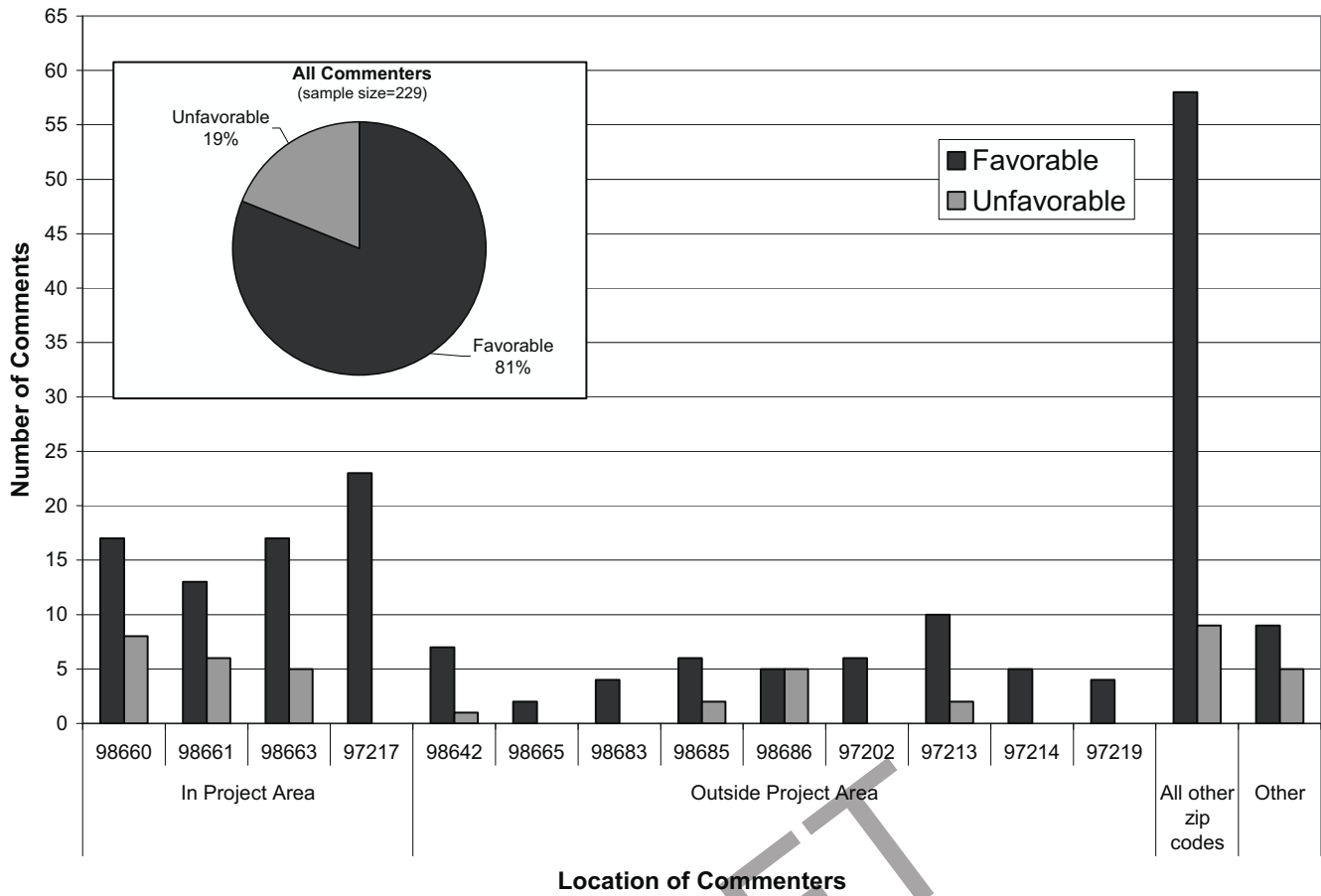
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EXHIBIT 12: CLARK COLLEGE MOS PREFERENCE BY ZIP CODE



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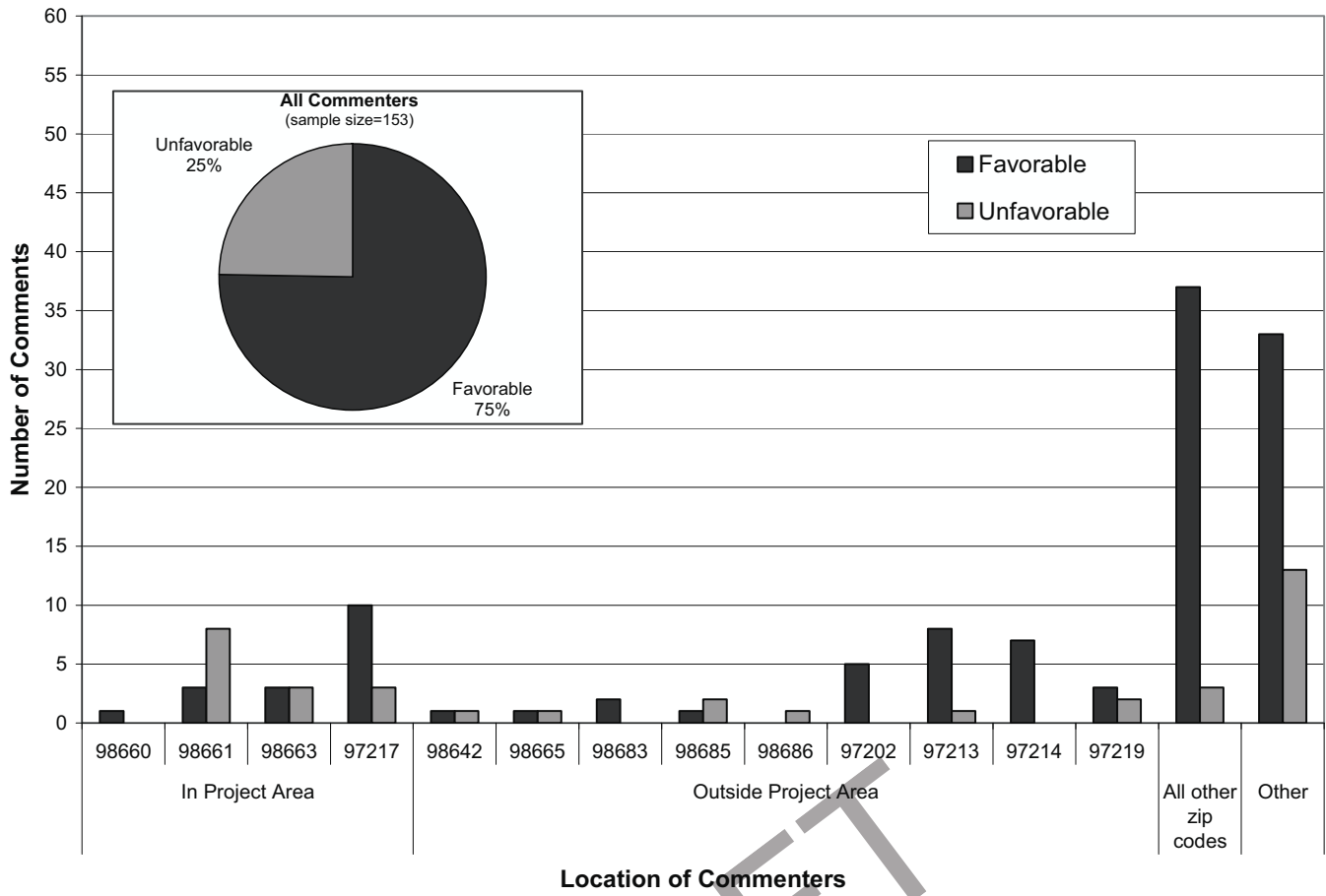
EXHIBIT 13: MILL PLAIN MOS PREFERENCE BY ZIP CODE



Tolling

153 commenters made statements in support or opposition to tolling. Zip codes were available for 107 of those expressing a preference. Commenters both inside and outside of the project area show support or an even split in opinion regarding tolling, with the exception of three Clark County zip codes that showed greater opposition; 98661 (inside the project area), and 98685 and 98686 (both outside of the project area) (see Exhibit 14).

EXHIBIT 14: TOLLING PREFERENCE BY ZIP CODE



Non-Preference Comments

Exhibit 15 is a tally of the number of comments received by comment category, for every non-preference comment category that received 10 or more comments. Most individual emails, letters and comment forms included comments on multiple categories, and were tallied under each applicable category.

EXHIBIT 15

| Non-preference Comment Tally | # of Comments |
|---|---------------|
| Traffic and Congestion | 254 |
| Transit (other than comments on BRT, LRT, alignments and Termini) | 203 |
| Existing Bridge | 171 |
| Range of Alternatives | 154 |
| Land Use and Economic Activity | 151 |
| Bicycle and Pedestrian | 141 |
| Process | 138 |
| Project Cost | 134 |
| Energy, Electric and Magnetic Fields | 119 |
| TSM - TDM and Managed Lanes | 84 |
| Funding and Financing | 82 |
| Truck Freight | 79 |
| Air Quality | 67 |
| Climate Change | 62 |
| Neighborhoods | 61 |
| Ecosystems | 54 |
| Interchanges and Highway Alignment | 52 |
| Schedule | 52 |
| Highway Safety | 48 |
| Geology and Soils | 45 |
| Delta Park to Lombard (I-5) | 33 |
| Construction Effects | 26 |
| Railroad Operations and Infrastructure | 26 |
| Visual and Aesthetic Quality | 26 |
| Environmental Justice | 24 |
| Navigation and Marine Traffic | 23 |
| Construction Approach | 19 |
| Acquisitions | 18 |
| Health | 17 |
| Transit Safety | 17 |
| Cumulative Effects | 14 |
| Hydrology and Water Quality | 13 |
| Noise and Vibration | 13 |
| Chapter 1: Purpose and Need | 10 |

Appendices

Appendix A - Public notice provided for Draft EIS comment period, open houses/public hearings, May 2008

Appendix B – Summarization of Comments Received during Draft EIS Comment Period

Appendix C – Outreach Events in Washington and Oregon

Appendix D – Notes on Comment Summarization

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Appendix A – Notice provided for public meetings during Draft EIS comment period

The lists below summarize the various tools and venues used by the project team to provide notice of the two public hearings/open houses on May 28 in Vancouver, Washington, and May 29 in Portland, Oregon, as well as four informal question and answer sessions to be held on the following dates: May 15 (Jantzen Beach SuperCenter, Portland), June 7 (Firstenburg Community Center, Vancouver), June 14 (Beaverton Main Library, Beaverton), June 19 (Clark Public Utilities, Vancouver).

Newspaper Display Advertising

- | | | |
|-------------------------|--------------------------------|-----------------------|
| ▪ Asian Reporter | April 29 issue May 20 issue | circulation = 20,000 |
| ▪ The Columbian | April 27 issue May 22 issue | circulation = 62,000 |
| ▪ El Hispanic News | May 1 issue May 22 issue | circulation = 20,000 |
| ▪ The Oregonian | May 1 issue May 22 issue | circulation = 309,467 |
| ▪ The Portland Observer | April 30 issue May 21 issue | circulation = 40,000 |
| ▪ The Portland Tribune | May 2 issue May 22 issue | circulation = 100,000 |
| ▪ The Reflector | May 1 issue May 21 issue | circulation = 27,840 |
| ▪ The Skanner | April 30 issue May 21 issue | circulation = 40,000 |
| ▪ St John's Sentinel | May 2008 issue | circulation = 19,000 |

Newspaper Legal Columns

- Columbian - April 28 – May 2
- Oregonian - April 28 – May 2
- Daily Journal of Commerce - April 28 – May 2

Media Releases

- News release was sent to media contacts on April 28, May 19, and May 27 2008

Postal Mailings

- Postcard distributed to all mailboxes in the project area (approximately 57,000) to announce the Draft EIS comment period and public hearing dates

External Web Sites

Note: Project information often appears on Web sites the project is not aware of, so this list does not represent the full range of possible sites advertising the open houses.

- City of Vancouver Calendar: <http://www.cityofvancouver.us/calendar.asp>
- City of Portland, North Portland Online: <http://www.portlandonline.com/northportland/>
- Portland Transport: <http://portlandtransport.com>
- WSDOT event calendar: <http://www.wsdot.wa.gov/news/events/>

Email Notification

The following emails were sent to the CRC contact database with consist of approximately 3,200 email addresses.

- Announcement of the Draft EIS release date – April 24
- Announcement of the Draft EIS release – May 7
- Monthly E-Update with information about Section 4(f) – May 9
- Announcement of the Open Houses and Public Hearings, as well as Draft EIS Errata – May 27
- Reminder of the Draft EIS comment period – June 5

Additional emails were sent to the following groups inviting them to open houses and public hearings. The emails also requested for the recipients forward the message to their email distribution lists.

- Neighborhood association leaders from the 16 neighborhoods in the Bridge Influence Area in Portland and Vancouver
- Columbia River Crossing working groups, including Task Force, Community and Environmental Justice Group, Freight Working Group, Pedestrian and Bicycle Advisory Committee, Urban Design Advisory Group
- Neighborhood Associations Council of Clark County Council (NACCC)
- North Portland Neighborhood Services
- Vancouver Center's Parkview and Viewpoint Condominiums
- Bike Gallery employee distribution list

Publications

The following groups requested articles for print in their community flyers or newsletters:

- Vancouver Housing Authority
- New Columbia neighborhood
- City of Vancouver Daily E-newsletter
- Hayden Island Mobile Home Park
- Jantzen Beach Moorage Inc.

Environmental Justice Communities

Postcards were hand delivered to the following low-income and senior housing facilities in Vancouver. These facilities were also offered a presentation by a CRC staff person.

- Smith Tower Apartments
- Pythian Home
- Lewis and Clark Plaza Apartments
- Vancouver Housing Authority
- Immigrant and Refugee Community Organization (IRCO), Portland
- Washington State School for the Blind
- Washington School for the Deaf
- New Columbia Neighborhood, Portland
- Columbia House, Vancouver
- Latino Resource Group, Portland
- Say Hey! Partners in Diversity
- Esther Short Commons Apartments, Vancouver
- Latino Community Resource Group
- Slavic Coalition

Neighborhood Newsletters

A total of 20,000 newsletter inserts were sent to the City of Vancouver and distributed to the following neighborhood associations as an attachment to their newsletters. Some neighborhoods in the Bridge Influence Area are not listed below because inclusion of the insert was up to each neighborhood association's leadership, some of whom declined. Neighborhood association names are followed by the number of newsletters distributed to each.

- Airport Green – 225
- Arnada – 705
- Burton Evergreen – 350
- Carter Park – 1,050
- Cascade Highlands – 1,185
- Countryside Woods – 800
- Ellsworth Spring – 1,200
- Esther Short Park – 650
- Evergreen Highlands – 370
- First Place – 290
- Fishers Creek – 800
- Hough – 1,175
- Image – 1,450
- Meadow Homes – 225
- Northfield – 230
- Oakbrook – 800
- Ogden – 1,525
- Shumway – 600
- Vancouver Heights – 1,670
- West Minnehaha – 1,300

City of Portland does not have a similar hard copy newsletter distribution service, but neighborhood associations were notified electronically and via the North Portland Neighborhood Services office.

Postcards and Flyers

Postcards and flyers were distributed to the following transit centers, local businesses, CRC outreach events, and community gathering places. Every effort has been made to track

distribution of these materials, but many more flyers were distributed than could be tracked, due to additional distribution via the project's advisory group members.

Washington

| | |
|---|--|
| Three Port Meeting | Port of Camas-Washougal |
| 99th Street Transit Center | Port of Ridgefield |
| Arnada Neighborhood Association | Public Employees Day |
| Cascade Park Library | Rise and Stars Community Center |
| City Sandwich | Rose Village Neighborhood Association |
| Columbia Credit Union | Rosemere Neighborhood |
| Contessa | Rotary, Camas-Washougal |
| C-TRAN | Rotary, Vancouver Sunrise |
| Earth, Glaze and Fire Ceramic Painting Studio | Southwest Washington Regional Transportation Council |
| Esther Short Neighborhood Association | Salmon Creek Transit Center |
| Firstenburg Community Center | Shumway Neighborhood Association |
| Fishers Landing Transit Center | SR 502 Open House |
| Fort Vancouver Regional Library | St. Johns Food Store |
| Fred Meyer – Chkalov & Mill Plain | Starbucks – Chkalov & Mill Plain |
| Fruit Valley Neighborhood Association | Starbucks – downtown Vancouver |
| Hilton Vancouver | Starbucks – Uptown Village |
| Home and Garden Idea Fair, Ridgefield | Sugar and Cream |
| Hough Neighborhood Association | WSDOT - SW Region |
| Ice Cream Renaissance | SW Washington Medical Center |
| IQ Credit Union – 601 E 16th | The Village Pearl |
| Java House | Uptown Attic |
| Kaiser Permanente Cascade Park | Uptown Village Association |
| La Bottega | Vancouver Bicycle Club |
| Lincoln Neighborhood Association | Vancouver Center |
| Main St. Day Spa | Vancouver City Hall |
| Marshall/Luepke Community Center | Vancouver Downtown Association meeting |
| Mind Candy | Vancouver Pizza |
| Mint Tea Imports | Vancouver Planning Commission |

| | |
|---|--|
| Moe's Barber & Styling | Rotary - Vancouver Sunrise |
| Mon Ami | Vancouver's Downtown Assn. |
| Neighborhood Assn's Council of Clark County (NACCC) | Water Resources Education Center |
| Neighborhood Traffic Safety Alliance | West Hazel Dell Neighborhood Association |
| Newsies | West Minnehaha Neighborhood Association |
| North Garrison Heights Neighborhood Assn. | West Vancouver Freight Alliance |
| Paradise Kafe | Willows |

Oregon

| | |
|--|---|
| Beaverton City Hall | North Portland Library |
| Beaverton Community Resource Center | Mittleman Jewish Community Center |
| Bicycle Transportation Alliance | Overlook Neighborhood Association |
| Boise Neighborhood Association | Piedmont Neighborhood Association |
| Bridgeton Neighborhood Association | Portland Bicycle Advisory Committee |
| Cedar Hills Recreation Center | Portland Community College – Cascade Campus |
| City Club of Portland | Portland Pedestrian Advisory Committee |
| City of Portland staff working on Hayden Island Concept Plan | Portland Planning Commission |
| Columbia Crossings leasing office | Portsmouth Neighborhood Association |
| Columbia River Economic Development Council | Ride Connection |
| Elsie Stuhr Center | Rose Schnitzer Manor |
| Garden Home Recreation Center | Safeway – Hayden Island |
| Hayden Island Mobile Home Owners and Renters Association | Starbucks – Hayden Island |
| Hayden Island Neighborhood Network | Say Hey! Partners in Diversity |
| Humboldt Neighborhood Association | Society of American Military Engineers |
| Jantzen Beach Moorage Inc. | St. Johns Library |
| Jantzen Beach SuperCenter | St. Johns Neighborhood Association |
| Kenton Neighborhood Association | Starbucks - St. Johns |
| Kenton Firehouse / North Portland Neighborhood Services | Uwajimaya |

New Columbia Neighborhood

New Season's Market – Interstate Ave.

New Season's – Raleigh Hills

University of Portland Library

University Park Neighborhood Association

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Appendix B – Summarization of All Comments Received during Draft EIS Comment Period

This section summarizes public input received from May 2, 2008, through June 5, 2008.

Notes: corrected spelling and punctuation and removed capitalization, bolding, underlines and italics

River Crossing

Replacement Bridge

- Statements in support of a Replacement Bridge, including:
 - “It is forward-looking, best for the environment, and not noticeably more expensive”
 - “The current two bridges are old/ancient and need to be replaced for traffic and safety sake. We do not want to be on either of these span during an earthquake and do not wish tax payers dollars to be used repairing and retrofitting them”
 - A Replacement Bridge “will support our business climate and our lives far into the future”
 - “... putting this project off into the future will make it far more expensive and compromise the economies of both states”
 - “Population will continue to grow, need new bridge now”
 - “Even though replacing the bridge may not seem environmentally friendly, it will actually reduce the amount of emission my husband contributes if the changes are made...my husband carpools to work w/3 others and just to get on the carpool lane, it takes approximately 20 minutes from downtown to when the carpool lane begins because of the backup”
 - “This is not a Portland-Vancouver neighborhood project but a major highway link between Canada and Mexico”
 - “I am in favor of replacement of the existing bridges. I see no cost benefit to keeping them, even though they may have historical significance. The cost of maintaining these old structures is too great”
 - “Who would prefer hours upon hours of idling engines over a few minutes of actual commute, just because the person slowing you down is going from Columbia Blvd to Hayden Island, or Rosa Parks Way to Columbia Blvd? This is not about creating an easier route to a bedroom community, but fixing a bottleneck!”
 - “I'm tired of seeing thousands of vehicles idling away fuel while a 20' sailboat with 2 people aboard motors slowly under the raised lift spans”
 - “Use HOV lanes, truck lanes, land use planning for areas around off ramps, but for heavens sake, let's build a new bridge and break the gridlock!”
 - “... best for relieving long-term congestion, providing the best option for river traffic, and having the least amount of impact (and potential improvement) to the marine habitat. Plus it would be best able to support a significant increase in rail traffic needing to offload onto trucks in the area”

- “Don't believe for a minute that a temporary ‘wait’ in hopes that high gas prices will halt traffic growth is going to solve any problems. Gas prices, like everything else, are cyclical”
- “The way it is now, the current bridge causes pollution, traffic delays, has no decent transit alternative, harms the environment with no storm water mitigation...”
- “Existing impediments to East-West travel on [Hayden] Island will be resolved”
- “... whether we're driving Cadillacs, Civic Hybrids, or electric cars, or if we experience a sea change and suddenly see seas of commuter bicycles, we are going to need a safe structurally sound and regionally beneficial river crossing”
- Statements in opposition to a Replacement Bridge, including:
 - “Please reconsider the trajectory that the CRC is on. Rather, consider TDM measures (like tolling and individualized marketing programs) along with enhanced transit and earthquake upgrades before building 12 lanes. We can reduce CO² emissions and congestion without building a new freeway bridge”... as well as “improve freight mobility”
 - “A new bridge will cause more pollution and different bottleneck problems as the bridge users before and after the bridge attempt to squeeze into the I-5 lanes”
 - “Building more traffic lanes has been proven over and over to create more traffic and congestion. It has never worked to improve congestion in the long run”
 - “... we could save a huge bunch of money and possibly undo much of the congestion by widening the high that leads to the bridge. Even with a new bridge, the lane narrowing on I-5 on the Oregon side would keep traffic backed up”
 - “Let's move into the future, which has a lot less oil...”
 - “Alternative transit options such as light rail or rapid transit would be a much better option in terms of environmental impact and congestion”
 - “A new bridge will encourage more driving, and more suburban sprawl in Washington”
 - “Laying waste to large areas of river habitat and real estate during several years of construction backup is not favored by anybody we can think of”
 - “... the nation is currently experiencing a serious recession of uncertain duration. This is a good time to be prudent with public money...”
 - “The motor vehicle lanes have been designed to accommodate future traffic volumes, but the bike/pedestrian facility is only designed for today's bike/pedestrian volumes”
 - Portland and Multnomah County “are currently updating their joint climate-protection plan, and the initial analysis shows that the region must reduce vehicle miles per day to less than half of 2006 levels of 2050. We are concerned that such an extensive project... may, in fact, increase our emissions overall...”

Supplemental Bridge

- Statements in support for a Supplemental Bridge, including:
 - “A mammoth bridge structure would discourage all future development of this area and destroy any hope of giving Vancouver a true identity”

- “There is no need to scrap the existing bridges and they offer flexibility for future additional alternative uses (more bus lanes)”
- “Transportation needs change over time. We know there will likely be less auto usage in future and more transit, if we build it. The best plan is to make public transit more useable, and to build cities denser and with more mixed uses for more walking and less driving”
- “...please do not simply destroy the existing bridges. Add to them, augment them, build on top of them, anything would be better than scrapping the current bridges which have no significant defects that can't be fixed other than their widths. Reduce, reuse, recycle... In that order, please!”
- Statements in opposition to a Supplemental Bridge, including:
 - “... there would no longer be access to the island [Hayden Island] from Marine Drive or Martin Luther King Jr. Boulevard”
 - “None of the proposals allow for transit without also spending billions on a massive highway bridge. Auto use has been continuously declining due to gas prices, we don't need more roadway”
 - “The last thing we need is more CO² in the air, more cars on the freeways and streets of Portland, and less money for real and lasting improvements to the area”
 - “I do not think replacing the bridges or supplementing the bridges is worth the economic and environmental costs and I do not want my tax dollars to go towards the work”
 - “Cutback on greenhouse gases or suffer what will be the worst catastrophic event in human history”
 - “As a lower middleclass homeowner in Portland, who works in Portland, I cannot afford a bridge... After last year's property tax increase, this bridge could very well cost me my home”
 - “Increasing lanes and through fare traffic only supports more vehicular traffic creating a larger problem of traffic and pollution in the future, while destroying the surrounding neighborhoods with over-flow traffic”
- Questions about the Supplemental Bridge concept, including:
 - Why the existing I-5 Bridges are “re-striped, decreasing travel lanes from six total lanes to four total lanes,” and what effect keeping six total lanes would have on estimated hours of future congestion

Other River Crossing Comments

- Statements in support of one or more tunnels instead of a new bridge(s), including:
 - A tunnel addresses “a bigger picture of change and community transformation”
 - With a tunnel “The environmental issues could be reduced, and the existing span could be reconfigured for mass transit and light rail... the tunnel could be accomplished without disrupting the current system”
 - “... I would like the tunnel to start a mile or two north of the Columbia River and end a half mile beyond the Marquam Bridge. (The Marquam Bridge should be dismantled.) I-5 would be underground for about 10 miles”

- Support for additional highway alignments and crossings, including:
 - The “project is doomed to not being able to solve the congestion problem the day it is built” and “needs to address a third route to handle the growing demand”
 - “A freeway loop around the West side of the Portland and Vancouver area needs to be in the planning stage at this time including a third bridge crossing the Columbia River at Woodland or Kalama”
 - “Revisit the I-605 project, change the location if you like, but at least look at it... there would be a lot less traffic interruption with this project also”
 - “The security of our region would be greatly enhanced by a third river crossing”
 - “... build a new bridge to the east, i.e., in the Gresham/Fairview/Troutdale area... it would alleviate some of the traffic congestion on both the Interstate and the I-205 bridges”
 - You should extend “217 across the river and have it meet up with I-5 somewhere in Vancouver”
 - “A Westside bypass utilizing an area such as Cornelius Pass and then south to merge with I-5 near Tualitin...”
 - “... start it at the I-5/I-205 interchange in Washington, bring it across Kelly Point, then cross the Willamette and go to Hillsboro”
 - “... an enhanced I-405 from Hwy 30 along railroad, across Hayden Island, into Vancouver, joining I-5 below the I-205 junction”
- Support for using the existing I-5 Bridge in other ways, including:
 - Support for using “the existing bridge for pedestrians, bicycles and (small) electric vehicles”
 - Support for adding “light rail to the existing bridge arrangement and do deferred maintenance” instead of building a new bridge
- Support for other bridge concepts, including:
 - A new, but not wider, “bi-directional” traffic and transit bridge
 - A “new four-lane span West of the existing bridge. This new bridge would be the same style and architecture as the current. Elevate the center to allow river traffic to pass. This new span would act as the new Southbound lanes. The next phase would be to rebuild the East, Northbound span to match the new West, Southbound span. The third phase would be to rebuild the center section to handle light rail and foot traffic. This would give a dedicated lane to Hwy 14 as it merges with I-5. Don’t allow traffic from downtown to enter the freeway at this location”
 - Support for building an elevated or underground expressway along the I-5 corridor with a new river crossing
 - Support for a new Columbia River bridge to serve some or all of the following modes, but not autos:
 - BRT
 - LRT

- Truck freight
- Pedestrians
- Bicyclists
- Arterial traffic
- Support for modifications to the existing BNSF railroad bridge, including:
 - "...BNSF arterial proposal... I think that that would probably be a better route for MAX, because it would connect to the Amtrak station in Vancouver and hopefully help promote some interstate rail travel... the benefit of the BNSF corridor is that it could be done in conjunction with an improvement of interstate rail, both passenger and freight rail"
 - Changing "the railroad bridge so that it lines up with the interstate bridge and then add some small bridges to and from Jantzen Beach from other locations then interstate 5"
- Other comments regarding river crossings, including:
 - Support for including "sustainable stormwater management" regardless of the bridge selected
 - "To avoid the 'closed-in' feeling that makes drivers slow down because they think lanes are narrow, build a top-deck bridge, like the Glen Jackson and the Abernathy... To avoid the curves, either have a curving bridge... or a straight bridge with the north landing about 100 feet east of the current landing"

Transit Mode

Bus Rapid Transit

- Statements in support of BRT, including:
 - "LRT has too many limitations, including cost. Kill the train idea and lets move folks on buses"
 - "Bus route design is flexible; light rail route design is not"
 - BRT will cost less and cause less "confusion and construction... I think it's cheaper to build a park and ride for bus than it would be to add station stops – many station stops for light rail and have to install tracks "
 - "For the price of a single mile of light rail, we could add numerous buses to the system, providing flexibility in schedule, capacity and route. I believe buses would also be more easily upgraded as new, more efficient and cleaner technology becomes available"
- Statements in opposition to BRT, including:
 - "Bus traffic is subject to traffic stalls and is unreliable with delays to commuters. It is not able to handle the volume of commuters (both today's and future). It is toxic to the environment. To increase the carrying capacity means increasing buses - more traffic and more exhaust emissions while trains are able to 'add cars'"
 - "A BRT alternative would not provide the seamless connectivity needed for system efficiencies and effectiveness for riders"

Light Rail Transit

- Statements in support of LRT, including:
 - “Eventually, we will need light rail between Portland and Vancouver, so why not do it with this project and take advantage of federal funding as much as possible”
 - “Light rail offers the most efficient and effective use of resources for the greatest number of riders”
 - “... light rail is a long-term investment in the economic viability of Clark County and SW Washington and essential to our economic development in this region”
 - “Given the increasing costs of fuel and the possibility of supply reductions in the future, the only acceptable plan is the one that includes rail transit”
 - “... it's time to harvest the benefit of [the existing LRT] investment by creating a far more integrated system linking both states along both corridors, beginning of course with I-5”
 - “I support light rail to alleviate heavy automobile and bus traffic”
 - “Light rail is essential because it best attracts the most transit users and has the most capacity to serve even more transit users during eventual removal of the old bridges and reconstruction of a new one”
 - “We currently drive to Delta Park and take MAX to Portland. It would be wonderful to be able to MAX from a Vancouver location and skip not only the drive but the bridge congestion”
 - “Not knowing how long that I will be able to drive an automobile on my own [because of advancing age], the light rail rapid transit inclusion is of vital interest to me as it will continue to make Portland and much of its immediate area easily accessible to me”
 - LRT “is not hampered by traffic and is more likely to keep up with the population trends of Clark County. Light rail can run more frequently and provide a schedule that is usable to all commuters”
 - “Previous experience with light-rail has proven that it encourages significant high-quality high-density growth and BRT may not have these same positive benefits”
 - “Light rail has higher capitol costs but cheaper operating costs. With increases in fuel prices this difference could mean even greater BRT costs in future”
 - “Controlling crime is about the community, not the transit”
- Statements in opposition to LRT, including:
 - “No light rail – I do believe in it, but there is no route north of the bridge that has dense enough residency to justify service”
 - “... light rail costs more to build and more to operate and is less flexible and less scalable than Bus Rapid Transit...”
 - “... [LRT] feeder buses tend to have low ridership, so they have high energy costs and greenhouse gas emissions per passenger mile. The result is that, when new [LRT] transit lines open, the system as a whole can end up consuming more energy, per passenger mile, than it did before”
 - “I will not nor could benefit to use the light rail. I travel to 2-3 different areas through the day”

- “Vancouver has consistently voted down light rail...”
- LRT “a) does not reduce the number of commuter cars on our freeways, b) increases the crime rates on the train and/or in our neighborhoods c) takes longer to commute than does existing alternative methods (i.e., cars and express buses), and d) adds exorbitant costs to construction”
- LRT “... is not necessary because we have an effective bus system”
- Additional statements regarding LRT, including:
 - Interstate Avenue “is a good example of how light rail could be added through Vancouver’s downtown community with minimal impact”
 - LRT can be successful in attracting riders if the public is encouraged to ride through an educational campaign and if their safety can be ensured while using the LRT system
 - “... consider express rail as well as express buses”

Other Transit Mode

- Support for other transit modes in addition to, or instead of, BRT and LRT, including:
 - “... bring MAX [down the] middle of I-5 directly to Clark College... thereby skipping downtown and letting us have our trolley with leftover funds”
 - A Hayden Island shuttle bus system, “before, during and after construction”
 - “Subsidized rush-hour bus transportation”
 - In addition to LRT, “... increase the express bus service between Portland and Vancouver along with adding more inner city routes if you want to decrease the bridge traffic. Currently in Vancouver it takes at least an hour to travel by bus for a ten minute car drive”
 - A “... high speed ferry to shuttle between Hayden Island and the mainland to connect to the light rail”
 - Commuter rail, including support for:
 - A rail line “from Kelso to Portland with stops in Kalama, Woodland, Ridgefield and Vancouver.” Including replacement of the existing Columbia River rail bridge with a new “three rail pair bridge”
 - “A route from Washougal and Camas to Vancouver and Portland”
 - “A route from Battle Ground to Vancouver and Portland”
 - “... a dedicated commuter link that goes through the St. Johns cut - express service from downtown to downtown”
 - Using “... the P&W lines...from Astoria to Eugene and then go north of Linnton all the way to West Union, Hillsboro, Beaverton and Wilsonville...”
- Other statements about transit mode, including:
 - “The added transit mode should be based on a cost benefit analysis – which option (bus or rail) will carry more passengers at the lowest cost”
 - “There is not sufficient use to warrant dedicated lanes for mass transit or light rail...”

- Questions regarding BRT and LRT technical details in the Draft EIS, including differences in:
 - The length of exclusive BRT lanes
 - The number of buses and LRT cars to be put into operation

Transit Terminus and Alignment

- Statements in support of the following transit termini:
 - “I believe the further you extend the northern terminus, the better. Again, it lessens congestion in the downtown area”
 - “... extend light rail to Salmon Creek”
 - “It would be even more helpful for us to extend light rail line to the new 99th transit station”
 - “Locating the terminus in the area near 39th Street or Kiggins Bowl will better serve riders going to/from Portland and draw higher ridership than the Clark College terminus. The area around Clark College is already too congested so adding a park and ride there is ill advised”
 - “15th is far enough”
 - The West Vancouver Freight Alliance supports “... an alignment that does not extend to Fourth Plain. If transit extends to Clark College, we will need interchange improvements to Fourth Plain Boulevard and I-5 to accommodate additional traffic caused by a transit park and ride”
 - “... a west trunk light rail from Ridgefield all the way down to Expo and I’d like to see an east trunk from Battle Ground down to the Airport”
 - “The Lincoln Terminus is shorter and cheaper to build, while impacting more businesses at first, has larger open land at terminus which has development potential as Transit Oriented Development”
 - “... the Lincoln Terminus is the best option, because it passes through the Uptown Village area past the businesses so that it is part of a full plan that does not just get people through residential areas into Portland, but can build a larger system for Vancouver on its own and linking Vancouver and Portland”
 - Use the “brand new bus transit center instead of spending more to build a new transit center...”
 - “... light rail to the beach...”
- Statements opposing transit termini, including:
 - “A large majority [of Lincoln Neighborhood residents] prefer a terminus outside of Lincoln neighborhood due to concerns for existing neighborhood disruption, traffic issues, and security concerns”
 - “... the Mill Plain and Clark College options are unacceptable, because, while it gets light rail across the river, it does not get it to the people that actually are going to be using it”

- Statements in support of transit alignments, including:
 - "... light rail extended along Mill Plain Boulevard and throughout the greater Vancouver/Camas/Clark County area"
 - "... light rail extended along I-205, and connected along Mill Plain Boulevard to the I-5 extension"
 - "... light rail, across both the I-5 and I-205 bridges to mend the gap of growth and commerce that exist between Washington and Oregon... There is even a separate rail bridge just a bit further west of I-5 that could be considered for light rail commuter traffic. For the I-205 Bridge, the Metro is already at the airport, so connecting over to Vancouver would broaden the base of commerce for commuters on that side of the river"
 - "... eventually light rail should reach Vancouver Mall and from there across the Glen Jackson Bridge"
 - "... immediately adjacent to new bridge"
 - "I think Washington Street is perfect for light rail to come up the middle. As someone who drives it daily, I know there are three lanes that are hardly ever used"
 - "Two way on C Street... wider and will be torn up anyway"
 - "... Broadway Street route up to 39th or along the Clark College alignment to Kiggins Bowl"
 - "... a rail stop at Mill Plain / 15th Street and have the guideway travel east along 16th Street, over or under I-5 and have a terminus at Clark College. I prefer the 16th Avenue route vs. the McLoughlin route because it does not make sense to reconfigure McLoughlin since it is already highly functional and built up. 16th Street has a lot of vacant land that is ideal for high-density development"
 - "... light rail from the Mill Plain station north to the Lincoln neighborhood so long as strict design principals are adopted so that the light rail guideway does not in any way create an East-West dividing line and actually encourages more pedestrian crossing. The light rail guide way should be completely surrounded by solid surfaces (no gravel in-fill) to make it look as attractive as possible and less like a railroad. Also, strict attention must be given to environmental aspects such as lots of lighting to discourage crime"
 - Add a light rail spur from Hayden Island to the Portland International Airport, and "... there might be more enthusiasm from the Vancouverites if we could bypass downtown Portland and take rapid transit right to the airport"
 - "... light rail should cross at I-5 to, perhaps, Mill Plain, then run east to the I-205 Bridge to cross back and connect at the airport, thus serving the entire community"
 - "2-way on Washington and McLoughlin is probably the best, but it's not on the table"
 - "If light rail passes through downtown Vancouver, please make it a couplet system... we need to keep both sides of our streets accessible by pedestrians, not interrupted by raised platforms and chains to keep pedestrians from crossing"
 - "... loop the light rail along SR 500 or Fourth Plain and over I-205 to really improve mobility"
 - "Bring it [LRT] up Main to Lincoln. I live in Shumway and I am all for it"

- "... light rail down Main Street would bring in more business, improve and revitalize the downtown/Uptown [areas]. It is retail that gets the advantage from the increased traffic through the area, improving visibility and business. We should not put the light rail up Washington or Broadway as there is no retail and the streets are not as wide as Main. Main has 70 feet of street plus very wide sidewalks. Broadway and Washington do not"
- "Clark County Fairgrounds"
- LRT to "Battleground, Ridgefield, La Center, Woodland, Kalama, Kelso, etc..."
- Statements in opposition to transit alignments, including:
 - Broadway Street "...would displace parking and adversely affect most businesses during construction"
 - 16th Street "is absurdly costly and goes right through a residential area"
 - Main Street light rail would be "... a very permanent eyes sore that will significantly change the 'flavor' of the current historic downtown Vancouver... There are many hard-working and dedicated business owners and residents who should not be uprooted because of this incessant need for redevelopment" and "create a problem for residential/business street parking, and gone would be local events that use Main Street"
 - "Broadway would be the worst option as it is only 60 feet wide and mostly medium density housing with no off street parking. If the LRT goes down Broadway it would take away the street parking and then these folks in the medium density housing will be parking in our neighborhoods. There is no retail on Broadway or Washington so you lose one of the main benefits of the LRT... bringing more people to your store"
- Statements and questions regarding transit stops and park and ride facilities, including:
 - "Put parking lots [park and rides] near stores in Washington, commuters will shop before going on home, one stop shopping"
 - "I live in the Lincoln Neighborhood and would love to have a park and ride or at least MAX stops in the vicinity that I could walk or ride my bike to"
 - "I strongly support a stop at 7th or 8th streets in Vancouver"
 - "... I was wondering about the possibility of a scaled down version of Portland's bus mall w/ light rail currently under construction [for Vancouver]. We could even have a fareless zone downtown to allow the bus mall to serve as a 'downtown circulator' like what Portland's bus mall was originally intended as"
 - "... a park and ride at each side of the bridge beyond congested areas with around the clock security..."
 - "I support a light rail transit station to the west of I-5, adjacent to Tomahawk Island Drive. The light rail station should be of high quality, and include appropriate protection from the weather, and be handicap accessible. Parking should be adequate to encourage light rail usage and reduce congestion"
 - "Include park and ride in the plan. (People are more likely to use this mixed plan than to walk from their homes to a bus/rail stop)"
 - "Along Mill Plain there are various spots that might serve as park and rides, such as a stacked parking structure on land adjacent to the library, or at the Tower Mall, etc."

- “Park and rides should be places as close to I-5 as possible, away from residences when at all possible. The Clark College Terminus and even a lot at Kiggins Bowl, which is already a traffic area, make much more sense”

Tolling

- Statements in support of Tolling, including:
 - “The majority of drivers using the bridge are from Washington. A toll would ensure that the actual users are paying for the upgrade”
 - With a toll, “... those who use the facility the most pay the most”
 - A toll would encourage transit use and carpooling
 - A toll would raise revenue for the project
 - “It would be good to collect tolls from tourists, since Oregon has been so generous as to not have a sales tax!”
 - A toll could eliminate or reduce congestion
 - “... the most important part for tolls, for me, is locally controlled. We control how it gets spent”
- Statements in opposition to Tolling, including:
 - “I will be forced to find employment in Vancouver as the heavy toll would cost me an average of \$160.00 per month. This cost seems very heavy for a poor working class guy like me”
 - “The only people this will affect greatly are those who are already paying double the tax of those that reside and work in the same state. Why must we alone hold the burden for this bridge? I pay enough taxes”
 - “People pay plenty of taxes to the government and part of the government’s responsibility is to take care off the roads”
 - “Vancouver residents who work in Portland would like to live closer to work but the cost of housing doesn’t allow that so they live in Vancouver where housing is much more affordable. Tolling these very people who already can’t afford to live in Portland doesn’t make sense to me”
 - “This is part of our national interstate infrastructure and should be paid for by taxes not tolls”
 - “... the Draft EIS does not take into proper account the cumulative effect that bridge tolls at the rates proposed would have on neighborhoods and businesses in Vancouver as a whole, in addition to the disproportionate impact it could have on low income populations”
 - “... tolls as high as are being proposed would have the long-term effects of (1) causing a migration of higher income residents and ‘brain drain’ out of Vancouver, (2) causing businesses to flee Vancouver (or not to locate in Vancouver in the first place), and (3) lowering property values in Vancouver. These impacts of the current tolling proposal could result in effectively transforming Vancouver into a slum suburb of Portland”

- “Please- No toll roads!!!! We'd have to quit playing in the group, as would many of the poor Oregon musicians that need that VSO money to make ends meet”
- “Have you ever crossed a toll bridge and seen what happens to traffic, it comes to a virtual stop and can back up for miles. What about all the extra pollution that is created from hundreds or thousands of cars stopped waiting to pay their toll”
- A toll “... is like a sales tax on seniors, low income commuters and students attending schools across the Columbia to Oregon or Oregon to Washington, it would prevent a common exchange or slow the exchange process”
- “... there are many reasons a person needs to cross the river other than work such as medical appointments, family visits, shopping and children’s sporting events that require carrying the equipment with them... I see many people who struggle to carry their babies and small children with them along with a stroller, diaper bag and groceries, etc., therefore they must make multiple bus trips just to complete their errands”
- The “... only people who are crossing the bridge at [rush hour] are either 1) Commercial trucks, 2) commuters who have a financial reason to go to work or get home or 3) hapless travelers who just happened to hit the bridge at the wrong time”
- “It most certainly will raise the price of goods because it will take more fuel and time to get through this already horrible commuting corridor”
- “I constantly read about urban growth boundaries... We have mechanisms in place, let use them let's not punish the commuter and let's not use urban sprawl as a weak excuse!”
- “Stress on drivers... Set up costs and costs to administer, monitor and audit such a toll system”
- “Tolls don’t go away... they just increase”
- A “Toll unfairly punishes those who cannot detour to the I-205 Bridge: people who live/work on Hayden Island, Delta Park, NW Portland and St. Johns”
- Statements regarding how a toll will affect I-205, including:
 - “It seems to me that a toll would have the effect of diverting most of the through traffic from Seattle going south and going north to Seattle across the I-205 bridge increasing traffic there”
- If a toll is put in place, support for the following toll concepts:
 - “... a free yearly Columbia River Crossing toll pass for every non-resident Oregon tax payer”
 - “A toll based on vehicle length to encourage small cars that take up less room on the highway and pollute less”
 - “... a toll which might vary with time of day and number of passengers; bike/pedestrian/light rail travelers should be exempt”
 - Charging a toll to bicyclists, pedestrians and transit users, in addition to vehicles
 - Electronic tolling
 - Eliminating the toll once the CRC Project is paid for
 - “... exemptions for transit, emergency, and local-destination freight”

- Exempting those “at least 65 and the disabled community... otherwise such populations will be excluded from using the road...”
- Exempting all vehicles with a gas mileage of 40 miles per gallon or greater, and adding an additional toll for all vehicles with a gas mileage of 20 miles per gallon or less
- A toll of over \$2, based on the statement that “\$2 will be too small a toll to significantly cut down on traffic”
- A “Rush-hour” only toll
- A “reverse toll system - If the operators of the system had to refund toll money when congestion occurred, I'll bet they would design a bridge and accompanying system that did not congest very often”
- Tolling “all bridges in the country, except one-lane bridges... based more or less on weight, and the money used for repairing bridges”
- Reduced toll on alternative fuel vehicles
- Support for tolling the existing I-5 Bridge and using the revenue to pay for transit and bridge improvements
- Opposition to the following toll concepts:
 - “congestion pricing... This too is discrimination in that most people cannot choose their own hours of employment”
 - “... any electronic tolling due to privacy concerns and difficulties for people visiting the area... if electronic system is used it should not store any identifying information”
 - Using toll funds for non-project purposes

Transit and Alternative Transportation

- Statements about transit and alternative transportation, including:
 - “... Vancouver residents that don't carpool, is not because they don't want to but because they can't... mostly for not consistent hours and never knowing when they are going to leave work...”
 - Many people “... don't use public transportation because they need their car for work”

Congestion and Traffic

- Statements that causes of I-5 congestion are not related to the existing I-5 Bridge, and are instead related to the following I-5 interchanges or areas:
 - 4th Plain Interchange
 - Mill Plain Interchange
 - SR-14 Interchange
 - Marine Drive Interchange
 - Delta Park Interchange
 - Portland Boulevard Interchange

- Fremont Bridge Interchange
- Rose Quarter Interchange
- I-84 Interchange
- Downtown Portland Area congestion
- Statements regarding the impacts of congestion, including:
 - Commuting on I-5 is unpredictable due to accidents, bridge lifts and traffic jams
 - Time being “taken away from their families”
 - Increased pollution from idling cars
- Statements in support of increased auto capacity, including:
 - “You forecast a 30 percent increase in vehicle traffic yet do not propose any additional auto/truck lanes. You also assume commute back and forth to work like my grandfather did. But he never stopped after work to shop, workout, or attend a child's after school activity”
- Statements in support of efforts to reduce traffic demand generally and during rush hour, including:
 - Creating “A big commuting carpooling campaign”
 - “Other than improving lane widths for safety...” providing “... no increase in lane number for single occupancy cars and trucks”
 - “Most vehicles pollute. Portland already has high air pollution. Create a huge tax on single person car trips on the bridge”
 - “... added benefits for those that do carpool/use rapid transit, such as reduced fares during peak traffic hours, or gas vouchers for those that can prove they carpool, etc”
 - Telecommuting
 - “... have all government employees work a split shift. Some would go to work 5 AM to 2 PM and the others would go 10 AM to 7 PM ... ”
- Statements that “there’s not a huge [congestion reduction] benefit to building a new bridge... the distinction between no-build and building this new bridge is not huge”

Highway and Interchange Design

- Support for traffic modifications, including:
 - Turning “one whole lane of the current bridge in each direction into a combo bus/light rail line for moving lots of people quickly – even more boldly turn a second lane into a carpool lane and leave only one lane for one-person vehicles during rush hours”
 - Providing Hayden Island residents with an identifying card to place on their rear view mirrors so that they might use HOV lanes, regardless of whether they are driving alone
 - Reversible lanes

- “Why not extend carpool hours to 7:30 PM? North and add a southbound. That would really change habits, as most people can't take advantage of the lane as it ends too soon”
- “Light electric vehicle lanes. For future slow speed electrically powered traffic. Could be shared with bicycles”
- Turning “one whole lane of the current bridge in each direction into a combo bus/light rail line for moving lots of people quickly – even more boldly turn a second lane into a carpool lane and leave only one lane for one-person vehicles during rush hours”
- Support for allowing motorcycles to “split lanes like they do in California - This is a ‘no cost’ option that would” encourage more people to ride motorcycles”
- Build four travel lanes in each direction, reserving one lane for high occupancy vehicles and one lane for trucks and buses
- Opposition to traffic modifications, including:
 - HOV lanes because they “do not work well... They simply create more congestion and gum up the rest of the travel lanes with stop and go traffic”
- Statements regarding CRC project design, including:
 - “... I noticed on one of the pictures there that they had a big wide loop over the freeway... it's too much waste”
 - “... don't repeat the design errors that exist now. Specifically, the curves, the hill, the entrances and exits too close together, the impression that the lanes are narrow, the draw span”
 - “The Marine Driver Interchange should use the ‘standard’ design. It's the cheapest and best solution”
 - “To avoid the ramps that are too close together, eliminate the Jantzen Beach exits... Have southbound traffic destined for Jantzen Beach exit at Marine Drive, turn right, and use a new bridge to Hayden Island”
 - Build “a main highway off ramp going directly to the port [of Vancouver] area and not going through the downtown streets”
 - Remove “the I-5 exit ramps to Hayden Island for regular traffic use - keeping them accessible only to emergency vehicles”
 - Restructure “Jantzen Beach traffic corridors to a system of one-ways... eliminating the need for traffic to cross each other... ”
 - The West Vancouver Freight Alliance stated that “Mill Plain Boulevard and Fourth Plain Boulevard provide priority freight corridor access to I-5. It is essential that these interchanges allow for the efficient movement of single and double-haul trucks and oversized loads. These interchanges must provide enough future capacity to support increasing local deliveries... ”
 - Regarding the I-5/Fourth Plain Interchange, “the entrance onto Fourth Plain is ridiculously short for a highway on-ramp, plus there is traffic getting off on the City Center exit crossing the same lanes... such a hazard is unacceptable”

Bike and Pedestrian

- Statements supporting improved pedestrian and bicycle facilities, including:
 - “Strengthen the existing bridge enough to add a bike-pedestrian lane on each side, like the Marquam Bridge added a lane”
 - “...bicycle lanes that run underneath the bridge...”
 - “... plenty of pedestrian and bicycle access with decent views” and “outlook areas”
 - “... no new bridge except a mass transit, bike bridge!”
 - “good bike/pedestrian feeder paths from/to Portland/Vancouver”
 - Wide bicycle and pedestrian lane
 - “... extending the bike lanes/trails beyond just Hayden Island but from SR 500 to North Portland (or better yet downtown!)”
 - “Safe and accessible pedestrian access to whichever bridge option is important to us. It would be nice to be protected from car splashing as we walk over the bridge”
 - “put the bike path next to the light rail, and not next to/under the freeway”
 - “Where possible, put the bike lane as far from traffic as you can in the Hayden Island area...”
 - “... I think the interchanges are one of the biggest safety issues. I believe they should be replaced with safer alternatives that also favor bike and pedestrian traffic... I believe that the bike traffic maybe should just be able to pass right over Hayden Island”
- Statements in opposition to pedestrian and bicycle facilities, including:
 - “We (Washingtonians) do not want... more ‘bicycle-friendly’ routes. For avid bicyclists, use the bike lanes and paths that are readily available”
 - “I do not support pedestrian or bicycle access over the bridge because it will bring many more vagrants from Vancouver, Washington to Hayden Island”
- I “would love to ride my bike to the Max, get on, then get off near work and bike the rest of the way without transfers”

Land Use and the Economy

- Statements regarding the CRC project and land use, including:
 - Increased auto capacity will lead to increased development in rural Clark County
 - “Jettison the idea that we will be able to live on top of each other. It is not a healthy environment to do so – not physically (think asthma, allergies and other environmental illnesses that are exploding right now), mentally (how much anger and depression that is setting in), or physiologically (can we really have 600 more townhouses on a 100ft squared lot??)... We live in a metropolis of neighborhoods, cities and towns, and need each other to work together on this”
 - The “CRC could provide incentives to protect farmland in Northern Clark County by not encouraging more commuters”

- "... spend the \$4 billion providing education system improvements and jobs and housing in Portland so that people don't feel they have to move to Vancouver"
- Statements regarding increased traffic capacity and the local and regional economy, including:
 - "Commerce must be allowed to flow, which means more capacity for vehicles"
 - "All the ports along the Columbia are gearing up for more work to subsidize workers for economic development. And this [CRC project] needs to happen for our communities to grow and to be able to supply our workers with living wage jobs..."
 - "clearly the 'no change' alternative is unacceptable and adversely impacts the future livability of our community and the prospects for sustainable economic growth. A good transportation system is vital and this corridor is the lifeblood of our community and needs to be improved"
 - "The dollar's weakness has also facilitated a surge in U.S. exports... these trends equate to more freight movement through U.S. port gateways and on American highways and the rail system. Though Oregon and Washington have relatively small population bases, more products will naturally flow through our two states, contributing to economic health, but putting more pressure on the already capacity-strained transportation system..."
 - "We need to think regionally about the economic benefits of a new bridge, and think about the potential economic down-side of not doing anything - we will not be able to attract companies and the talent that comes with that"
 - "In addition, by making it easier to live 'over there' [Clark County] are you not encouraging people to move away? Where will Portland gets its funding when people start moving away? Don't understand... look at Detroit"
- Statements regarding improved transit facilities and the local and regional economy, including:
 - Support for "a long-term public transportation plan for Clark County that includes further development of light rail transit and associated planned business and economic growth along transit routes, similar to what has happened in Portland along MAX routes especially along North Interstate Avenue"
 - "Cities and communities with viable and useful alternative transit systems are the communities that will flourish, while communities that have not been farsighted will stagnate and even wither"
- Other statements regarding the local and regional economy, including:
 - Support for economic development strategies that would create more jobs in Clark County and reduce traffic congestion on I-5
 - "A minimum wage job is not worth commuting to!... Working close to home is good for individuals and society and should be encouraged by our policies"
 - "downtown [Vancouver] commerce will die during the two years of traffic disruption and lane closures"
 - "All of the proposed options will undermine (if not counteract) our region and our population's commitment to sustainability and quality of life. Citizens, policymakers,

organizations, and businesses in the Portland area have worked hard to redefine what it means to be a metropolitan region and, as a result, ours is one that is thriving, internationally-recognized for land use planning and sustainability, and healthier than most American cities”

- Questions and concerns regarding potential property acquisitions, including impacts to Diversified Marine, Inc.’s shipyard on Marine Drive
- Statements regarding CRC project construction hiring and purchasing, including:
 - Use local contractors
 - Ensure minority contracting and women and minority apprenticeships
 - The CRC project will produce many “living wage jobs”
 - Ensure “all the material used on the job is made in the USA”

Neighborhoods, Human Health and the Environment

(Includes comments related to Air Quality, Climate Change, Ecosystems, Water Quality and Hydrology, Noise, Neighborhoods, Acquisitions, Highway and Transit Safety, and potential Construction Effects.)

- Support for evaluating the CRC alternatives based in part on their “potential to improve the health and quality of life of the residents of both Oregon and Washington,” including the following measures of health:
 - Air quality
 - Physical activity and obesity
 - Noise
 - Traffic Safety
 - Environmental Justice
- Statements regarding noise, including:
 - “I would like the new bridge to be as ‘quiet’ as possible.... I live in The Waterside condos on the river... I am concerned that a new bridge higher in the air would make the noise travel even farther and with greater intensity”
 - “I am strongly opposed to adding additional traffic lanes to the bridge as noise and emissions negatively impacts my neighborhood”
 - A request for “sound walls at North Portland Harbor”
- Statements regarding air quality, including:
 - “Consideration must be given to the effects of I-5 toxic pollution on nearby neighborhoods. It’s already at unacceptable levels. Nothing in this proposal will significantly mitigate this. That is environmental injustice and must no longer be tolerated”
 - I-5 traffic congestion and air pollution will affect neighborhoods in the project area during bridge construction

- Statements regarding climate change, including:
 - “Elevated levels of greenhouse gases have significant impacts on air quality and related health outcomes, including asthma and other lung conditions. In addition, research has increasingly shown the dramatic effect that overall climate change will have on human health, not only because of increases in air pollutants and allergens, but also the depletion of water supply and quality, spread of infectious disease, and extreme weather conditions and related economic impacts to Northwest economies. Therefore, strategies to reduce vehicle miles traveled are necessary to ensure the health of our residents”
- Statements regarding water quality, including:
 - “Why haven’t you addressed the water quality issues in more depth. Killing thousands of fish and contaminating Portland & Vancouver’s fresh water (aquafir) supply should be a high priority item. Both Vancouver and Portland have wells in the immediate area that the footings are proposed”
- Additional statements about neighborhoods, human health and the environment, including,
 - “plant trees and shrubs in the freeway impact zone”
 - “Some Vancouver residents want light rail to stop at the Oregon side of the bridge. As many Vancouverites commute via light rail, this makes my Bridgeton neighborhood a giant parking lot for them. During evening rush hour it is impossible to cross the bridge, because of all the people who drive from Washington to the Expo Center/Delta Park MAX stations and want to enter I-5 and cross the bridge”
 - “Bridge funding should also include a one or two percent community enhancement fund for neighborhood-initiated enhancements... sufficient funding should be available to successfully mitigate home (including renters) and business displacements”
 - Property owners could be “compensated” for a loss of property with an “equivalent amount of parking strip created on side-streets tangential to Max coming” into Vancouver... “This might prevent potential collisions by reducing car-flow and car-access... create more green space by narrowing the streets”
 - “... our [Lincoln Neighborhood] primary desire would be to see that any changes that must occur only enhance its character and quality... We see the changes brought by a parking facility, mass transit, or significant realignment of our transportation systems as substantially changing the neighborhood character”
 - LRT “Lincoln Terminus would have a huge negative impact on Uptown businesses and neighborhoods. Business disruption and displacement – Bad! Increased noise, traffic, crime – Bad! Parking problems and neighborhood traffic cut through – Bad! Disruption during construction – Bad!”
 - Statements and questions about the Jantzen Beach Moorage, including:
 - “Can Jantzen Beach Moorage get easements underneath bridges in order to get JBMI intact?”
 - “How much uplands would JBMI lost to construction?”
 - “...parking mitigation could be in the form of new carports with double stack car parking mechanisms...”
 - “... if parking space are removed... we will not meeting the number of spaces per residence as required by Portland City Code”

- The I-5 Offset High Capacity Transit alignment “would further divide our moorage...”
- Request that project avoid Hayden Island Safeway store or that a replacement store be constructed prior to demolition of the existing store
- Safe “auto and truck access on and off of Hayden Island to the new freeway should be a top priority. Currently, safety is a major concern when entering and leaving I-5 from Hayden Island”
- Statements in support of specific alterations to local roads and local road access on Hayden Island, including:
 - “North Hayden Island Drive and North Jantzen Avenue should be full public roads to the west of the Jantzen Beach shopping area”
 - “I support extension of Tamahawk Island Drive under the new segment of I-5 through Jantzen Beach Center”
 - “I support full turning intersections at the second entrance to Jantzen Beach SuperCenter (east of Linen and Things and Home Depot)”
 - “I support right turn ability for cars on N. Jantzen Drive east of I-5”
- The CRC project “...is best for our [Hayden] Island, because development is going to happen with or without a new bridge, and we would rather it be done in a planned and thoughtful way. Much time and taxpayer money has already been spent on developing a master plan for development on the Island that is largely based on the notion that we will have a new bridge with light rail”
- From the West Vancouver Freight Alliance, “The existing bridges are unsafe and do not meet Federal Highway Administration design standards. The accident rate within the project area is extraordinarily high, and is of great concern to our employee’s health, and that of our businesses”

Tribal, Archeology, and Historic Resources

- Statements concerning potential LRT construction and operation impacts to the Clark County Historical Museum’s historic building site, activities, and artifacts, from issues such as:
 - Noise and vibration
 - Dust and mold
 - Decreased public and ADA access
 - Reduced street parking
- Statement that “the existing crossing is a historical landmark that need to be preserved”

Parks and Recreation, 4(f) and 4(f) De Minimis

- Statements regarding Parks and Recreation and 4(f) and 4(f) de minimis resources, including:
 - “The Thunderbird site would make a good park. Riparian protection and improvements under the old and new bridges for environmental concerns should be a priority. Better river-side recreation access under I-5 is important. I support including walking paths, community use areas, and ramps for access to boating areas”
 - “At the Mill Plain station location there should be an underground parking garage with a large public park above with a water feature like Jamison Park in the Pearl district in Portland to encourage more families into the area”
 - “... it is very important to us that park spaces and trails be maintained at existing levels or improved. The waterfront area by the Ship of Discover park should be as ‘green’ – i.e., filled with growing / green plants – as possible rather than concrete. It’s also important to maintain pedestrian access to the Waterfront, Apple Tree Park and Land Bride, as the Historic Reserve”

Visual and Aesthetics

- Statements regarding bridge aesthetics, including:
 - “The existing I-205 bridge should be the model for the new I-5 structure. Wide. Tall. Beautiful”
 - “... make the new bridge a modern, unique and beautiful bridge. Not a concrete bridge like I-205”
 - “If we're going to replace the bridge, I'd be glad to spend a little extra for something more attractive than a viaduct”
 - “One idea has been the bridge should rise (arch upward) for more aesthetic appeal... For every degree of elevation on the bridge you slow traffic more, have more stalls, and have more accidents. This is especially true in hot weather and for badly maintained vehicles and heavily loaded trucks”
 - “Please afford those on foot, bike, and mass transit a pleasant route across the river, not a tunnel in the bowels of a bridge”
 - “Consider selecting a prominent designer like Calatrava” to design the bridge
 - “I don’t want a mammoth new bridge towering over the nice, new footbridge by Maya Lin”
 - “Flights from Pearson Airport should not be deemed more important than bridge design. If the airport becomes a park in order to do an optimal bridge design, it should be considered especially as it has a few but very noisy flights”
 - “I would prefer to see some designs of the bridges that include elements that have nothing to do with function. I would prefer the stacked bridge plan, since it appears to take up less space over the river, and casts a smaller profile on the view of the river. Design wise, will there be arches or pillars that make our bridge one of a kind?”

Energy

- Statement that “Land fuel needs to be rationed now”
- Statement that “The recent rise in gas prices demonstrates that commuters are willing to increase use of public transport and alternative transport if necessary”
- Question of “will water wheels or turbines be placed on the bridge supports to generate electricity from the water flow?”

Geology and Soils

- Statement that “These two bridges [existing I-5 Bridge] are being looked at as ‘seismically unfit’ at a time when little or no attention is being paid to all of the other structures in our area that ‘could’ be classified the same”
- Statement that the “project needs to... be fault tolerant”
- Support for “seismic upgrades to the current I-5 bridges over the Columbia”
- Opposition to seismic upgrades to the current I-5 bridges over the Columbia

Truck and Rail Freight

- Statement from the West Vancouver Freight Alliance that “Our companies employ local residents, deliver goods to local stores, supply products to local and regional business, and make up an important part of our region’s economy... Our businesses rely on access to I-5. The current bridges create a bottleneck known for its congestion by freight transporters in our region, up and down the west coast”
- Support for a “freight traffic” only lane on the existing I-5 bridges
- Statement “To help encourage trucks to use the designated truck route (Mill Plain) I would request that the Fourth Plain and Mill Plain interchanges be designed in such a way that Fourth Plain will be more conducive to automobile traffic while Mill Plain is designed to encourage truck traffic”
- Support for “relegating heavy vehicles over 10 tons to the right two lanes, except when passing,” to “advance traffic flow
- Statement that, if I-5 truck traffic is local and I-205 truck traffic is for trips through the Portland-Vancouver region, then “the I-5 crossing is not imposing a large cost on interstate commerce as implied by CRC
- Statement that “much freight will have to be moved back to the railroads... there is nothing governments can do to restore their profitability”
- “... go national and get interstate trucking mandated down; use freight trains for interstate and clear the roads for passenger vehicles”

- “Build a second railroad bridge to handle more freight so less needs to be shipped by truck”
- The “railroad bridge... serves the only real corridor on the West Coast between Mexico and Canada and is a more critical link in case of a natural disaster than I-5. Another freeway bridge, I-205, is just five miles east, but the next rail crossing is a single-track bridge 90 miles up river east of The Dalles... Capacity for freight and passengers on the railroad will have to be greatly increased to meet future demand...”

Aviation and Navigation

- Question as to whether consideration has “been given to replacing the rail bridge to eliminate S-Curve effect on river navigation?”
- Recommendation to “reconfigure the railroad bridge across the Columbia to better align the opening in the railroad bridge and the hump in the I-5 bridge to drastically reduce the number of required bridge lifts”
- “Pearson Airpark... while historical, nostalgic and cool will never expand and serves some 50-70 takeoffs/landings daily. With the price of aviation fuel this will surely subside in the future. Included in the transportation plan should be the relocation of a civil aviation terminus in the Vancouver are, perhaps at the west end of the Port property...”

Funding, Financing and Costs

Funding and Financing

- Support for earmarking a portion of Washington commuters’ Oregon income taxes to fund new bridge construction
- Statement that “... if 5% of people use mass transit, why should we spend more than 5% of the money on them?”
- Statement that federal funding for the CRC project will not be “... 80 percent. What I could find is 65 percent for the transit portion and federal funding of only 32 percent for the whole project”
- Support for using “highway bonds or gasoline tax” to pay for the CRC project
- Statement that the “State of Washington and the Federal government should supply the majority of funds for the project since most traffic originates in Washington”
- Statement that “The CRC Draft EIS does not clearly show how the fees / taxes will be applied”
- Statement that “Funds should not be diverted from other projects to pay for CRC”
- Statement that “New Start’s transit dollars become available every year in August... and can [fund] light rail, bus rapid transit, a bus in HOV lanes, or commuter rail. Commuter rail from

Battleground and commuter rail from Ridgefield... creating a new bridge that freights can use later and going into Swan Island and connecting with MAX would give jobs on the other side, would take care of bottlenecks that we have with the rail system there...”

- Support for “a tax credit for those that use a bicycle or other means to commute across the bridge other than auto if employed in Oregon”
- Support for the creation of a “...bridge authority to balance off various [bridge project] needs in the metropolitan area to determine where the money should be spent...”

Costs

- Statement that “Last night on OPB news there was an article on China’s new bridge that was built for \$ 2.5 billion. I suggest cutting out some of the consultants fee (something to be said of dictatorship)”
- Statement that “Buses can share HOV lanes with cars. There is no need to require a separate span only for buses. However, I can understand why the designs have been rigged the way they are – it minimizes the cost differential between the bus and light rail options”
- Statement that building transit “... would have immediate and permanent long range savings due to less road improvements, less need for traffic cops, less emergency response teams due to fewer traffic accidents, just to name a few unquestionable facts”

Process

- “... request that an independent panel – with expertise in, among other things, climate policy, greenhouse gas emissions modeling, and oil price/supply volatility – review the data and analysis of the CRC project prior to the CRC Task Force vote...”
- Questions about technical details of the Draft EIS, including details underlying traffic and transit ridership projections
- Statement that the “Draft EIS has volumes of info... but little detail in drawings of actual impacts. Is that legal?”
- Statement that the “Hayden Island community, especially the floating home community, is not referenced or mapped or fully identified in the Draft EIS”
- Question as to “As I public citizen or professional, why should I have to pay \$50.00 for a printed copy of the report when your team has spent considerable more public dollars over an extended period of time to get to the point in the process
- Statement that “Other alternatives should have included incremental improvements: the seismic retrofitting option, the arterial bridges option, the congestion-pricing only option, the transit-only option, and a combination of demand management measures with vehicle capacity”

- Statement that “This bridge project needs to be put up to a taxpayer vote--it is time for elected officials to be forced to listen!”
- Request that the CRC project be divided into two separate projects, a “transit portion” and a “road portion”
- Statements and questions about assumptions underlying CRC project traffic modeling, including assumptions about:
 - “...gasoline prices remain low and stable for the next 20 years”
 - Rate of “residential expansion in Clark County...”
 - “Portland never imposes restrictions or tolls on vehicle access to the city core...”
 - “No cultural stigma becomes associated with unnecessary driving”
 - “A model, like statistics, can show anything you want depending upon the assumptions from which you are working. What assumptions were made that showed that the new bridge will reduce traffic increase in the future?”
- Statement that “The Hayden Island Concept Plan should be considered at every relevant step of the way. Particularly important in the siting of the stormwater treatment facility”
- Statement that “Unfortunately, the planning priority list did not adequately evaluate or prioritize the goal of reducing VMT, which should have been near the top of the list”
- Statement that the Draft EIS did not account for “peak oil and peak traffic”
- Statement that the Draft EIS does not “address the real problem, the need for a third crossing”
- Statement that “... in a warming world, the entire planet could be considered within this project area”

Schedule

- Statements encouraging a faster process, including:
 - “Stop wasting time and tax payers money. Get this bridge project completed...”
 - Project costs will increase with every year of project delay
- Statements encouraging slowing the process, including:
 - “Building for more cars means building for less future. lets slow down and do it smarter, or not at all”
 - “The current 60-day comment period is wholly insufficient for the public to analyze the massive DEIS and provide meaningful comments... A 120-day comment period would ensure public participation...” An extended comment period is warranted for reasons including the:
 - “Potential for environmental harm”
 - “Size of the proposed action”

- “Number of persons and agencies affected”
- “Degree to which the action is controversial”
- “Similar extensions provided “on DEISs regarding other massive proposed federal actions”
- “... Deficiencies in CRC’s NEPA process”
- Make auto capacity decisions after congestion impacts of rising fuel costs are better understood, including a request for an external review of CRC project traffic modeling
- “... save us money in the long run, because we all know lawsuits are going to happen, otherwise”
- Statement that “the State of Washington has too many mega-bridge projects going - the Alaskan Way Viaduct and SR520 floating bridge. I believe these projects should be a priority before the I-5 Bridge”

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Appendix C – Outreach Events in Washington and Oregon

Project staff made presentations and gathered feedback at 47 neighborhood, government, business, and community meetings in Clark County and Portland during this period. A total of 1,216 members of the public were engaged through these events.

Additionally, the project’s database has grown to 3,324 email addresses and 11,263 postal mailing addresses (as of May 30, 2008).

Note: Completed individual event summaries are available upon request. Some events, usually jurisdictional briefings, list “n/a” under number of public participants because those groups have been counted before or because there were no members of the general public attending.

| DATE | ACTIVITY / ORGANIZATION | LOCATION | STATE | # OF PUBLIC PARTICIPANTS |
|-----------|---|--|-------|--------------------------|
| 5/6/2008 | Public Employees Recognition Week | Esther Short Park, W Columbia St. and 8th St., Vancouver | WA | 25 |
| 5/6/2008 | Southwest Washington Regional Transportation Council Board of Directors | Clark County Public Service Building, 1300 Franklin St., Vancouver | WA | n/a |
| 5/7/2008 | Society of American Military Engineers, Portland Chapter | Kell’s Restaurant, 112 SW Second Ave., Portland | OR | n/a |
| 5/8/2008 | Vancouver’s Downtown Association | Divine Consign, 904 Main St. Vancouver | WA | 22 |
| 5/8/2008 | Say Hey! Partners in Diversity | Portland Spirit River Cruise, Willamette River | OR | 45 |
| 5/8/2008 | Arnada Neighborhood Association | Vancouver Housing Authority, 2500 Main St., Vancouver | WA | 22 |
| 5/8/2008 | Hayden Island Neighborhood Network (HINooN) | Former Hayden Island Yacht Club, 12050 N. Jantzen Dr., Portland | OR | n/a |
| 5/8/2008 | North Garrison Heights Neighborhood Association | Marrion Elementary, 10119 NE 14th St., Vancouver | WA | 19 |
| 5/12/2008 | Lincoln Neighborhood Association | Lincoln Elementary, 4200 NW Daniels St. Vancouver | WA | 21 |
| 5/12/2008 | Boise Neighborhood Association | Albina Youth Opportunity School, 3710 N. Mississippi St., Portland | OR | 26 |
| 5/12/2008 | Neighborhood Associations Council of Clark County | 4700 NE 78 St., Public Works Conference Room | WA | 15 |
| 5/12/2008 | Vancouver City Council | Vancouver City Hall, 210 E 13th St., Vancouver | WA | n/a |
| 5/13/2008 | C-TRAN Board of Directors | CTRAN Administration Building, 2425 NE 65th Ave., Vancouver | WA | n/a |
| 5/13/2008 | Portland Planning Commission | 1900 SW 4th St., Portland | OR | n/a |
| 5/13/2008 | West Vancouver Freight Alliance | Frito Lay, 4808 NW Fruit Valley Rd., Vancouver | WA | 26 |

| DATE | ACTIVITY / ORGANIZATION | LOCATION | STATE | # OF PUBLIC PARTICIPANTS |
|-----------|--|---|-------|--------------------------|
| 5/13/2008 | Humboldt Neighborhood Association | Portland Community College – Cascade Campus, 705 N Killingsworth, Portland | OR | 6 |
| 5/14/2008 | Vancouver Bicycle Club | Bortolami's Pizzeria, 9901 NE 7th Ave., Vancouver | WA | 33 |
| 5/15/2008 | Columbia River Economic Development Council Board of Directors | Riverview Community Bank Operation Center, 17205 SE Mill Plain Blvd., Vancouver | WA | 45 |
| 5/15/2008 | Columbia House Apartments for Seniors | 130 W 24th St., Vancouver | WA | 28 |
| 5/15/2008 | CRC Draft EIS Question and Answer Session | Jantzen Beach SuperCenter, 1405 Jantzen Center Dr., Portland | OR | 60 |
| 5/15/2008 | Esther Short Neighborhood Association | Vancouver Hilton, 301 W 6th St., Vancouver | WA | 46 |
| 5/16/2008 | Rotary - Vancouver Sunrise | Heathman Lodge, 7805 NE Greenwood Dr., Vancouver | WA | 26 |
| 5/19/2008 | TriMet Transit Investment Plan open house | Portland Mall Info Center, 519 SW 6th Ave., Portland | OR | 25 |
| 5/19/2008 | Columbia Slough Watershed Council | Craft Nabisco, 100 NE Columbia Blvd., Portland | OR | 19 |
| 5/19/2008 | TriMet Transit Investment Plan open house | Tigard Public Works Building, 777 SW Burnham St., Tigard | OR | 10 |
| 5/20/2008 | TriMet Transit Investment Plan open house | North Clackamas Chamber of Commerce, 7740 SE Harmony Road, Milwaukie | OR | 6 |
| 5/20/2008 | SR502 Scoping Project open house | Cherry Grove Church, 9100 NE 219th St., Battle Ground | WA | 20 |
| 5/20/2008 | Neighborhood Traffic Safety Alliance | City of Vancouver, 4400 NE 77 th Ave., Vancouver | WA | 15 |
| 5/20/2008 | Portland Planning Commission | 1900 SW 4 th St., Portland | OR | n/a |
| 5/21/2008 | Latino Community Resources Group | Human Service Council, 201 NE 73 rd , Vancouver | WA | 11 |
| 5/21/2008 | Three Port Commission Meeting | Red Lion at the Quay, 100 Columbia St. Vancouver | WA | 42 |
| 5/21/2008 | West Hazel Dell Neighborhood Association | Clearwater Springs Assisted Living Center, 201 NW 78th St., Vancouver | WA | 15 |
| 5/27/2008 | Metro Council work session | Metro Council Chamber, 600 NE Grand Ave., Portland | OR | n/a |
| 5/28/2008 | TriMet Board of Directors | City of Portland Building, 1120 SW 5th Ave., Portland | OR | n/a |
| 5/28/2008 | CRC Draft EIS open house/public hearing | Red Lion Hotel at the Quay, 100 Columbia St., Vancouver | WA | 250 |

| DATE | ACTIVITY / ORGANIZATION | LOCATION | STATE | # OF PUBLIC PARTICIPANTS |
|--------------------------------------|---|---|-------|--------------------------|
| 5/29/2008 | CRC Draft EIS open house/public hearing | Portland Metropolitan Exposition Center, 2060 N. Marine Dr., Portland | OR | 175 |
| 5/29/2008 | Glenwood Place Senior Living | 5500 NE 82nd Ave, Vancouver | WA | 46 |
| 5/29/2008 | Piedmont Neighborhood Association | Holy Redeemer School, 127 N Portland Blvd, Portland | OR | 6 |
| 5/30/2008 | Transportation Policy Alternatives Committee | Metro, 600 NE Grand Ave., Portland | OR | n/a |
| 5/30/2008 | Rotary - Albina | Emmanuel Hospital, 501 N Graham St, Portland | OR | n/a |
| 6/2/2008 | Vancouver City Council | Vancouver City Hall, 210 E 13th St., Vancouver | WA | n/a |
| 6/2/2008 | Smith Tower Apartments | 515 Washington St, Vancouver | WA | 20 |
| 6/2/2008 | Port of Vancouver outreach meeting | Fort Vancouver Historic Reserve, Vancouver | WA | 72 |
| 6/3/2008 | Clackamas County Commissioners | 2051 Kaen Rd., Oregon City | OR | n/a |
| 6/3/2008 | Southwest Washington Regional Transportation Council Board of Directors | Clark County Public Service Center, 1300 Franklin St., Vancouver | WA | n/a |
| 6/4/2008 | Ride Connection | 3030 SW Moody, Portland | OR | 25 |
| 6/5/2008 | Metro Council Hearing | Metro, 600 NE Grand Ave., Portland | OR | n/a |
| * TOTAL | | 47 events | | 1216 participants |
| * from May 2, 2007 thru June 5, 2008 | | | | |

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Appendix D – Notes on Comment Summarization

Because public outreach efforts are not statistically valid surveys, comment summarization includes significant imprecision. Sources of imprecision include:

- Public and agency feedback includes questions (for example, “How is barge traffic affected?”) and clear preferences (for example, “...put tolls on the bridge...”). Public and agency feedback, however, also includes feedback that is hard to distinguish between a question and a preference (for example, in context, the question of “Has there been an analysis on the possibility of tunneling under the river?” appears to be a statement of preference, as it is included in a page long discussion of CRC project constraints that the commenter believes would be solved by using a tunnel instead of a new bridge).

Because comment gathering methods are imprecise, this memo is best used as a reflection of the range of issues that have been communicated with project staff. The entire set of verbatim public comments is available on request.

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