



600 NE Grand Ave.
Portland, OR 97232-2736

Council meeting agenda

Thursday, October 4, 2018

2:00 PM

Metro Regional Center, Council chamber

REVISED 10/3

1. Call to Order and Roll Call

2. Public Communication

3. Consent Agenda

3.1 Consideration of September 27, 2018 Minutes

18-5093

3.2 Resolution No. 18-4904, For the Purpose of Confirming the Reappointment of Two Members and Appointment of a New Member to the Metro Audit Committee

[RES 18-4904](#)

Attachments: [RES 18-4904](#)
[RES 18-4904 Exhibit A](#)
[RES 18-4904 Staff report](#)

4. Presentations

4.1 Leading with Race: Research on Justice in Washington County

18-5090

Presenter(s): Coalition of Communities of Color

5. Resolutions

5.1 Resolution No. 18-4936, For the Purpose of Proclaiming October 8, 2018 as Indigenous Peoples' Day in the Greater Portland Area

[RES 18-4936](#)

Presenter(s): TBD

Attachments: [Resolution No. 18-4936](#)
[Staff Report](#)

6. Chief Operating Officer Communication

7. Councilor Communication

8. Adjourn

Metro respects civil rights

Metro fully complies with Title VI of the Civil Rights Act of 1964 and related statutes that ban discrimination. If any person believes they have been discriminated against regarding the receipt of benefits or services because of race, color, national origin, sex, age or disability, they have the right to file a complaint with Metro. For information on Metro’s civil rights program, or to obtain a discrimination complaint form, visit www.oregonmetro.gov/civilrights or call 503-797-1536. Metro provides services or accommodations upon request to persons with disabilities and people who need an interpreter at public meetings. If you need a sign language interpreter, communication aid or language assistance, call 503-797-1700 or TDD/TTY 503-797-1804 (8 a.m. to 5 p.m. weekdays) 5 business days before the meeting. All Metro meetings are wheelchair accessible. For up-to-date public transportation information, visit TriMet’s website at www.trimet.org.

Thông báo về sự Metro không kỳ thị của

Metro tôn trọng dân quyền. Muốn biết thêm thông tin về chương trình dân quyền của Metro, hoặc muốn lấy đơn khiếu nại về sự kỳ thị, xin xem trong www.oregonmetro.gov/civilrights. Nếu quý vị cần thông dịch viên ra dấu bằng tay, trợ giúp về tiếp xúc hay ngôn ngữ, xin gọi số 503-797-1700 (từ 8 giờ sáng đến 5 giờ chiều vào những ngày thường) trước buổi họp 5 ngày làm việc.

Повідомлення Metro про заборону дискримінації

Metro з повагою ставиться до громадянських прав. Для отримання інформації про програму Metro із захисту громадянських прав або форми скарги про дискримінацію відвідайте сайт www.oregonmetro.gov/civilrights. або Якщо вам потрібен перекладач на зборах, для задоволення вашого запиту зателефонуйте за номером 503-797-1700 з 8.00 до 17.00 у робочі дні за п'ять робочих днів до зборів.

Metro 的不歧视公告

尊重民權。欲瞭解Metro民權計畫的詳情，或獲取歧視投訴表，請瀏覽網站 www.oregonmetro.gov/civilrights。如果您需要口譯方可參加公共會議，請在會議召開前5個營業日撥打503-797-1700（工作日上午8點至下午5點），以便我們滿足您的要求。

Ogeysiiska takooris la'aanta ee Metro

Metro waxay ixtiraamtaa xuquuqda madaniga. Si aad u heshid macluumaad ku saabsan barnaamijka xuquuqda madaniga ee Metro, ama aad u heshid warqadda ka cabashada takoorista, booqo www.oregonmetro.gov/civilrights. Haddii aad u baahan tahay turjubaan si aad uga qaybqaadatid kullanka dadweynaha, wac 503-797-1700 (8 gallinka hore illaa 5 gallinka dambe maalmaha shaqada) shan maalmaha shaqo ka hor kullanka si loo tixgaliyo codsashadaada.

Metro의 차별 금지 관련 통지서

Metro의 시민권 프로그램에 대한 정보 또는 차별 항의서 양식을 얻으려면, 또는 차별에 대한 불만을 신고 할 수 www.oregonmetro.gov/civilrights. 당신의 언어 지원이 필요한 경우, 회의에 앞서 5 영업일 (오후 5시 주중에 오전 8시) 503-797-1700를 호출합니다.

Metroの差別禁止通知

Metroでは公民権を尊重しています。Metroの公民権プログラムに関する情報について、または差別苦情フォームを入手するには、www.oregonmetro.gov/civilrights。までお電話ください。公開会議で言語通訳を必要とされる方は、Metroがご要請に対応できるよう、公開会議の5営業日前までに503-797-1700（平日午前8時～午後5時）までお電話ください。

សេចក្តីជូនដំណឹងអំពីការមិនរើសអើងរបស់ Metro

ការគោរពសិទ្ធិពលរដ្ឋរបស់ ។ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬស្នើសុំទទួលបានកាតបណ្តឹងរើសអើងសូមចូលទស្សនាគេហទំព័រ www.oregonmetro.gov/civilrights។ បើលោកអ្នកត្រូវការអ្នកបកប្រែភាសានៅពេលអង្គប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1700 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃធ្វើការ) ប្រាំពីរថ្ងៃ ថ្ងៃធ្វើការ មុនថ្ងៃប្រជុំស្នើសុំអាចឲ្យគេសម្រួលតាមសំណើរបស់លោកអ្នក ។

إشعار بعدم التمييز من Metro

تحتزم Metro الحقوق المدنية. للمزيد من المعلومات حول برنامج Metro للحقوق المدنية أو لإيداع شكوى ضد التمييز، يُرجى زيارة الموقع الإلكتروني www.oregonmetro.gov/civilrights. إن كنت بحاجة إلى مساعدة في اللغة، يجب عليك الاتصال مقدماً برقم الهاتف 503-797-1700 (من الساعة 8 صباحاً حتى الساعة 5 مساءً، أيام الاثنين إلى الجمعة) قبل خمسة (5) أيام عمل من موعد الاجتماع.

Paunawa ng Metro sa kawalan ng diskriminasyon

Iginagalang ng Metro ang mga karapatang sibil. Para sa impormasyon tungkol sa programa ng Metro sa mga karapatang sibil, o upang makakuha ng porma ng reklamo sa diskriminasyon, bisitahin ang www.oregonmetro.gov/civilrights. Kung kailangan ninyo ng interpreter ng wika sa isang pampublikong pulong, tumawag sa 503-797-1700 (8 a.m. hanggang 5 p.m. Lunes hanggang Biyernes) lima araw ng trabaho bago ang pulong upang mapagbigyan ang inyong kahilingan.

Notificación de no discriminación de Metro

Metro respeta los derechos civiles. Para obtener información sobre el programa de derechos civiles de Metro o para obtener un formulario de reclamo por discriminación, ingrese a www.oregonmetro.gov/civilrights. Si necesita asistencia con el idioma, llame al 503-797-1700 (de 8:00 a. m. a 5:00 p. m. los días de semana) 5 días laborales antes de la asamblea.

Уведомление о недопущении дискриминации от Metro

Metro уважает гражданские права. Узнать о программе Metro по соблюдению гражданских прав и получить форму жалобы о дискриминации можно на веб-сайте www.oregonmetro.gov/civilrights. Если вам нужен переводчик на общественном собрании, оставьте свой запрос, позвонив по номеру 503-797-1700 в рабочие дни с 8:00 до 17:00 и за пять рабочих дней до даты собрания.

Avizul Metro privind nediscriminarea

Metro respectă drepturile civile. Pentru informații cu privire la programul Metro pentru drepturi civile sau pentru a obține un formular de reclamație împotriva discriminării, vizitați www.oregonmetro.gov/civilrights. Dacă aveți nevoie de un interpret de limbă la o ședință publică, sunați la 503-797-1700 (între orele 8 și 5, în timpul zilelor lucrătoare) cu cinci zile lucrătoare înainte de ședință, pentru a putea să vă răspunde în mod favorabil la cerere.

Metro txoj kev ntxub ntxaug daim ntawv ceeb toom

Metro tributes cai. Rau cov lus qhia txog Metro txoj cai kev pab, los yog kom sau ib daim ntawv tsis txaus siab, mus saib www.oregonmetro.gov/civilrights. Yog hais tias koj xav tau lus kev pab, hu rau 503-797-1700 (8 teev saww ntxov txog 5 teev tsaus ntuj weekdays) 5 hnub ua hauj lw m ua ntej ntwam lub rooj sib tham.

Television schedule for Metro Council meetings

<p>Clackamas, Multnomah and Washington counties, and Vancouver, WA Channel 30 – Community Access Network <i>Web site:</i> www.tvctv.org <i>Ph:</i> 503-629-8534 Call or visit web site for program times.</p>	<p>Portland Channel 30 – Portland Community Media <i>Web site:</i> www.pcmtv.org <i>Ph:</i> 503-288-1515 Call or visit web site for program times.</p>
<p>Gresham Channel 30 - MCTV <i>Web site:</i> www.metroeast.org <i>Ph:</i> 503-491-7636 Call or visit web site for program times.</p>	<p>Washington County and West Linn Channel 30– TVC TV <i>Web site:</i> www.tvctv.org <i>Ph:</i> 503-629-8534 Call or visit web site for program times.</p>
<p>Oregon City and Gladstone Channel 28 – Willamette Falls Television <i>Web site:</i> http://www.wftvmedia.org/ <i>Ph:</i> 503-650-0275 Call or visit web site for program times.</p>	

PLEASE NOTE: Show times are tentative and in some cases the entire meeting may not be shown due to length. Call or check your community access station web site to confirm program times. Agenda items may not be considered in the exact order. For questions about the agenda, call the Metro Council Office at 503-797-1540. Public hearings are held on all ordinances second read. Documents for the record must be submitted to the Regional Engagement and Legislative Coordinator to be included in the meeting record. Documents can be submitted by e-mail, fax or mail or in person to the Regional Engagement and Legislative Coordinator. For additional information about testifying before the Metro Council please go to the Metro web site www.oregonmetro.gov and click on public comment opportunities.

Agenda Item No. 3.1

Consideration of September 27, 2018 Minutes

Consent Agenda

Metro Council Meeting
Thursday, October 4, 2018
Metro Regional Center, Council Chamber

Agenda Item No. 3.2

**Resolution No. 18-4904, For the Purpose of Confirming
the Reappointment of Two Members and Appointment
of a New Member to the Metro Audit Committee**

Consent Agenda

Metro Council Meeting
Thursday, October 4, 2018
Metro Regional Center, Council Chamber

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF CONFIRMING THE) RESOLUTION NO. 18-4904
REAPPOINTMENT OF TWO MEMBERS AND)
APPOINTMENT OF A NEW MEMBER TO THE) Introduced by Council President Tom Hughes
METRO AUDIT COMMITTEE)
)

WHEREAS, Metro Code Chapter 2.19.250 establishes the Metro Audit Committee; and

WHEREAS, the Committee enhances the external audit function by monitoring the external auditor’s services and activities to ensure that independence is maintained between the external auditor and management; and

WHEREAS, the Metro Code Chapter 2.19.030, “Membership of the Advisory Committees,” states that all members and alternate members of all Metro Advisory Committees shall be appointed by the Council President and shall be subject to confirmation by the Council; and

WHEREAS, Anne Darrow’s term expired May 31, 2018 and Andrew Carlstrom’s term expired June 4, 2018, both have expressed an interest in serving another term; and

WHEREAS, the Metro Code Chapter 2.19.250 (d), provides that the Committee shall include a Commissioner of Metropolitan Exposition Recreation Commission (MERC); and

WHEREAS, Damien Hall is the MERC Commissioner selected to serve a one-year term on the Audit Committee; and

WHEREAS, the Council President desires to confirm the appointment; now, therefore,

BE IT RESOLVED, that the Metro Council confirms the reappointment of Anne Darrow and Andrew Carlstrom, and the appointment of Damien Hall to the Metro Audit Committee as set forth in Exhibit "A" attached hereto for the Committee position and terms set forth therein.

ADOPTED by the Metro Council this ____ day of _____ 2018.

Tom Hughes, Council President

Approved as to Form:

Nathan A.S. Sykes, Metro Attorney

Exhibit A to Resolution No. 18-4904

METRO AUDIT COMMITTEE

Committee Member Reappointments and Appointment

The following person is reappointed to serve a four year term, from May 31, 2018 to May 30, 2022:

- **Anne Darrow** Citizen member (voting)

The following person is reappointed to serve a four year term, from June 4, 2018 to June 3, 2022:

- **Andrew Carlstrom** Citizen member (voting)

The following person is appointed to serve a one year term, from August 17, 2018 to August 16, 2019:

- **Damien Hall** MERC Commissioner (voting)

BIOGRAPHY

Member appointment:

Damien Hall is an associate in Ball Janik LLP's Land Use and Real Estate practice groups where he is the real estate and land use practice group leader, representing both property owners and local governments. His background is in urban planning and development and in addition to his land use practice he regularly assists clients with real estate transactions, natural resources law, municipal law, and formation and organization of business entities. Mr. Hall is a member of the National Black Lawyers Top 100.

Actively involved in development issues in Portland, Hall serves on the Board of Commissioners for Home Forward and on the Board of Directors for Portland Community Reinvestment Initiatives, Inc. (PCRI). Mr. Hall is a member of the Portland Development Commission's (PDC) Central City Budget Advisory Committee and formerly served on the Oregon Convention Center Urban Renewal Area Advisory Committee as a committee member from 2007 through 2010 and as Chairperson from 2010 through 2013. He has been a member of the Young Leaders group of the Urban Land Institute (ULI) of Oregon and SW Washington since 2008 and is a member of the Oregon Chapter of the National Association of Industrial and Office Properties (NAIOP), and is on its Developing Leaders Committee. Mr. Hall participated in the PDC's N/NE Economic Development Initiative Advisory Committee from 2010-2011 and in the City of Portland's North/Northeast Quadrant of I-5 Broadway/Weidler Stakeholder Advisory Committee from 2011-2012.

In addition to his professional engagements, Mr. Hall serves on the Board of Directors for CareOregon and as a Board Member of Groundwork Portland. He also represented "Verde – Let Us Build Cully Park!" as pro bono counsel.

Mr. Hall received a Bachelor of Science degree in Public Policy, Planning and Management from the University of Southern California. He earned his law degree from the Northwestern School of Law at Lewis & Clark College.

STAFF REPORT

IN CONSIDERATION OF RESOLUTION No. 18-4904 FOR THE PURPOSE OF CONFIRMING THE REAPPOINTMENT OF TWO MEMBERS AND THE APPOINTMENT OF A NEW MEMBER TO THE METRO AUDIT COMMITTEE

Date: September 18, 2018

Prepared by: Brian Evans
Metro Auditor
503-797-1891

BACKGROUND

The Audit Committee assists the Metro Council in reviewing accounting policies and reporting practices as they relate to the Metro's Comprehensive Annual Financial Report. The Committee provides independent review and oversight of the government's financial reporting processes, internal controls, and independent auditors.

The existing and prospective members listed in Exhibit A serve in a voting capacity.

ANALYSIS/INFORMATION

1. **Known Opposition:** none
2. **Legal Antecedents:**
Metro Code Chapter 2.19, "Metro Advisory Committees," provides generally applicable rules for the creation of committees providing advice to the Metro Council and appointment of members to such committees.

Metro Ordinance 10-1233 for the Purpose of Establishing an Audit Committee and Amending Metro Code Section 2.15.080 External Audits and Adding a New Metro Code Section 2.19.250 Audit Committee.

3. **Anticipated Effects:**
By approving Resolution No. 18-4904, the Metro Council will reappoint two members and appoint one new member to the Audit Committee.
4. **Budget Impacts:** None

RECOMMENDED ACTION

The Council President recommends adoption of Resolution No. 18-4904.

Agenda Item No. 4.1

Leading with Race: Research on Justice in Washington County

Presentations

Metro Council Meeting
Thursday, October 4, 2018
Metro Regional Center, Council Chamber

Agenda Item No. 5.1

**Resolution No. 18-4936, For the Purpose of Proclaiming October 8, 2018
as Indigenous Peoples' Day in the Greater Portland Area**

Resolutions

Metro Council Meeting
Thursday, October 4, 2018
Metro Regional Center, Council Chamber

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF PROCLAIMING) RESOLUTION NO. 18-4936
OCTOBER 8, 2018 AS INDIGENOUS PEOPLES')
DAY IN THE GREATER PORTLAND AREA) Introduced by Council President Tom Hughes

WHEREAS, Metro is committed to Diversity, Equity, and Inclusion to address systemic inequities that impact our communities by providing support and tools to Metro staff, Metro Council, and community partners to create an equitable region for all; and

WHEREAS, Metro recognizes that American Indians and Alaska Natives have lived on these lands we all cherish since time immemorial; and

WHEREAS, it is important for us to never forget American history through the perspective of Native people in our country because it reminds us of forced migration, broken treaties, and other injustices that should never be repeated. This history is a lesson to all of us of the perseverance and resilience of Native people in the face of these injustices and the continued integrity and vitality of their cultures and their governments. As we work together to forge a brighter future, we cannot shy away from the difficult aspects of our past; and

WHEREAS, Metro recognizes that Oregon’s tribal people were impacted by the Western Oregon Indian Termination Act that was passed by the U.S. Congress in 1954. As a result of this act, many tribal governments were abolished and their members were relocated to urban areas, making Portland the 9th largest urban Indian population in the United States, with over 40,000 tribal people representing 380 tribes; and

WHEREAS, Native people have contributed to the unique culture of the greater Portland area and this country, with a special emphasis on traditional ecological knowledge and core values that go beyond materialism. Today, Native Americans are leaders in every aspect of our society – from the classroom, to the boardroom, to the battlefield; and

WHEREAS, recognizing Indigenous Peoples’ Day shall be an opportunity to celebrate the thriving traditions and deeply rooted values of the Indigenous people who reside in the greater Portland area, and of course, their ancestors before them; now therefore:

BE IT RESOLVED that the Metro Council proclaims October 8, 2018 as Indigenous Peoples’ Day in the greater Portland area to honor and celebrate the many contributions made by the Indigenous peoples throughout our vibrant community. We encourage other businesses, organizations, public institutions, and community members to recognize Indigenous Peoples’ Day and take time to learn and teach others about the history and cultural significance of the American Indian and Alaska Native community.

ADOPTED by the Metro Council this _____ day of October 2018.

Approved as to Form:

Tom Hughes, Council President

Nathan A. S. Sykes
Acting Metro Attorney

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 18-4936, FOR THE PURPOSE OF PROCLAIMING OCTOBER 8, 2018, AS INDIGENOUS PEOPLES' DAY IN THE GREATER PORTLAND AREA.

Date: October 4, 2018

Prepared by: Craig Beebe,
Government and
public affairs,
503-797-1584

BACKGROUND

The Native people in our country have suffered forced migration, broken treaties, and other injustices that should never be repeated. This history is a lesson to all of us of the perseverance and resilience of Native people in the face of these injustices and the continued integrity and vitality of their cultures and their governments.

The second Monday in October is recognized by the federal government as Columbus Day. However, Columbus Day is not recognized by the State of Oregon. Since 2015, Metro has joined other local governments from around the greater Portland area in recognizing the important history and culture of Indigenous People in our community, country, and around the world.

In May 2017, the Metro Council adopted an updated Diversity Action Plan, following Council's adoption of the Strategic Plan to Advance Racial Equity, Diversity, and Inclusion in 2016. Together, these policies seek to address systemic inequities and create a more equitable region for all by focusing on racial equity, diversity and inclusion of historically marginalized communities in every aspect of Metro's work. Several Metro departments, including the Oregon Zoo, Parks and Nature, Planning and Development, and Property and Environmental Services, have been completing departmental racial equity action plans to implement the strategic plan.

Declaring October 8, 2018 as the fourth annual Indigenous Peoples' Day in the greater Portland area will honor, acknowledge, and celebrate the resiliency of Indigenous communities in this region and beyond.

ANALYSIS/INFORMATION

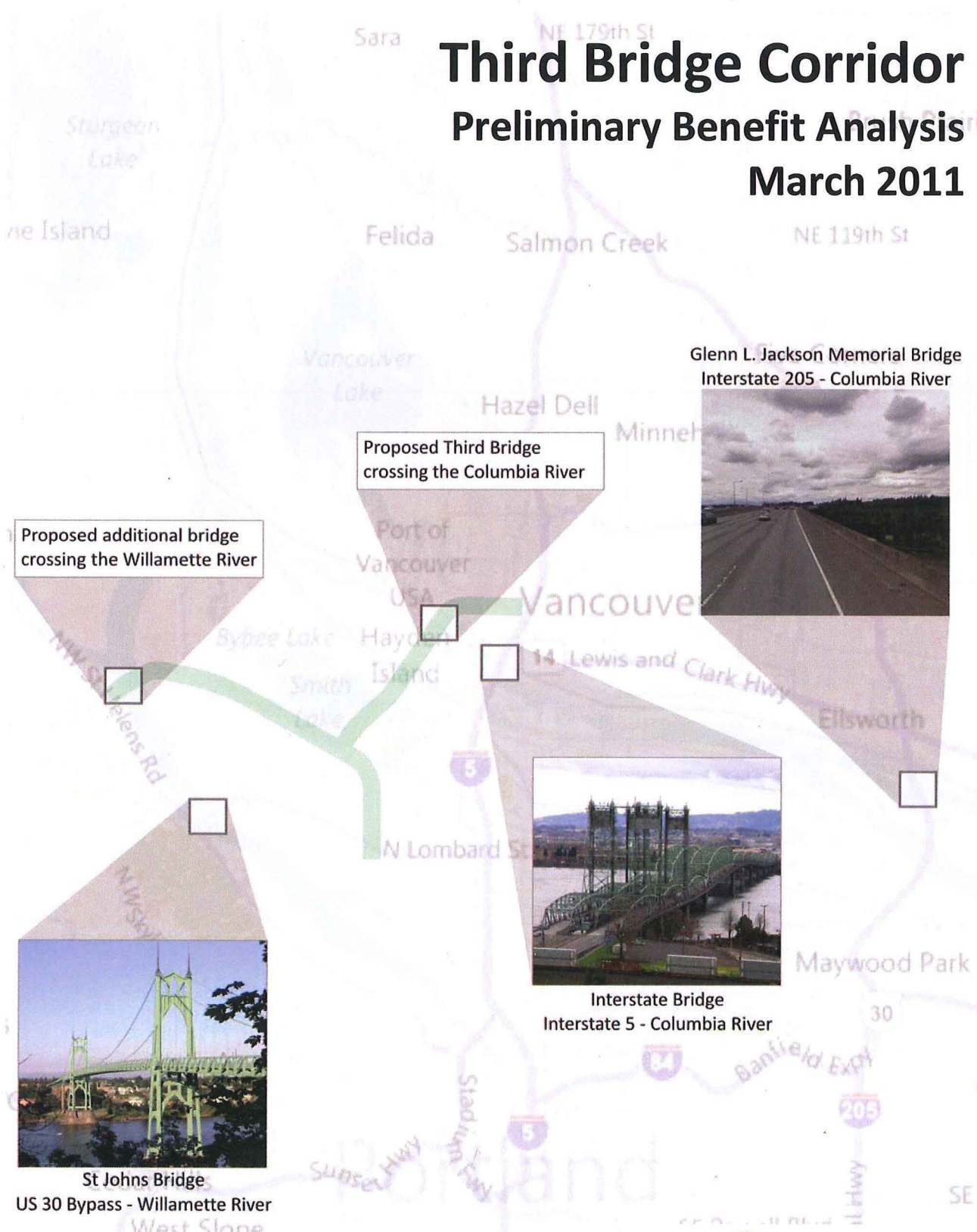
1. **Known Opposition** None
2. **Legal Antecedents** Metro Council Resolution No. 15-4663; Metro Council Resolution No. 16-4748; Metro Council Resolution No. 17-4851
3. **Anticipated Effects** Declaring October 8, 2018 as the fourth annual Indigenous Peoples' Day in the greater Portland area will honor, acknowledge, and celebrate the resiliency of Indigenous communities.
4. **Budget Impacts** None

RECOMMENDED ACTION

Approve Resolution No. 18-4936 proclaiming October 8, 2018 as Indigenous Peoples' Day in the greater Portland area.

Materials following this page were distributed at the meeting.

Third Bridge Corridor Preliminary Benefit Analysis March 2011

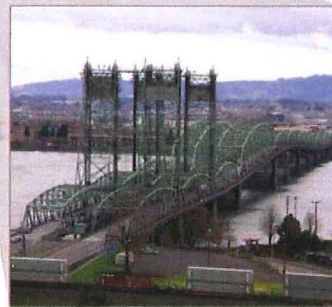


Glenn L. Jackson Memorial Bridge
Interstate 205 - Columbia River



Proposed Third Bridge
crossing the Columbia River

Proposed additional bridge
crossing the Willamette River



Interstate Bridge
Interstate 5 - Columbia River



St Johns Bridge
US 30 Bypass - Willamette River
West Slope



SHEA • CARR • JEWELL

ENGINEERING AND PLANNING SERVICES

Third Bridge Corridor

Preliminary Benefit Analysis

Prepared for:

Project: **Third Bridge Corridor**

Prepared for: **Third Bridge Now**
503.278.7495
www.thirdbridgenow.com

Prepared by:

Prepared by: **Shea Carr Jewell**
2102 Carriage Drive SW, Bldg H
Olympia, WA 98502
360.352.1465
www.sheacarrjewell.com

Contact: **Robert E. Jewell, PE, Principal**
George Smith, Senior Transportation Planner

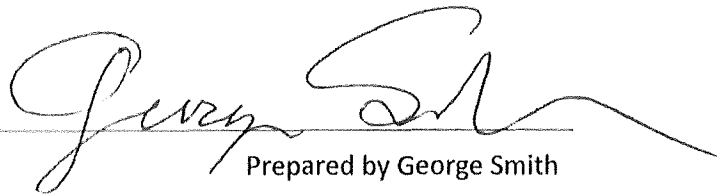
Project Reference: SCJ #1414.01
N:\Projects\1414 Third Bridge Now\1414.01 Third Bridge
Now\Phase 01- Project Feasibility\final report 20110329\R2011.0328 Third
Bridge Now Report.docx

Cover photos:

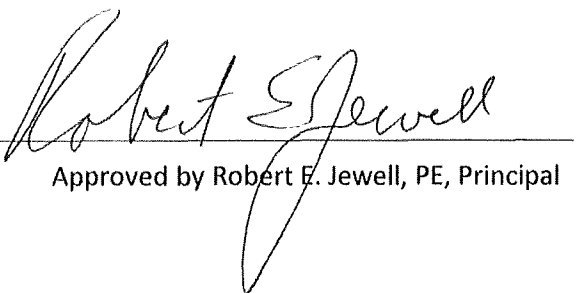
The Saint Johns Bridge in Portland, Oregon. Source: User:Cacophony - Wikipedia.org
The Interstate Bridge seen from Vancouver, Washington. Source: User:Cacophony - Wikipedia.org
Interstate 205 Glenn L. Jackson Memorial Bridge. Source: Google Earth Street View Photo

CITATION

Third Bridge Corridor
Preliminary Benefit Analysis
Prepared by Shea Carr Jewell, Olympia, Washington
March 2011



Prepared by George Smith



Approved by Robert E. Jewell, PE, Principal

TABLE OF CONTENTS

EXECUTIVE SUMMARY.....	i
INTRODUCTION	1
PROJECT OVERVIEW	2
COLUMBIA RIVER CROSSING (CRC) PROJECT PURPOSE AND NEED.....	4
Project Purpose.....	4
Project Need	4
THIRD BRIDGE CORRIDOR PROPOSAL.....	5
History.....	5
Third Bridge Corridor Proposal Overview	5
I-5 (at Mill Plain Boulevard in Washington) to Columbia River	5
Columbia River Crossing.....	5
North Marine Drive to Columbia Slough.....	7
North Portland Boulevard to US 30	7
North Columbia Boulevard to Swan Island	7
Commuter and Freight Rail	7
Pedestrian and Bicycle Access	7
Seismic Retrofit to the Interstate 5 Bridges.....	7
Potential for Phased Implementation.....	7
THIRD BRIDGE CORRIDOR BENEFITS	9
COMPLIANCE WITH REGIONAL PLANS	11
COLUMBIA RIVER CROSSING DEIS EVALUATION, INITIAL PRE-SCREENING	14
SUMMARY AND RECOMMENDATIONS	18

EXECUTIVE SUMMARY

The Third Bridge Now group has identified a set of solutions, collectively called the Third Bridge Corridor, designed to improve transportation mobility and safety for all modes of travel in the Columbia River Crossing (CRC) area. The Third Bridge Corridor has been dismissed as an option from the CRC EIS without thorough evaluation. This report provides an overview of the area transportation issues and assesses potential benefits of the Third Bridge Corridor proposal.

Traffic Concerns and History

- Interstate 5 is critical to the local, regional, and national economy.
- Existing travel demand exceeds capacity in the I-5 Columbia River crossing. Spillover traffic from I-5 increases local congestion.
- Growing demand and congestion will result in increasing delay, costs, and uncertainty for all businesses that rely on this corridor for freight movement.
- Freight volumes moved by truck are projected to more than double within 25 years, and vehicle hours of delay are projected to increase by more than 90% over the next 20 years.
- The Columbia River Crossing project has moved forward with a focus on improvements to Interstate 5 only.

Third Bridge Corridor Proposal

- This proposal has evolved from previous “west bridge” proposals developed over the last ten years.
- The Third Bridge Now proposal is essentially the same as the original Bi-State Industrial Corridor freeway proposal with the addition of seismic upgrades to the existing I-5 bridge.
- This approach would provide a new freeway connection between downtown Vancouver and US 30 in Oregon by way of a new Columbia River bridge approximately one mile west of the existing I-5 bridge.
- This plan also includes a new heavy speed rail bridge and a tunnel to Swan Island for vehicles, bicycles, pedestrians, and heavy speed rail.
- Interchange access to downtown Vancouver, Hayden Island, Port of Vancouver and Port of Portland properties, and north Portland would be provided.
- This plan has the potential for phased implementation.

Third Bridge Corridor Benefits

- Adds roadway capacity, reduces congestion and maximizes use of existing infrastructure.
- Improves industrial access and separates freight traffic from residential traffic.
- Would have less impact to the built environment, including historical sites.
- Provides an additional freeway route across the Columbia River and a second access to Hayden Island.
- Reduces truck traffic on I-5 within the Bridge Influence Area.
- Reduces cut-through traffic in residential areas.
- Would be constructed in areas where there are currently few existing buildings that would be impacted.
- Provides potential as an alternate route during construction of proposed I-5 bridge widening.
- Better satisfies numerous regional plan goals and policies.

INTRODUCTION

Significant effort has gone into identifying a preferred solution for improving transportation mobility and safety for all modes of travel across the Columbia River between the Portland and Vancouver metro areas. The CRC Project Team was established as a multi-jurisdictional group to undertake an environmental impact study for a new river crossing and potential improvements in the study area. The study was to look at a variety of options including replacement and supplemental bridges for vehicle and transit use, as well as a no-build scenario.

The Third Bridge Now group has been active in the public process of evaluating the most efficient and cost-effective potential solutions. The Third Bridge Now group has identified a set of solutions (collectively referred to as the Third Bridge Corridor) that could provide exceptional benefit for multi-modal mobility in the study area. As of now the Third Bridge Corridor has not yet been accurately analyzed and was dismissed as an option without receiving thorough evaluation in the Environmental Impact Statement.

The following report provides a brief overview of the transportation issues and attendant planning efforts in the area and an assessment of the potential benefits of the Third Bridge Corridor proposal. A summary table listing the major technical and planning documents reviewed for this Preliminary Benefit Analysis is provided in **Appendix A**. The summary table shows an overview of the elements covered in each of the reviewed documents.

PROJECT OVERVIEW

The following overview of the underlying traffic concerns in the area and history of the project is summarized from documentation prepared by the CRC Project Team:

The Portland/Vancouver area's location at the convergence of two major rivers, two transcontinental rail lines, two interstate highways, and one international airport is a unique trade and transportation advantage. This allows businesses to transport goods from ships and planes to trucks and railcars in a low-cost, timely manner. Because of this advantage, Portland ranks first on the West Coast of the United States in terms of the value of wholesale trade per capita. Employment in the transportation and distribution sectors represents a higher share of total employment than it does in most other cities, including Seattle and Los Angeles.

Interstate 5 (I-5) is the only continuous interstate on the West Coast and, as such, is critical to the local, regional, and national economy. The I-5 Columbia River Bridge connects Portland and Vancouver for work, recreation, shopping, and entertainment. The Interstate 205 (I-205) crossing, about five miles east, is the only other highway crossing over the Columbia River within the metropolitan region. The number of crossings is unusually low compared to other metro areas in the country with river barriers and comparable populations.

The existing travel demand exceeds capacity in the I-5 Columbia River crossing and associated interchanges, causing heavy congestion and delay lasting two-to-five hours during both the morning and afternoon peak travel periods. Spillover traffic from I-5 onto parallel arterials increases local congestion.

The region's economy is transportation-dependent for the movement of freight. Increasing congestion will significantly impact the region's ability to maintain and grow business, as well as quality of life. Even with planned transportation improvements, the transportation system will not keep pace with projected increases in freight and general traffic. Congestion is already impacting businesses and hurting their competitiveness. Growing demand and congestion will result in increasing delay, costs, and uncertainty for all businesses that rely on this corridor for freight movement. Freight volumes moved by truck to and from the area are projected to more than double over the next 25 years, and vehicle hours of delay are projected to increase by more than 90% over the next 20 years. Daily traffic demand is projected to increase by 40% within the next 20 years, with stop-and-go conditions increasing to at least to 10 to 12 hours each day if no improvements are made.

In broad terms, the existing and projected traffic congestion on Interstate 5 and associated limitations to freight mobility in the Columbia River crossing area could be addressed by some combination of the following:

- Reducing travel demand in the area
- Improving the capacity of Interstate 5 in the Portland/Vancouver metro area
- Providing additional capacity via new river crossings

The CRC project has moved forward with a focus on improvements to Interstate 5. Other improvement options did not score favorably based on the defined scope of the screening process and narrow definition of the Interstate 5 Bridge Influence Area (BIA) shown later on Figure 1.

A third bridge option in the vicinity of the BNSF railroad bridge, approximately one mile west of I-5, would offer capacity and safety benefits to the metro area in general and Interstate 5 specifically and also offers benefits that Interstate 5-only improvements do not offer. These unique benefits include providing direct freeway access for freight, reduced impact to the built environment (including businesses and historic sites), and an alternate route in case of obstruction to the Interstate 5 bridges. A third bridge could also be considered as an important bypass route to improve traffic flows in the area during construction periods on the Interstate 5 bridges.

COLUMBIA RIVER CROSSING (CRC) PROJECT PURPOSE AND NEED

As study of cross-river mobility in the area progressed, the specific goals of the study were defined to guide the next phase of potential project screening. Drawing on the recommendations of the bi-state task force (adopted in the I-5 Partnership June 2002 Final Strategic Plan) and on community input collected at stakeholder meetings in 2005 and 2006, the CRC Task Force and the project co-lead agencies developed a Purpose and Need statement in advance of the preparation of a Draft Environmental Impact Statement (DEIS). Through this process the scope of the study was refined to specifically address the Interstate 5 crossing. The following excerpts are from Chapter 1 of the CRC DEIS defining the Purpose and Need of the Columbia River Crossing project.

Project Purpose

“The purpose of the proposed action is to improve Interstate 5 corridor mobility by addressing present and future travel demand and mobility needs in the Columbia River Bridge Influence Area (BIA). The BIA extends from approximately Columbia Boulevard in the south to SR 500 in the north. Relative to the No-Build alternative, the proposed action is intended to achieve the following objectives:

- a) improve travel safety and traffic operations on the Interstate 5 crossing’s bridges and associated interchanges;*
- b) improve...public transportation modal alternatives in the BIA;*
- c) improve highway freight mobility...in the BIA; and*
- d) improve the Interstate 5 river crossing’s structural integrity.”*

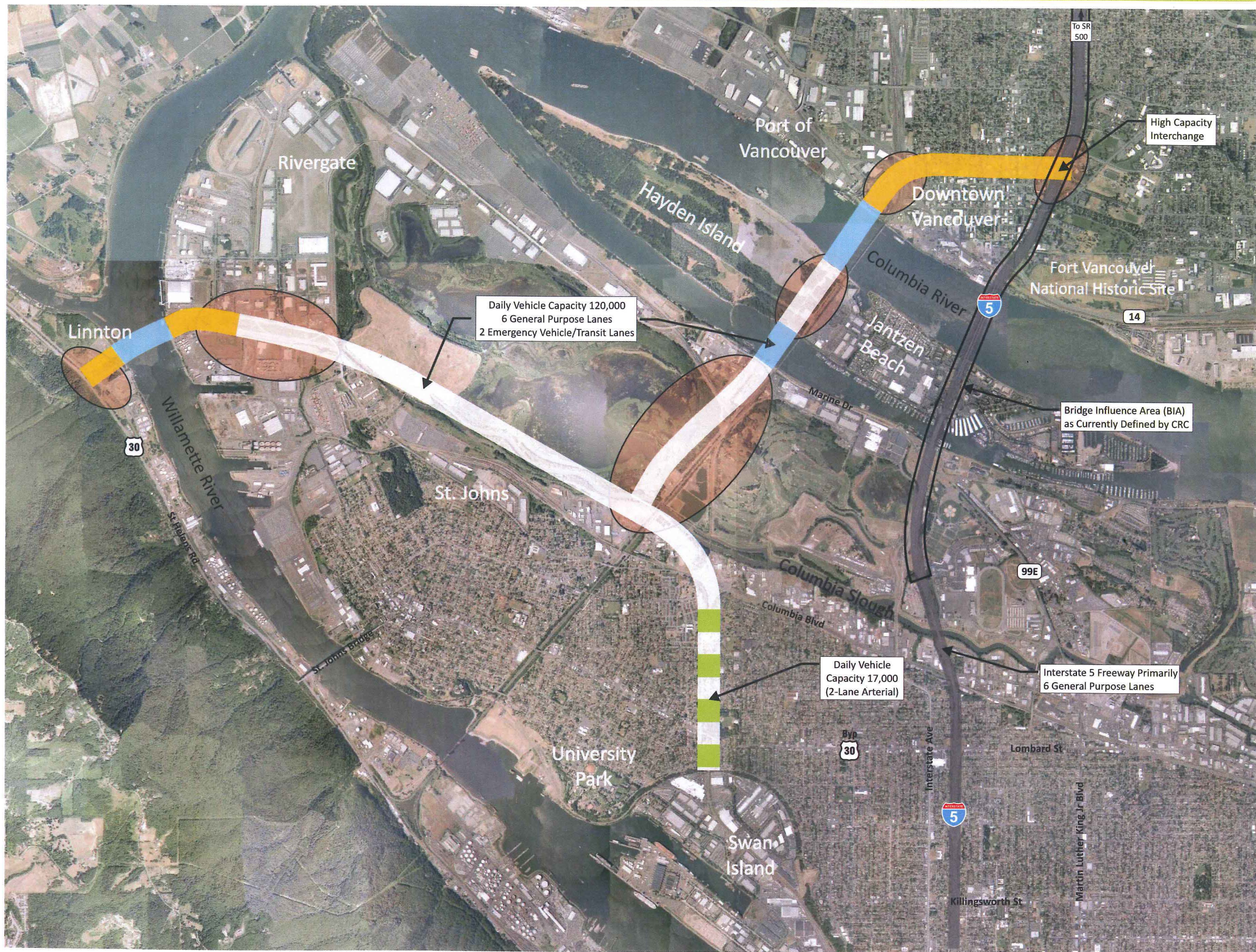
Project Need

The project need is also defined in Chapter 1 of the CRC DEIS. The following is a listing of the major categories of project need; each of the identified needs is described in more detail in the DEIS.

“The specific needs to be addressed by the proposed action include:

- Growing Travel Demand and Congestion...*
- Impaired freight movement...*
- Limited public transportation operation, connectivity, and reliability...*
- Safety and Vulnerability to Incidents...*
- Substandard bicycle and pedestrian facilities...*
- Seismic vulnerability...”*

In the context of the CRC study, the Interstate 5 “corridor” Bridge Influence Area was defined to include just Interstate 5 and not broader north-south transportation options (existing or proposed) in the vicinity.



Downtown Vancouver

- Improved freight access
- Reduced freight travel on surface streets
- High capacity access to I-5
- High Elevation Bridge - Further from PDX flight path
- Greatly reduced impact to Fort Vancouver National Historic Site

Hayden Island

- Improved freight access
- Separation of industrial traffic from residential/commercial traffic
- Improved non-motorized access to Hayden Island and between Vancouver and Portland
- Greatly reduced impact to commercial sites

St. Johns

- Separation of industrial traffic from residential traffic
- Reduction in industrial traffic on St. Johns Bridge

Swan Island

- Improved freight access to I-5
- Provides second vehicular access

LEGEND

- Tunnel
- Freeway
- Bridge
- Viaduct
- Interchange

Figure 1
Third Bridge Corridor Conceptual Layout
Third Bridge Corridor Preliminary Benefit Analysis

THIRD BRIDGE CORRIDOR PROPOSAL

History

The Third Bridge Corridor proposal has evolved from previous “west bridge” proposals that included similar alignment. In 2000 the Northwest Passage was proposed that included a four-lane expressway from the Port of Vancouver to US 30, generally along the BNSF alignment.

In 2003 the Bi-State Industrial Corridor was proposed as a freeway connecting I-5 at Mill Plain Blvd to US 30 near Linnton. The proposal included six general purpose (GP) lanes and two transit-oriented lanes as well as provision for non-motorized use and commuter and freight rail. The Bi-State Industrial Corridor was analyzed by the CRC (listed as option RC-14) as a four-lane surface arterial, not a freeway. The RC-14 project began at the Port of Vancouver and ended at Marine Drive and lacked a direct connection to I-5 or US 30.

The Third Bridge Corridor is essentially the same as the original Bi-State Industrial Corridor freeway proposal with the additional provision of seismic upgrades to the existing I-5 bridges. The following is a more thorough description of the Third Bridge Corridor as it is envisioned. **Figure 1** shows a conceptual layout of the Third Bridge Corridor proposal.

Third Bridge Corridor Proposal Overview

The Third Bridge Corridor proposal would provide a new freeway connection between downtown Vancouver and US 30 in Oregon via a new Columbia River bridge approximately 1 mile west of the existing Interstate 5 bridges. The freeway would include six general purpose lanes, two center managed lanes for emergency vehicles and buses, and bicycle and pedestrian paths along the entire route. A new heavy speed rail bridge and a new two-lane tunnel to Swan Island for vehicles, bicycles, pedestrians, and heavy speed rail are included in the proposal. Interchange access would be provided to downtown Vancouver, Hayden Island, and locations in North Portland. The alignment would extend from I-5 at Mill Plain Boulevard, west to the Port of Vancouver, south following the BNSF rail line and North Portland Road, west paralleling Columbia Blvd to North Time Oil Road and across to US 30 at approximately NW Marina Way.

The following is a description of the individual sections and components of the proposal:

I-5 (at Mill Plain Boulevard in Washington) to Columbia River

This would be an elevated freeway section (viaduct) with three GP lanes in each direction and an additional lane in each direction for emergency vehicles and buses. The roadway would connect to Interstate 5 near East Mill Plain Boulevard at a high capacity interchange and would extend east-west along the SR 501 alignment to the vicinity of Lincoln Avenue, where it would turn to north-south near Port Way (and the BNSF rail line). Interchange access to the elevated freeway would be provided at I-5 and in the industrial area near the West 11th Street/Hill Street intersection.

Columbia River Crossing

The proposed roadway would cross the Columbia River and Hayden Island via a new eight-lane bridge (or bridges) near the current BNSF rail bridge. The bridge would provide three GP lanes and one bus/emergency vehicle lane in each direction. The bridge would also provide separated bicycle and pedestrian lanes. An interchange would provide access to Hayden Island. The north span (from Vancouver to Hayden Island) would be constructed at a height to provide adequate full-time clearance for navigation channels on the Columbia River.

North Marine Drive to Columbia Slough

This section would be constructed as an at-grade freeway running north-south parallel to the BNSF tracks between the Columbia River and the Columbia Slough. This section would provide three GP lanes in each direction with an additional bus/emergency lane in each direction. The freeway would continue to the west and interchange access would be provided to North Columbia Boulevard. Interchange access may also be provided directly to Marine Drive.

North Portland Boulevard to US 30

This would continue as an at-grade freeway section along the Columbia Slough to the Willamette River in the vicinity of North Time Oil Drive. The freeway section would provide three GP lanes in each direction with an additional bus/emergency lane in each direction. The new freeway route would cross the Willamette River at a new eight-lane bridge intersecting US 30 near NW Marine Drive. The new freeway would be elevated between approximately North Lombard Street and at the intersection with US 30. In this section, interchange access would be provided to North Lombard Street and US 30.

North Columbia Boulevard to Swan Island

A two lane arterial roadway would be constructed below grade via an expansion or addition to the existing rail tunnel alignment between North Columbia Boulevard and North Willamette Boulevard.

Commuter and Freight Rail

As proposed, the Third Bridge Corridor would include a rail component. The new Columbia River Bridge would include provision for heavy rail crossing to accommodate freight and commuter rail. The project would also include appropriate connections to the existing rail lines to provide optimum access for commuter rail and transcontinental industrial rail lines.

Pedestrian and Bicycle Access

The new bridges would be constructed with sidewalks and bicycle lanes separated from vehicular traffic. The overall project would be designed to provide connections to existing pedestrian and bicycle facilities within the area and would fill in the gaps in service where possible, providing continuous non-motorized connections between downtown Vancouver and US 30 and Swan Island.

Seismic Retrofit to the Interstate 5 Bridges

The Interstate 5 bridges at the Columbia River crossing do not meet current seismic design standards and would be vulnerable in a major seismic event¹. To greatly increase bridge survivability in the event of a major earthquake, the existing I-5 bridges would be seismically retrofitted.

Potential for Phased Implementation

The Third Bridge Corridor is easily defined in four geographic sections:

- Bridge across the Columbia River
- Freeway section from the Columbia River to US 30
- Viaduct from I-5 to the Columbia River
- Tunnel arterial section from Columbia Boulevard to Swan Island

¹ Page 3-29 CRC Draft Components Step A Screening Report, March 2006

Because each section offers immediate benefit to the transportation system independently of the rest, the project lends itself well to phased implementation. Phased construction of the project along these four geographic sections could proceed incrementally as transportation demand increases and funding becomes available.

THIRD BRIDGE CORRIDOR BENEFITS

The following is a brief summary of the benefits that could be expected by construction of the Third Bridge Corridor relative to constructing only improvements to Interstate 5.

- **Added Roadway Capacity/Reduced Congestion**

The Third Bridge Project would add significant new vehicle capacity within the area. The new freeway section would have a daily carrying capacity of approximately 120,000 vehicles². This additional capacity could reduce traffic and improve operations on the surface streets within North Portland and the Port of Vancouver area and would be expected to draw a significant amount of existing and latent traffic demand from Interstate 5.

- **Improved Industrial Access/Separation of Freight Traffic and Residential Traffic**

Truck traffic from the Port of Vancouver and Port of Portland currently uses surface streets in the area to access I-5 and US 30. Portions of North Columbia Boulevard, North Lombard Street, North Going Street and North Greeley Avenue are designated "Priority Truck Streets" in the City of Portland Freight Master Plan, and each of these routes also provides access to residential neighborhoods. Construction of the Third Bridge Corridor would provide a more direct route to I-5 and US 30 from the North Portland Rivergate area and would reduce the volume of truck traffic on those streets. The St Johns Bridge provides the primary access to US 30 from the Rivergate area. Construction of a new Willamette River crossing could greatly reduce the volume of truck trips on the historic bridge.

Commercial, residential, and industrial traffic on Hayden Island currently shares the only access to the island via Interstate 5. The Third Bridge Corridor would provide a second freeway access to Hayden Island adjacent to the primary business center on the Island.

- **Reduced Impact to the Built Environment**

In the Bridge Influence Area, Interstate 5 runs through almost entirely built environment. I-5 widening and interchange improvements will impact many properties, particularly on Hayden Island and the Fort Vancouver National Historic Site. Most of the proposed Third Bridge Corridor alignment is in areas that currently do not have existing buildings and could be less impactful to the built environment. Also, the Third Bridge Corridor would not be expected to adversely impact the Fort Vancouver Historical Site. **Appendix B** contains documentation regarding Section 4(f) of the Department of Transportation Act which deals with rules regarding impacts to historic sites and other sensitive properties.

- **Enhanced Safety**

The Third Bridge Corridor would provide:

- **Route Redundancy**

Currently, there is only one Columbia River crossing in the vicinity, which leaves the area vulnerable to severe mobility disruption in case of temporary closure of all or part of the I-5 bridges. The parallel route of the Third Bridge Corridor would provide an additional freeway route across the Columbia River and a second access to Hayden Island.

² Based on a generalized daily capacity of 20,000 vehicles per lane

- **Reduced Trucks on I-5**

With completion of the Third Bridge Corridor, truck traffic from the Port of Portland could access Interstate 5 to/from the north via the new Columbia River bridge, which would likely result in a reduction in truck traffic on Interstate 5 within the Bridge Influence Area. An incremental reduction in truck traffic on I-5 in the BIA and reduced entering and exiting truck traffic at the interchanges could reduce merge/weave friction and have a positive effect on the crash rates within the study area. Reducing truck traffic on the existing I-5 bridges may also help improve the lifespan of the bridges.
- **Reduced Cut-Through Traffic in Residential Areas**

When faced with congestion along a preferred route, drivers may opt to detour to routes that are longer but are perceived to be quicker and less congested. Anecdotal evidence indicates that currently peak period congestion on Interstate 5 in the BIA results in drivers using neighborhood roads to bypass congestion in travelling to/from Interstate 5.
- **Potential Cost and Speed of Construction**

Much of the Third Bridge Corridor would be constructed along areas where there are currently few existing buildings that would be directly impacted. Also, construction of the proposed new Columbia River bridges would have minimal impact on existing roads serving the area. The relative “openness” of the proposed alignment could translate to reduced construction impacts, increased speed of construction and reduced cost relative to the I-5 bridge construction project.

While portions of the route would be relatively easily constructed, the elevated “viaduct” sections would require more comprehensive review to identify optimum routes and construction staging to minimize impacts to the built environment and to existing traffic flows.
- **Potential as a Construction Detour Route for the Proposed I-5 Bridge Widening**

The Third Bridge concept has been identified in a number of local planning documents for further analysis to alleviate traffic congestion and improve regional freight mobility. It is likely that some form of the project will be constructed in the future. If the Third Bridge Corridor were to be constructed prior to implementation of an Interstate 5 Columbia River crossing project, it would provide tremendous benefit as an alternate route during I-5 bridge construction. The construction staging potential of the Third Bridge Corridor should be evaluated for inclusion as part of an Interstate 5 bridge construction plan.

COMPLIANCE WITH REGIONAL PLANS

Significant planning efforts have been completed and documented regarding transportation, freight mobility, transit, non-motorized access and safety issues within the Portland-Vancouver metro area. We have provided a partial listing of goals and policies described in these planning documents that would be addressed in whole or part by the Third Bridge Corridor. Many of these goals and policies would be better satisfied by the Third Bridge Corridor improvements than by improvements to the existing I-5 bridges alone.

The following table identifies a regional goal or policy and then provides an assessment of how well the I-5 crossing improvements and Third Bridge Corridor improvements address each one. This assessment is for illustrative purposes and is not intended to compare all facets of the two projects. The complete text from the referenced planning documents is provided in **Appendix C**.

Question: How well does the proposed improvement (CRC I-5 bridge or Third Bridge Corridor) address the following regional goal or policy?			
Possible answers:			
0) <i>does not address</i>			
1) <i>somewhat addresses</i>			
2) <i>significantly addresses</i>			
City of Portland Freight Master Plan, May 10, 2006			
	<i>Goal/Policy</i>	<i>Addressed by CRC plan</i>	<i>Addressed by Third Bridge Corridor</i>
	Initiate a North Willamette River Crossing Study to assess the feasibility of a new bridge between Rivergate and US 30	0	2
	Construct a new west Hayden Bridge from Marine Drive to Hayden Island	0	2
City of Portland Comprehensive Plan			
	<i>Goal/Policy</i>	<i>Satisfied by CRC plan</i>	<i>Satisfied by Third Bridge Corridor</i>
	Goal 5.4 Transportation System; Objective A: Support Multimodal freight transportation improvements	1	2
	Policy 6.9 Objective B. Provide Regional Truckway interchanges that directly serve freight districts	0	2
	Policy 6.29 Multimodal Freight System; Support a well-integrated freight system that includes truck, rail, marine, air, and pipeline modes as vital to a healthy economy	1	1

Clark County Freight Mobility Study, Draft Technical Memorandum 4.B, May 25, 2010			
	<i>Goal/Policy</i>	<i>Satisfied by CRC plan</i>	<i>Satisfied by Third Bridge Corridor</i>
	Invest in freight mobility to support industrial development goals and job creation	1	2
Strategies for a Sustainable and Prosperous Region, September 2009, Metro			
	<i>Goal/Policy</i>	<i>Satisfied by CRC plan</i>	<i>Satisfied by Third Bridge Corridor</i>
	Make transportation investments that increase safe, affordable and convenient travel options for everyone and help the region's businesses and industry remain competitive	1	2
	Increase transportation choice, protect air quality, and reduce congestion by accelerating development of transit, biking and walking facilities	2	2
2001 Oregon Rail Plan			
	<i>Goal/Policy</i>	<i>Satisfied by CRC plan</i>	<i>Satisfied by Third Bridge Corridor</i>
	<i>Economic development</i> Policy 3b: assure effective (rail) transportation linkages for goods and passengers	1	2
	<i>Freight Rail Policy</i> Policy 1: Increase economic opportunities for the state by having a viable and competitive rail system	0	2
	<i>Freight Rail Policy</i> Policy 4: ...Assist in removing constraints to improved railroad operating efficiency within urbanized areas	0	1
St. Johns Truck Strategy, May 2001, City of Portland			
	<i>Goal/Policy</i>	<i>Satisfied by CRC plan</i>	<i>Satisfied by Third Bridge Corridor</i>
	Reduce through or non-local truck trips in predominantly residential and retail-commercial areas of the North Portland peninsula	0	2

	...Protect the St. Johns residential and commercial hub from through-truck infiltration	0	2
	Identify ways in which truck routing can be improved to and from the St. Johns Bridge, Rivergate and I-5	0	2
	Build a bridge between the Rivergate Industrial District and US-30	0	2
Portland Freight Committee's Strategic Freight Initiative, July 6, 2005			
	<i>Goal/Policy</i>	<i>Satisfied by CRC plan</i>	<i>Satisfied by Third Bridge Corridor</i>
	Advance i-5 trade corridor projects (highway/rail and relocated BNSF rail bridge span opening)	1	1
	Construct a bridge between US 30 and Rivergate	0	2
Portland/Vancouver I-5 Trade Corridor Study, December 1999			
	<i>Goal/Policy</i>	<i>Satisfied by CRC plan</i>	<i>Satisfied by Third Bridge Corridor</i>
	Building blocks we recommend for further evaluation should be:		
	Providing new highway and transit capacity across the Columbia River and in the I-5 corridor	2	2
	Improving critical freight arterials in the corridor such as Marine Drive and Columbia Boulevard	1	1
	Improving the freight rail system in the corridor	0	2
Independent Review Panel Final Report, July 27, 2010			
	<i>Goal/Policy</i>	<i>Satisfied by CRC plan</i>	<i>Satisfied by Third Bridge Corridor</i>
	...extending light rail transit from expo center to downtown Vancouver...	2	2

COLUMBIA RIVER CROSSING DEIS EVALUATION, INITIAL PRE-SCREENING

The CRC Project Team collected a large number of potential transportation improvement options to be considered for the CRC DEIS. The group went through an initial screening to reduce the number of options to an amount that would be assessed more thoroughly in the DEIS. The CRC Draft Components Step A Screening Report was published dated March 22, 2006, which described the evaluation process.

The potential improvements were grouped into categories or “components” of distinct transportation modes or strategies for evaluation. The categories are listed below:

- 1) Transit
- 2) River Crossings
- 3) Roadways North (of the Columbia River)
- 4) Roadways South (of the Columbia River)
- 5) Freight
- 6) Transportation System/Demand Management (TSM/TDM)
- 7) Bicycles
- 8) Pedestrians

The improvement options were divided into two main categories for review: Transit Components and River Crossing Components. Each of the components was then screened based on the questions in the table below. The questions were formulated to evaluate how each potential improvement addressed the purpose and need of the project.

*Table 2-1. Component Categories and Relevant Step A Questions
(Excerpted from page 2-2 of the Draft Components Step A Screening Report)*

	Transit Components	River Crossing Components
Question: Does the component		
1. Increase vehicular capacity or decrease vehicular demand within the bridge influence area?	X	X
2. Improve transit performance within the bridge influence area?	X	X
3. Improve freight mobility within the bridge influence area?		X
4. Improve safety and decrease vulnerability to incidents within the bridge influence area?	X	X
5. Improve bicycle and pedestrian mobility within the bridge influence area?		X
6. Reduce seismic risk of the I-5 Columbia River crossing?		X

Note: components were only screened against questions indicated by X

Twenty-three different river crossing components were evaluated (identified as RC-1 through RC-23). Components RC-14 through RC-19, RC-21 and RC-22 were identified as “New Corridor” components. Of those, RC-14 and RC-15 were considered new “west” crossings in the vicinity of the existing BNSF rail crossing and most closely represent the Third Bridge Corridor proposal.

The following is a description of RC-14 from the CRC Draft Components Step A Screening Report:

“This component creates a multi-modal bi-state industrial corridor next to the BNSF rail crossing west of the existing I-5 bridges. The north end would start near Mill Plain and Fourth Plain Boulevards in Vancouver and it would travel through Hayden Island connecting to Marine Drive near North Portland road. This crossing would accommodate freight trains, trucks, autos, bus transit, bikes/pedestrians and potentially light rail.”

RC-14 was removed from consideration because it was determined that it failed questions 2, 4, 5 and 6. RC-15 is similar to RC-14, except that it would also raise the elevation of a portion of the existing Interstate 5 bridges to eliminate the lift span and add two center turn lanes between the existing I-5 bridges. RC-15 was removed from consideration because it was determined that widening the existing bridges to accommodate additional travel lanes was not feasible, and without that component the results were essentially the same as RC-14.

The following shows the CRC “Rationale for Not Advancing” RC-14 (*in italics* quoted from page 5-15 of the Draft Components Step A Screening Report) with our added discussion of the four questions that RC-14 was determined to not adequately address:

CRC Rationale For Not Advancing

- *This component fails Question #2. It would not improve transit service to the identified I-5 corridor transit markets, nor does it improve the performance of the existing transit system within the Bridge Influence Area.*

RC-14 (and the Third Bridge Corridor) would provide significant transit infrastructure (dedicated bus lanes and a light or commuter rail component) and a reduction in traffic volumes on Interstate 5 relative to the no-build scenario. However, because the new route is outside of the narrowly defined “Bridge Influence Area” (BIA) it is shown to not satisfy Question #2.

Conclusion: It is our assessment that the Third Bridge Corridor option is near enough to Interstate 5 and provides sufficient benefit to the north-south transit movement that it may be functionally equivalent to transit options constructed on or directly adjacent to Interstate 5.

CRC Rationale For Not Advancing

- *This component fails Question #4. Year 2020 I-5 peak traffic demands are projected to increase over 15 percent over 2005 conditions and without added capacity and a re-design of the Bridge Influence Area to meet standards, collisions are expected to increase approximately 40% over 2005 conditions.*

This criterion is not satisfied because, as analyzed, RC-14 did not draw enough traffic away from Interstate 5 to maintain future traffic volumes on I-5 at or below current levels.

Potential Traffic Volume Reduction on Interstate 5

RC-14 was evaluated as a four-lane surface arterial roadway; as such it could be estimated to have a daily capacity of approximately 40,000 vehicles (based on 10,000 Average Daily Traffic (ADT) per lane). Modeling efforts indicate that the RC-14 corridor would carry between 38,000 and 46,000 vehicles per day³ across the Columbia River and would be at capacity at opening.

³ Page 25; Southwest Washington Regional Transportation Council (RTC) Transportation Corridors Visioning Study Summary Report

The original intent of the Bi-State Industrial Corridor, on which RC-14 was based, was for it to provide freeway capacity between I-5 and US 30. It does not appear that RC-14 has been analyzed as a freeway. It is likely that the route would attract much more than 38,000 to 46,000 ADT as a limited access six-lane freeway.

Within the geographic area bounded by the Columbia River to the north, the Willamette River to the west and south, and Interstate 5 to the east (which could be described as the Oregon “traffic-shed” for the Third Bridge Corridor), there are at least eight roadways that provide direct access to I-5 in/out of the area (roadways that provide interchange access to/from the south only were not included), and one roadway that provides access to US 30. **Figure 2** shows the existing ADTs on these roadways, which indicates a total existing “traffic-shed” of 195,000 ADT. This does not include trips beginning and ending within the area or trips that use roads that do not provide direct access to to/from the north on Interstate 5 (for example, ADT on North Columbia Boulevard was not included in the total). A significant portion of this traffic could be expected to use the proposed Third Bridge Corridor.

In addition to the potentially underestimated reduction of traffic volumes on Interstate 5, another factor could influence safety in the I-5 Bridge Influence Area. The Third Bridge Corridor would reduce truck traffic entering and exiting Interstate 5 in the study area, which would improve the traffic merge operation at the interchanges. This would likely result in a reduction in accidents at these locations.

Conclusion: Additional modeling work is warranted to identify the potential traffic volumes that would be drawn to the new route and away from Interstate 5. If the Third Bridge Corridor were predicted to draw sufficient traffic volumes away from Interstate 5, Question #4 would be satisfied.

CRC Rationale For Not Advancing

- *This component fails Question #5. This component would not improve or provide a new multi-use pathway across the Columbia River in the I-5 corridor, nor does it improve bike/pedestrian connections.*

Bicycle and pedestrian connections were a component of the Bi-State Industrial Corridor option and could have been included as part of the RC-14 option.

Conclusion: The Third Bridge Corridor option contains a significant bicycle pedestrian component and would satisfy Question #5.

CRC Rationale For Not Advancing

- *This component fails Question #6. River crossing components that locate new structures outside of the I-5 corridor are not assumed to upgrade the existing bridges and therefore the seismic risk of the I-5 bridges would not be reduced.*

The construction of a new bridge across the Columbia River approximately one mile from Interstate 5 would improve the seismic bridge “health” within the I-5 corridor by providing a parallel route near Interstate 5 constructed to current seismic standards. In addition, the Third Bridge Corridor proposal includes seismically retrofitting the existing Interstate 5 bridges, to the extent that it is feasible.

Conclusion: With a broader description of I-5 corridor as described in previous I-5 corridor studies, and/or with the seismic upgrade to the I-5 bridges, Question #6 would be satisfied.

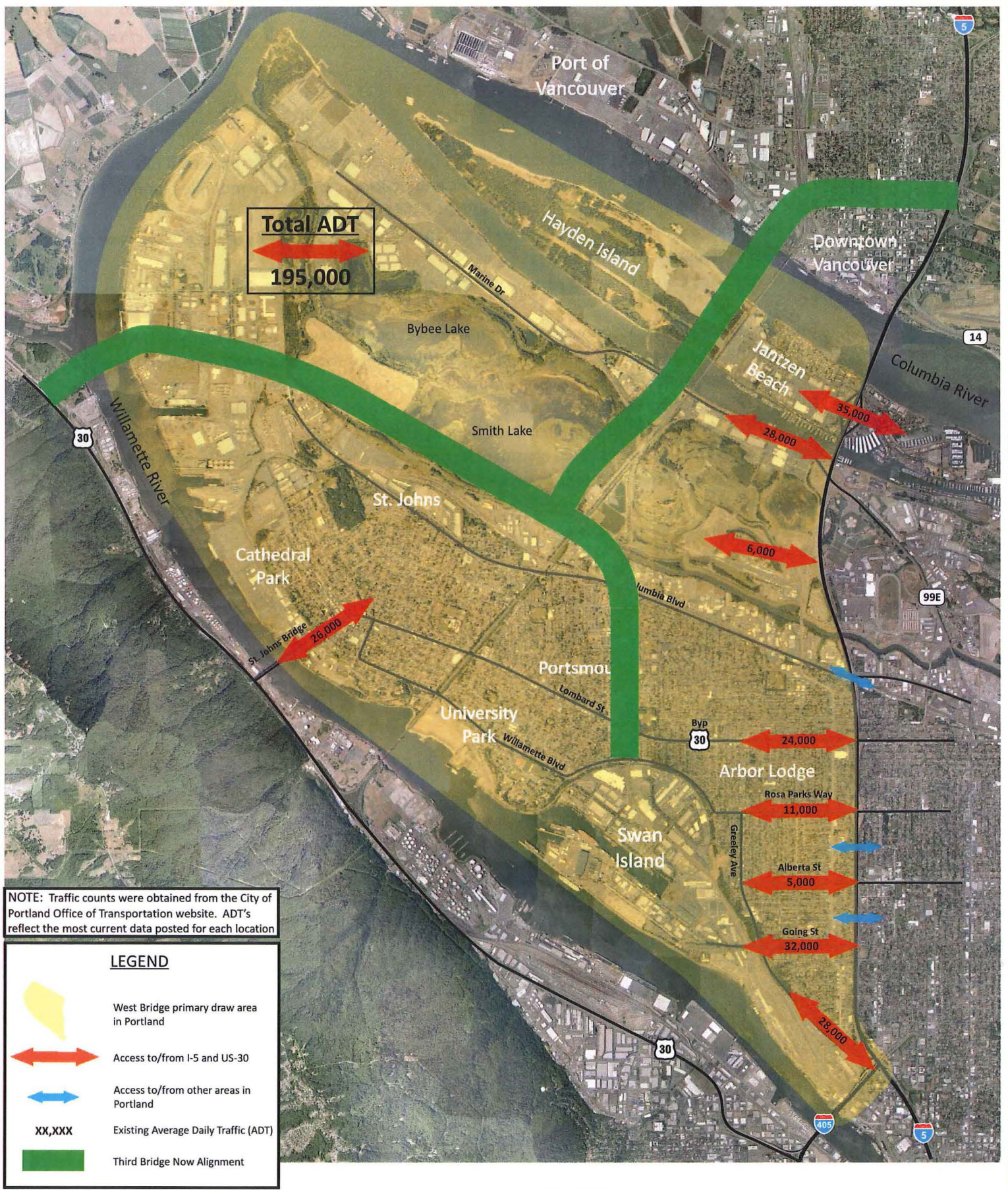


Figure 2
Existing Traffic Flows
Third Bridge Corridor Preliminary Benefit Analysis

SUMMARY AND RECOMMENDATIONS

- The Third Bridge Corridor provides most, if not all, of what is required of a preferred CRC project
- The Third Bridge Corridor addresses many goals and policies identified by multiple planning agencies in the area – often better than the CRC I-5 bridge project
- The Third Bridge Corridor provides route redundancy and improves safety in the area in case of temporary disruption to other routes
- The Third Bridge Corridor would provide great benefit as a detour route during construction on I-5
- The Third Bridge Corridor freeway concept has not yet been analyzed and properly vetted. The high potential benefits of the Third Bridge Corridor warrant a more thorough review of the option as a part of the CRC DEIS
- The CRC DEIS Project Team should re-evaluate the RC-14 option based on the Third Bridge Corridor conceptual plan to identify the full benefit of the proposal
- The CRC DEIS Project Team should consider the possibility of implementing all or part of the Third Bridge Now project in conjunction with improvements to the Interstate 5 bridges and freeway

APPENDIX A
MAJOR DOCUMENTS REVIEWED/ELEMENTS COVERED

Appendix A - Major Documents Reviewed/Elements Covered

	Contains I-5 Bridge Improvement Analysis	Contains West Columbia Bridge Analysis As Freeway	Contains West Columbia Bridge Analysis as Arterial	Contains Recommendations for Additional West Bridge Analysis	Contains Traffic Volume Analysis	Contains Economic Analysis	Contains Transit Analysis	Contains Cost Analysis	Contains Traffic Modeling	Contains Freight Analysis	Contains Non-Motorized Transportation Analysis	Contains Environmental Analysis
Transportation Corridor Visioning Study - by Southwest Washington Regional Transportation Council (SWRTC): April, 2008	X		X	X	X				X			
Regional Economic Effects of the I-5 Corridor/Columbia River Crossing Transportation Choke Points: April, 2003						X				X		
Draft Strategic Plan Recommendation - by Portland/Vancouver Transportation and Trade Partnership: January, 2002.	X			X			X	X		X		X
Final Draft Review of Regional Freight Plan: August, 2009						X				X		
Metro Draft Discussion Guide: November, 2008			X			X	X	X	X			X
Atlas of Mobility Corridors Draft 1.0: April, 2009					X		X			X		
St. Johns Truck Strategy Report and Recommendations - by City of Portland: May, 2001										X	X	
Portland/Vancouver I-5 Transportation and Trade Partnership Final Strategic Plan: June, 2002	X		X	X		X	X	X		X		X
Impresa Economics Financial Analysis of the Columbia River Crossing: October, 2010					X	X		X				
Preliminary Urban Growth Report: March and May, 2009												
Congestion Management Process Monitoring Report - by SWRTC: 2009					X		X		X		X	
Clark County Freight Mobility Study Draft Tech Memo 4.B: May, 2010										X		
City of Portland Freight Master Plan: May, 2006						X		X		X		
The Cost of Congestion to the Economy of the Portland Region: December, 2005	X				X	X	X	X	X	X		
Portland/Vancouver I-5 Trade Corridor Freight Feasibility and Needs Assessment Final Report: January, 2000	X				X	X	X	X	X	X		
Interstate 5 Columbia River Crossing Traffic Technical Report: January, 2008	X				X		X	X	X	X	X	
CRC Draft Components Step A Screening Report: March 22, 2006	X	X			X		X	X	X	X	X	X

Note: This table represents many of the major studies reviewed for this report, but does not represent a complete listing of all available technical and planning studies.

APPENDIX B
SECTION 4(F) OVERVIEW



[FHWA Home](#) | [Feedback](#)

Environment

[FHWA](#) > [HEP](#) > [Environment](#) > [Toolkit Home](#)

TOOLKIT HOME

Planning and Environment

NEPA and Project Development

Streamlining/ Stewardship

Historic Preservation

Section 4 (f)

Water, Wetlands, and Wildlife

Section 4(f)

Program Overview

Section 4(f) Policy paper

Section 4(f) Programmatic Evaluations

▶ **Section 4(f) Guidance and Legislation**

SAFETEA-LU Section 6009 Implementation Study

.....
[More Information](#)
[Website Feedback](#)

Section 4(f) at a Glance

What is Section 4(f)? Section 4(f) refers to the original section within the U.S. Department of Transportation Act of 1966 which established the requirement for consideration of park and recreational lands, wildlife and waterfowl refuges, and historic sites in transportation project development. The law, now codified in 49 U.S.C. §303 and 23 U.S.C. §138, is implemented by the Federal Highway Administration (FHWA) through the regulation 23 CFR 774.

When does Section 4(f) apply? Section 4(f) applies to projects that receive funding from or require approval by an agency of the U.S. Department of Transportation. Section 4(f) is considered by many to be a complex law.

What does Section 4(f) require? Before approving a project that uses Section 4(f) property, FHWA must either (1) determine that the impacts are *de minimis* (see discussion below), or (2) undertake a Section 4(f) Evaluation. If the Section 4(f) Evaluation identifies a feasible and prudent alternative that completely avoids Section 4(f) properties, it must be selected. If there is no feasible and prudent alternative that avoids all Section 4(f) properties, FHWA has some discretion in selecting the alternative that causes the least overall harm (see discussion below). FHWA must also find that all possible planning to minimize harm to the Section 4(f) property has occurred.

What are Section 4(f) properties? Section 4(f) properties include publicly owned public parks, recreation areas, and wildlife or waterfowl refuges, or any publicly or privately owned historic site listed or eligible for listing on the National Register of Historic Places.

What is a use? Use of a Section 4(f) property occurs: (1) when land is permanently incorporated into a transportation facility; or (2) when there is a temporary occupancy of land that is adverse in terms of the statute's preservation purpose; or (3) when there is a constructive use (a project's proximity impacts are so severe that the protected activities, features, or attributes of a property are substantially impaired). The regulation lists various exceptions and limitations applicable to this general definition.

What is a *de minimis* impact? For publicly owned public parks, recreation areas, and wildlife and waterfowl refuges, a *de minimis* impact is one that will not adversely affect the activities, features, or attributes of the property. For historic sites, a *de minimis* impact means that FHWA has determined (in accordance with 36 CFR Part 800) that either no historic property is affected by the project or that the project will have "no adverse effect" on the historic property. A *de minimis* impact determination does not require analysis to determine if avoidance alternatives are feasible and prudent, but consideration of avoidance, minimization, mitigation or enhancement measures should occur. There are certain minimum coordination steps that are also necessary.

What is feasible? An alternative is feasible if it can be constructed as a matter of sound engineering. Typically, alternatives that are studied in a draft environmental

impact statement or environmental assessment are feasible; otherwise they would not have been carried forward for detailed study.

What is prudent? An alternative is prudent if it meets the test in 23 CFR 774.17, which includes factors assessing safety or operational problems; how well project purpose and need are met; the severity of social, economic, or environmental impacts; and the severity of impacts to environmental resources protected under other Federal statutes. FHWA's evaluation of these factors begins with a "thumb on the scale" in favor of protecting Section 4(f) property, and takes the relative value of the Section 4(f) property into account.

What is least overall harm? If the analysis of avoidance alternatives concludes that there is no feasible and prudent avoidance alternative, then the FHWA may only approve the alternative that causes the least overall harm to the Section 4(f) property. 23 CFR 774.3(c) includes a list of factors to consider in making this determination of least overall harm. These factors include the ability to mitigate adverse impacts to Section 4(f) property; the relative severity of remaining harm, after mitigation, to Section 4(f) property; and the relative significance of each Section 4(f) property. For instance, will the project alternatives result in edge takes of a park or will they cut through the middle? How will activities, features, or attributes of the 4 (f) property be affected by various alternatives and to what degree? If alternatives are determined to cause "substantially equal" harm to Section 4(f) property, then FHWA may choose any one.

Does Section 106 of the National Historic Preservation Act duplicate Section 4(f)? Though enacted by Congress on the same day in 1966, they are two different requirements. There is some overlap when historic properties are involved. A key difference is Section 106 is essentially a consultative procedural requirement, while Section 4(f) precludes project approval if the specific findings can not be made.

Who makes the 4(f) decision for highway projects? The FHWA is ultimately responsible for making all decisions related to Section 4(f) compliance. These include whether Section 4(f) applies to a property, whether a use will occur, whether a *de minimis* impact determination may be made, assessment of each alternative's impacts to Section 4(f) properties, and determining whether the law allows the selection of a particular alternative after consulting with the appropriate officials with jurisdiction.

For questions or feedback on this subject matter content, please contact [MaryAnn Naber](#). For general questions or web problems, please send feedback to the [web administrator](#).



[FHWA Home](#) | [About Us](#) | [HEP Home](#) | [Site Map](#) | [Privacy Policy](#) | [Feedback](#)

United States Department of Transportation - Federal Highway Administration

What protection does 4(f) provide?

- 4(f) protected resources
 - Publicly owned parks (Delta Park)
 - Recreation area (Delta Park)
 - Wildlife or waterfowl refuge (Oaks Bottom Wildlife Refuge)
 - Significant historic site (Fort Vancouver, northbound bridge)
- Federal transportation agencies cannot approve the change (or 'use') of a 4(f) resource unless:
 - There is no *feasible* or *prudent* alternative; and
 - The project includes all possible planning to minimize harm

What is feasible and prudent?

- Alternatives are *feasible* if they are possible to engineer, design and build.
- Alternatives are not *prudent* if they exhibit unique problems of an extraordinary magnitude, including:
 - Does not meet the project Purpose and Need
 - Operational or safety problems
 - Social, economic, or environmental impacts
 - Community disruption
 - Additional cost
 - Or, an accumulation of these factors that collectively have adverse impacts of an extraordinary magnitude

What factors are we considering to determine “prudence”?

- How would they affect:
 - Traffic performance?
 - Transit performance?
 - Navigation safety and operations?
 - Community and the economy?
 - Natural resources?
- How much do they cost?
- What other considerations? (ownership)
- Prudence is based on performance and impacts relative to the non-avoidance alternatives

APPENDIX C
REFERENCED PLANNING DOCUMENT EXCERPTS

Appendix C

Referenced Planning Document Excerpts

City of Portland Freight Master Plan, May 10, 2006

- Coordinate with the Columbia River Crossing Draft Environmental Impact Statement (DEIS) process on the evaluation of freight mobility issues in this segment of the I-5 Trade Corridor (pg 26).
- Initiate a North Willamette River Crossing Study to assess the feasibility of a new bridge between Rivergate and US 30 (pg 26).
- The following pages identify Portland's freight infrastructure improvements by category...The list of improvements is inclusive of the needs identified to date (pg 30). West Hayden Crossing, N: New Bridge (Figure 14, pg 37). B17 West Hayden Crossing, N: New Bridge – New four-lane bridge from Marine Drive to Hayden Island to serve as the primary access to Marine Terminals on the island (pg B-11).

City of Portland Comprehensive Plan

Policies for Freight Mobility

- Goal 5.4 Transportation System: Promote a multimodal regional transportation system that stimulates and supports long term economic development and business investment.
 - Objective A: Support multimodal freight transportation improvements to provide competitive regional access to global markets and facilitate the efficient movement of goods and services in and out of Portland's major industrial and commercial districts. Ensure access to intermodal terminals and related distribution facilities to facilitate the local, national, and international distribution of goods and services.
- Policy 6.9 Freight Classification Descriptions. Objective B. Regional Truckways:
 - Provide Regional Truckway interchanges that directly serve Freight Districts and connect to Priority Truck Streets and other streets with high levels of truck activity
 - Provide for safe and efficient continuous-flow operation for trucks
- Policy 6.29 Multimodal Freight System: Develop and maintain a multimodal freight transportation system for the safe, reliable, and efficient movement of freight within and through the City.
 - Support a well-integrated freight system that includes truck, rail, marine, air, and pipeline modes as vital to a healthy economy
 - Coordinate with private and public stakeholders to identify improvement and funding strategies for multimodal freight mobility needs
 - Address freight access and mobility needs when conducting multimodal transportation studies or designing transportation facilities.

Clark County Freight Mobility Study, Draft Technical Memorandum 4.B, Heffron Transportation, May 25, 2010

Recommended regional freight strategies:

- Invest in freight mobility to support industrial development goals and job creation (pg 1)

- Support road improvements that benefit freight mobility (but also lists highest priority for freight is Columbia River Crossing to add capacity across the river and address deficiencies at SR 14 and I-5) (pg 4)
- Support rail improvements (pg 5)
- Protect viability of industrial lands (pg 8)
- Manage access to the Port of Vancouver, west Vancouver, the Port of Ridgefield, Port of Camas/Washougal and other industrial areas (pg 8)

Strategies for a Sustainable and Prosperous Region, September 2009, Metro

- Make transportation investments that increase safe, affordable and convenient travel options for everyone and help the region's businesses and industry remain competitive (p 21)
 - Attract and retain businesses and family wage jobs through strategic investments in roads and transit as well as critical air, marine and freight rail facilities
 - Increase transportation choice, protect air quality, and reduce congestion by accelerating development of transit, biking and walking facilities.

2001 Oregon Rail Plan

Economic Development

- Policy 3B: It is the policy of the State of Oregon to assure effective transportation linkages for goods and passengers to attract a larger share of international and interstate trade to the state.
- Policy 3C: It is the policy of the State of Oregon to expand the capacity of Oregon's freight industry by facilitating increased cooperation among the providers of transportation facilities.
- Action 3D.3: Continue to support Portland's role as a major freight hub for goods transported by air, highway, rail, barge and ship and recognize the other metropolitan areas' role as main connectors for the multimodal system.

Freight Rail Policy

- Policy 1: Increase economic opportunities for the State by having a viable and competitive rail system.
 - Promote intermodal centers where freight may be interchanged between rail and other modes by identifying suitable locations with adequate potential volumes and, if necessary, funding rail improvements and providing adequate highway access.
- Policy 4: Integrate rail freight considerations into the State's land use planning process.
 - Work with communities to minimize conflicts between railroad operations and other urban activities.
 - Assist in removing constraints to improved railroad operating efficiency within urbanized areas.

Rail Plan Passenger Advisory Committee Recommendations

- Work with Oregon's congressional delegation to secure a source of capital funds for rail passenger service (p 108)
- Work with Amtrak and Washington State DOT to obtain sufficient and appropriate passenger equipment to handle increases in passenger travel in the corridor (p 109)
- *Portland-Vancouver, WA*: Ridership would be relatively low mainly due to the geographic isolation of the BNSF Railway's tracks from any concentrations of ridership in Clark County and

immediate locations. The cost associated with providing such service would be extremely high since the railroad bridge over the Columbia River was approaching its operating capacity. The railroad system would need additional capacity in order to permit the operation of time sensitive commuter trains.

St. John's Truck Strategy, May 2001, City of Portland

Short term

- Reduce through or non-local truck trips in predominantly residential and retail-commercial areas of the North Portland peninsula
- Address freight movement needs of the North Portland industrial areas and protect the St. Johns residential and commercial hub from through-truck infiltration
- Identify ways in which truck routing can be improved to and from the St. Johns Bridge, Rivergate and I-5
- Consider a new Willamette River bridge between Rivergate and US 30 for truck movement (p 16)

Long-range

- North Willamette Crossing. Build a bridge between the Rivergate Industrial District and US-30. This option has a high potential in terms of capturing the cross-peninsula non-local truck movement on the peninsula. Travel time analysis indicates that this route would provide competitive trip times with possible alternatives. (p 23)

Portland Freight Committee's Strategic Freight Initiative, July 6, 2005

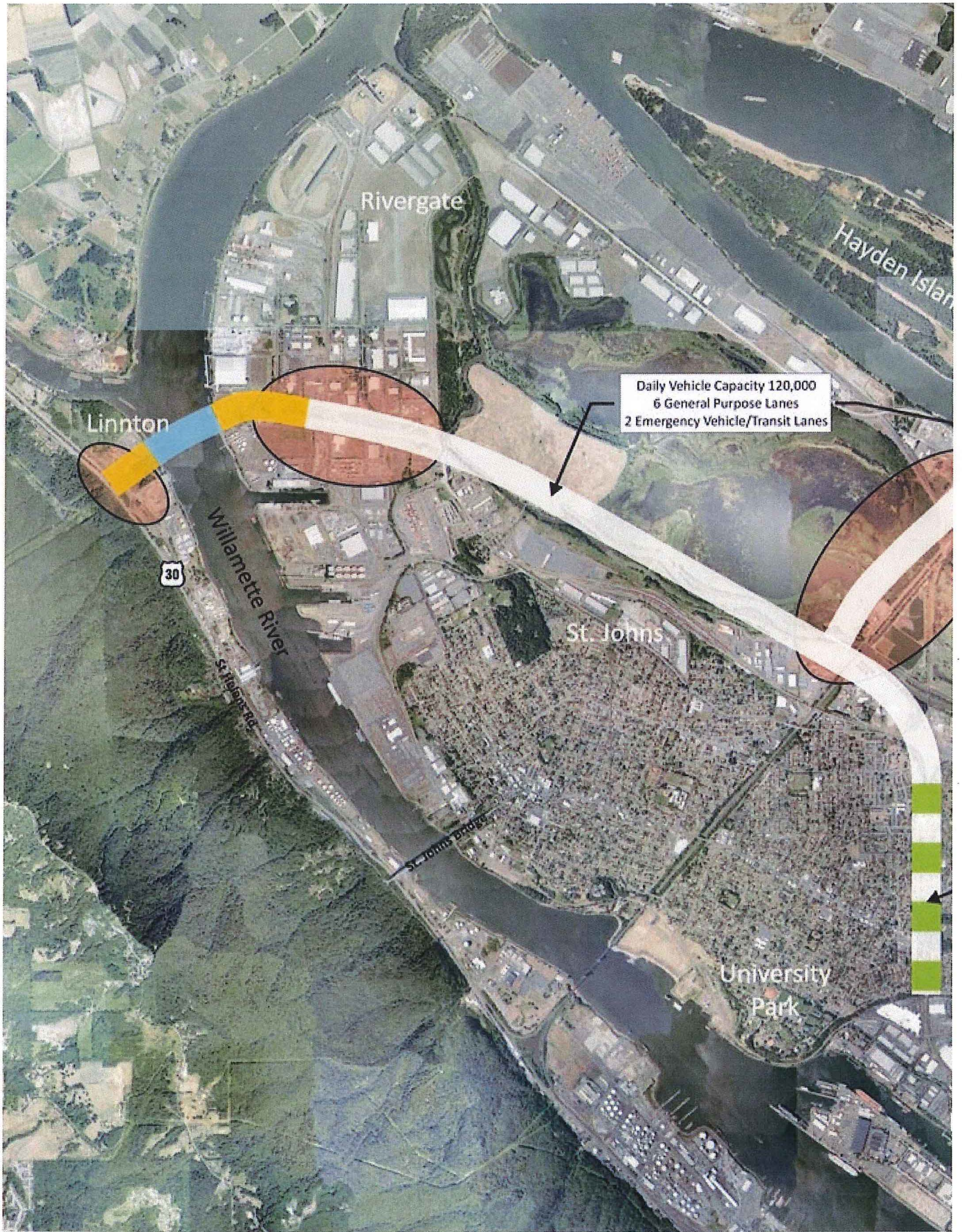
- Accelerate significant needed infrastructure improvements. Advance I-5 Trade Corridor projects (highway/rail and relocated BNSF rail bridge span opening) (pg 7)
- Construct a bridge between US 30 and Rivergate. Provide a new connection for trucks only between US 30 and Rivergate to resolve congestion issues, expand freight capacity, and separate heavy truck volumes from heavy passenger vehicles. (pg 8)

Portland/Vancouver I-5 Trade Corridor Study, December 1999

- The magnitude of the problem requires new freight and passenger capacity across the Columbia River. Addressing congestion in the corridor will require addressing the bottleneck created by the existing Columbia River Bridge. (pg 4)
- Building blocks we recommend for further evaluation should be:
 - Providing new highway and transit capacity across the Columbia River and in the I-5 corridor
 - Improving critical freight arterials in the corridor such as Marine Drive and Columbia Boulevard
 - Improving the freight rail system in the corridor in cooperation with the private operators of the rail system (pg 5)

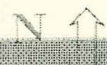
Independent Review Panel Final Report, July 27, 2010

- Light rail transit is essential. The systemic value of extending light rail transit from EXPO center to downtown Vancouver seems obvious to the IRP as it contributes to the long-term mobility needs of the region. (p 13)



SHEA • CARR • JEWELL
ENGINEERING AND PLANNING SERVICES

Access viaduct to Oregon Convention Center



BOARD OF CLARK COUNTY COMMISSIONERS
Tom Mielke • Marc Boldt • Steve Stuart

proud past. promising future

CLARK COUNTY
WASHINGTON

Aug. 29, 2012

Washington Columbia River Crossing Oversight Committee
Oregon Joint Legislative Oversight Committee on Columbia River Crossing
c/o Patrick Brennan, Committee Services Office
900 Court Street NE, Room 453 Salem, Oregon 97301

RE: Columbia River Crossing (CRC) Third Bridge Analysis

In a letter dated July 23, 2010 (attached), the Board of Clark County Commissioners, collectively and as members of the SW Washington Regional Transportation Council (a CRC Project Sponsor Agency), responded to a citizen request regarding the purported study of an option from Third Bridge Now. At the time, we clarified that an industrial arterial (RC-14 in the CRC DEIS) and a new freeway corridor (RC-16 in the CRC DEIS) were studied, but neither included the specific freeway and connection components represented by the Third Bridge Now alternative.

It is our understanding that a map belonging to Third Bridge Now was shown at the March 16, 2012 Oregon Joint Legislative Oversight Committee hearing. CRC staff reportedly stated that the map had been studied. If that statement was made, it was incorrect, as elucidated above.

The citizen who informed us of this misrepresentation, Ms. Sharon Nasset from Third Bridge Now, has spent a great deal of time and effort developing an alternative that her group believes deserves further study. While we understand the NEPA process does not require full study of every potential alternative, we think it's appropriate to correctly identify what alternatives have, and have not, been fully evaluated in the DEIS.

We hope this letter helps to clarify the issue raised by Ms. Nasset. Thank you for your attention and work on this complex project.

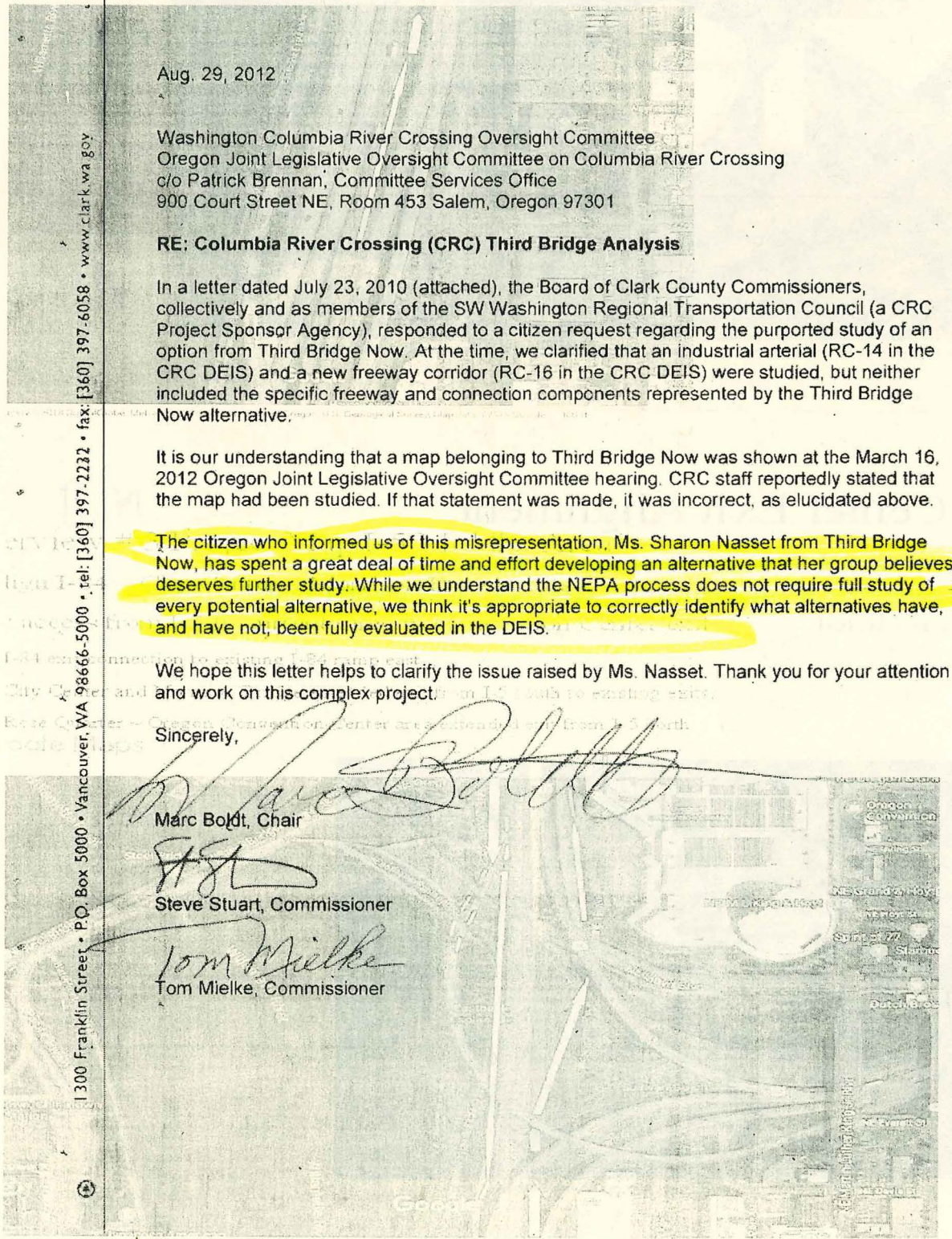
Sincerely,

Marc Boldt, Chair

Steve Stuart, Commissioner

Tom Mielke, Commissioner

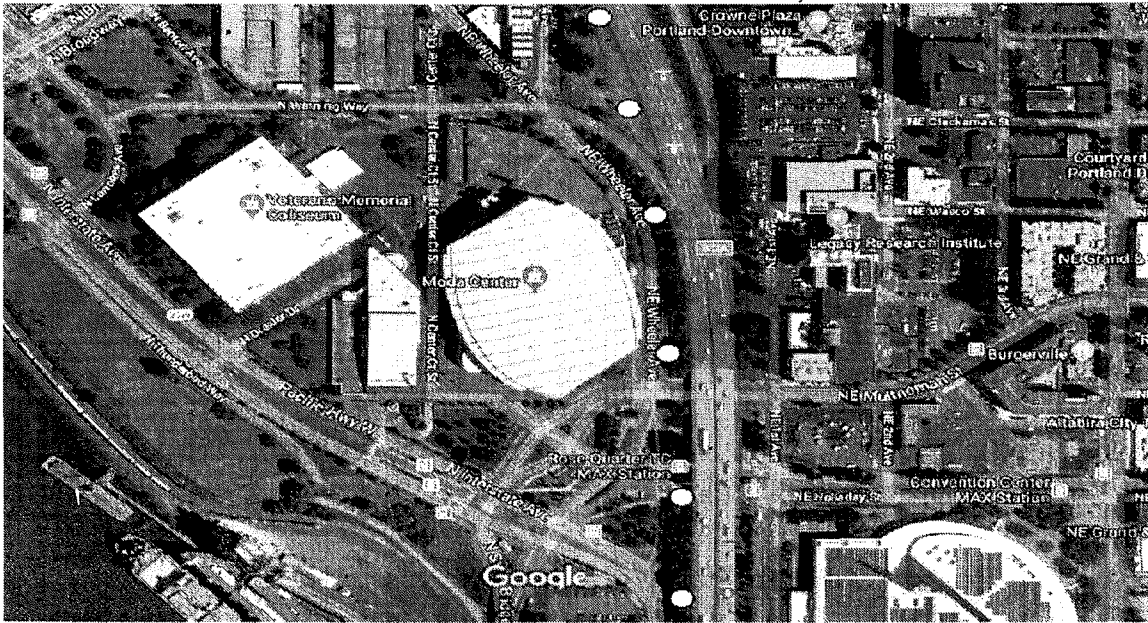
1300 Franklin Street • P.O. Box 5000 • Vancouver, WA 98666-5000 • tel: [360] 397-2222 • fax: [360] 397-6058 • www.clark.wa.gov



Piers for the new I-84 freeway on ramp, adjacent to the I-5 freeway.



Google Maps



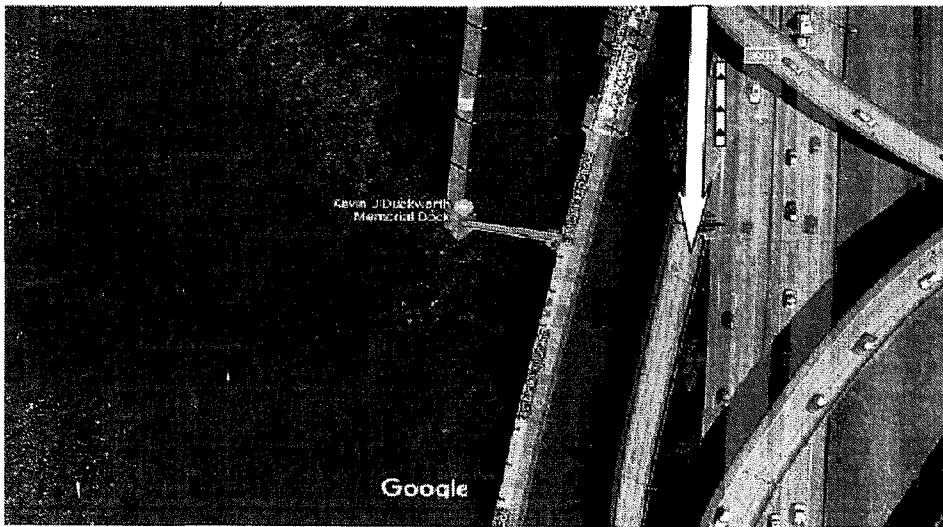
© 2018 DigitalGlobe, Metro, Portland Oregon, State of Oregon, U.S. Geological Survey, USDA Farm Service Agency, Map data © 2018 Google

City Center Exit Alignment

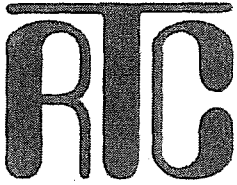
Viaduct from former I-84 exit connecting to the existing City Center and Morrison St. exit adjacent to I-5 freeway. The former exit at City Center is closed.



Google Maps



© 2018 DigitalGlobe, Metro, Portland Oregon, State of Oregon, U.S. Geological Survey, Map data © 2018 Google



1300 Franklin Street, Floor 4
P.O. Box 1366
Vancouver, WA 98666-1366

360-397-6067
360-397-6132 fax
<http://www.rtc.wa.gov/>

November ¹⁵ 22, 2010

Ms. Sharon Nasset
1113 N. Baldwin Street
Portland, OR 97217

Member Jurisdictions

- Clark County
- Skamania County
- Klickitat County
- City of Vancouver
- City of Camas
- City of Washougal
- City of Battle Ground
- City of Ridgefield
- City of La Center
- Town of Yacolt
- City of Stevenson
- City of North Bonneville
- City of White Salmon
- City of Bingen
- City of Goldendale
- C-TRAN
- Washington DOT
- Port of Vancouver
- Port of Camas-Washougal
- Port of Ridgefield
- Port of Skamania County
- Port of Klickitat
- Metro
- Oregon DOT
- 15th Legislative District
- 17th Legislative District
- 18th Legislative District
- 49th Legislative District

Dear Ms. Nasset:

This letter is in follow up to your request about a "third bridge option" being studied and included in CRC's Draft Environmental Impact Study (DEIS). Your specific area of interest is about a project described as a new 6-lane freeway connecting I-5 at Mill Plain, west to the Port of Vancouver, south to Hayden Island, Marine Drive, and connecting with highway 30 near Newberry Hill.

The CRC project references in a March 22, 2006 document, RC-14. RC-14 was a possible transportation alternative in the DEIS. RC-14 modeled a multilane, multimodal bi-state industrial corridor starting near I-5 and Mill Plain crossing next to the current BNSF rail bridge and connecting south to Marine Drive. Traffic analysis of the RC-14 alternative showed that it did not sufficiently relieve traffic congestion to any significant degree on the I-5 Columbian River Bridge and therefore not advanced into the next round of alternatives. In sum, this alternative provided for a new industrial corridor, but did not provide for a major freeway that would adequately address I-5 traffic congestion.

A new freeway corridor alternative corridor was also studied. It was identified as RC-16, a New Western Highway. This alternative functioned as a new freeway bypass to I-5 but did not provide direct freeway access to I-5 via Mill Plain.

It is also worth noting that in 2008 RTC completed a Transportation Corridor Visioning Study (<http://www.rtc.wa.gov/reports/vision/VisioningCorridors.pdf>) that studied new freeway corridors throughout Clark County per a new 50-year growth scenario and given those corridors how a corridor to the east and west might be connected across the Columbia River.

Given your specific concern as stated above, no a "third bridge option" as a new freeway starting at I-5 and Mill Plain was not fully vetted.

Sincerely,

RTC Chair, Washougal Councilperson Molly Coston

cc: RTC Board of Directors



BOARD OF CLARK COUNTY COMMISSIONERS

proud past. promising future

CLARK COUNTY WASHINGTON

July 23, 2010

The Southwest Washington Regional Transportation Council (RTC)
c/o Ms. Molly Coston, Chair
1300 Franklin Street, 4th Floor
Clark County Public Service Center
Vancouver, Washington 98666-1366

RE: Columbia River Crossing (CRC) Environmental Impact Study / Third Bridge Analysis

Dear Chair Coston and Council Members:

This correspondence is in follow up to a repeated request to RTC by concerned citizens about the lack of a "third bridge option" being studied and included in CRC's Draft Environmental Impact Study (DEIS). The specific area these citizens are interested in includes a new 6-lane freeway connecting I-5 at Mill Plain, west to the Port of Vancouver, south to Hayden Island, Marine Dr., and connecting with HWY-30 near Newberry Hill.

The CRC project references in a March 22, 2006, document, RC-14. RC-14 was used to create a possible transportation alternative in the Draft Environmental Impact Study. RC-14 modeled a multilane, multimodal bi-state industrial arterial or corridor starting near I-5 and Mill Plain, crossing next to the BNSF rail bridge and connecting south to Marine Drive. Traffic analysis of the RC-14 alternative showed that it did not sufficiently relieve traffic congestion to any significant degree on the I-5/Columbia River Bridge and therefore was not advanced into the next round of alternatives. In sum, this alternative provided for a new industrial corridor, but did not provide for a major freeway that would adequately address freeway congestion.

A new freeway corridor alternative was also studied. It was identified as RC-16 (New Western Highway). This alternative functioned as a new freeway bypass to I-5, but did not directly connect to I-5 via Mill Plain. The proposed corridor started near Ridgefield and went around the ports.

Given the specific concern, as stated above, the answer is no. A "third bridge option" as a new freeway starting at I-5 and Mill Plain was not fully vetted.

Sincerely,

[Signature]
Steve Stuart, Chair

[Signature]
Tom Mielke

[Signature]
Marc Boldt

cc: Ms. Sharon Nasset
Ms. Tamara McLane

1300 Franklin Street • P.O. Box 5000 • Vancouver, WA 98666-5000 • tel: [360] 397-2232 • fax: [360] 397-6058 • www.clark.wa.gov

8/1/10



proud past, promising future

CLARK COUNTY
WASHINGTON

BOARD OF CLARK COUNTY COMMISSIONERS

Tom Mielke • Marc Boldt • Steve Stuart

Aug. 29, 2012

Washington Columbia River Crossing Oversight Committee
Oregon Joint Legislative Oversight Committee on Columbia River Crossing
c/o Patrick Brennan, Committee Services Office
900 Court Street NE, Room 453 Salem, Oregon 97301

RE: Columbia River Crossing (CRC) Third Bridge Analysis

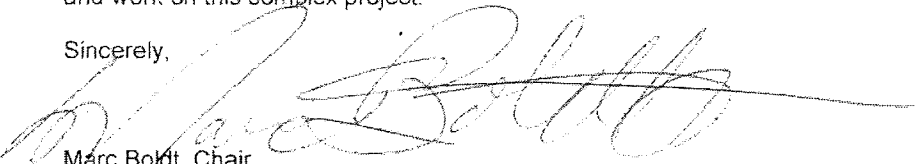
In a letter dated July 23, 2010 (attached), the Board of Clark County Commissioners, collectively and as members of the SW Washington Regional Transportation Council (a CRC Project Sponsor Agency), responded to a citizen request regarding the purported study of an option from Third Bridge Now. At the time, we clarified that an industrial arterial (RC-14 in the CRC DEIS) and a new freeway corridor (RC-16 in the CRC DEIS) were studied, but neither included the specific freeway and connection components represented by the Third Bridge Now alternative.

It is our understanding that a map belonging to Third Bridge Now was shown at the March 16, 2012 Oregon Joint Legislative Oversight Committee hearing. CRC staff reportedly stated that the map had been studied. If that statement was made, it was incorrect, as elucidated above.


The citizen who informed us of this misrepresentation, Ms. Sharon Nasset from Third Bridge Now, has spent a great deal of time and effort developing an alternative that her group believes deserves further study. While we understand the NEPA process does not require full study of every potential alternative, we think it's appropriate to correctly identify what alternatives have, and have not, been fully evaluated in the DEIS.

We hope this letter helps to clarify the issue raised by Ms. Nasset. Thank you for your attention and work on this complex project.


Sincerely,



Marc Boldt, Chair



Steve Stuart, Commissioner



Tom Mielke, Commissioner

evaluate significant transportation, environmental, social, and economic impacts of the alternatives. Potential areas of impact include: support of state, regional, and local land use and transportation plans and policies, neighborhoods, land use and economics, cultural resources, environmental justice, and natural resources. All impacts will be evaluated for both the construction period and the long-term period of operation. Measures to avoid, minimize and mitigate any significant impacts will be developed.

Scoping Process

Agency Coordination: The project sponsors are working with the local, state and federal resource agencies to implement regular opportunities for coordination during the National Environmental Policy Act (NEPA) process. This process will comply with SAFETEA-LU Section 6002.

Tribal Coordination: The formal Tribal government consultation will occur through government-to-government collaboration.

Public Meetings: Three public information meetings will be held in October 2005, including:

- Saturday, October 22, 2005, 11 a.m.–2 p.m., at the Jantzen Beach Super Center (central mall area), 1405 Jantzen Beach Center, Portland, Oregon;
- Tuesday, October 25, 2005, 4 p.m.–8 p.m., at Clark College, Gaiser Hall, 1800 E. McLoughlin Blvd., Vancouver, Washington 98663; and
- Thursday, October 27, 2005, 4 p.m.–8 p.m., at OAME (Oregon Association of Minority Entrepreneurs) Main Conference Room, 4134 N. Vancouver St. (at N. Skidmore St.), Portland, OR 97211.

All public information meeting locations are accessible to persons with disabilities. Any individual who requires special assistance, such as a sign language interpreter, should contact Amy Echols, CRC Communications Manager at 360-737-2726 or echolsa@columbiarivercrossing.org at least 48-hours in advance of the meeting in order for WSDOT or ODOT to make necessary arrangement.

To ensure that the full range of issues related to this proposed action are addressed and all significant issues identified, comments and suggestions are invited from interested parties. Comments or questions concerning this proposal will be accepted at the public meetings or can be sent to the Columbia River Crossing project office at 700 Washington Street, Suite 222, Vancouver, WA 98660 or to Heather

Gundersen at gundersenh@columbiarivercrossing.org (Catalog of Federal Domestic Assistance Program Number 20.205, Highway Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

Issued on: September 20, 2005.

Steve Saxton,

Area Engineer, Washington Division, Federal Highway Administration.

Linda M. Gehre,

Acting Regional Administrator, Region 10, Federal Transit Administration.

[FR Doc. 05-19230 Filed 9-26-05; 8:45 am]

BILLING CODE 4910-22-M

DEPARTMENT OF TRANSPORTATION

Pipeline and Hazardous Materials Safety Administration

[Docket No. PHMSA-05-21747; Notice 2]

Pipeline Safety: Grant of Waiver; Southern LNG

AGENCY: Pipeline and Hazardous Materials Safety Administration (PHMSA); U.S. Department of Transportation (DOT).

ACTION: Grant of Waiver; Southern LNG.

SUMMARY: Southern LNG (SLNG) requested a waiver of compliance from the regulatory requirements at 49 CFR 193.2301, which requires each liquefied natural gas (LNG) facility constructed after March 31, 2000, to comply with 49 CFR part 193 and the National Fire Protection Association (NFPA) Standard NFPA 59A "Standard for Production, Storage, and Handling of Liquefied Natural Gas."

SUPPLEMENTARY INFORMATION:

Background

SLNG, an El Paso Company, requested a waiver from § 193.2301. This regulation requires each LNG facility constructed after March 31, 2000, to comply with 49 CFR part 193 and Standard NFPA 59A.

Standard NFPA 59A requires that welded containers designed for not more than 15 pounds per square inch gauge comply with the Eighth Edition, 1990, of American Petroleum Institute (API) Standard API 620, "Design and Construction of Large, Welded, Low-Pressure Storage Tanks (Appendix Q)." The Eighth Edition of API 620 requires inspection according to Appendix Q which calls for a full radiographic examination of all vertical and horizontal butt welds associated with the container.

SLNG is proposing to use the current Tenth Edition, Addendum 1, of API 620. The Tenth Edition, Addendum 1, of API 620, allows ultrasonic examination—in lieu of radiography—as an acceptable alternative non-destructive testing method. SLNG proposes to use ultrasonic examination on its project, which consists of full semi-automated and manual ultrasonic examination using shear wave probes. SLNG also proposes to use a volumetric ultrasonic examination which combines creep wave probes and focused angled longitudinal wave probes.

Findings

PHMSA considered SLNG's waiver request and published a notice inviting interested persons to comment on whether a waiver should be granted (70 FR 40781; July 14, 2005). There were two comments from the public in response to the notice; both were in support of the waiver.

One commenter, a member of the API Committee on Refinery Equipment, Subcommittee on Pressure Vessels and Tanks, said that the use of ultrasonic examination in lieu of radiographic examination for large LNG tanks improves jobsite safety because it eliminates the hazards of radiation exposure. This commenter also said that ultrasonic examination is more capable than radiographic examination for detecting crack-like weld defects.

The other commenter provided a copy of NFPA 59A Report on Comments, dated May 2005 and stated that the NFPA 59A Committee approved the latest edition of API 620.

The 2006 edition of NFPA 59A was approved as an American National Standard on August 18, 2005.

Grant of Waiver

In its Report on Comments, dated May 2005, the NFPA 59A Committee accepted in principle the latest edition of API 620, Tenth Edition, Addendum 1. The Tenth Edition, Addendum 1, of API 620 adds ultrasonic examination as an acceptable method of examination. The Tenth Edition, Addendum 1, of API 620 indicates that both radiographic and ultrasonic examination are acceptable means of testing.

For the reasons explained above and in the Notice dated July 14, 2005, PHMSA finds that the requested waiver is consistent with pipeline safety and that an equivalent level of safety can be achieved. Therefore, SLNG's request for waiver of compliance with § 193.2301 is granted.

be presented to the committee at any time by providing 25 copies to the person listed in the **FOR FURTHER INFORMATION CONTACT** section or by providing copies at the meeting. Copies of the document to be presented to ARAC for decision by the FAA may be made available by contacting the person listed in the **FOR FURTHER INFORMATION CONTACT** section.

If you need assistance or require a reasonable accommodation for the meeting or meeting documents, please contact the person listed in the **FOR FURTHER INFORMATION CONTACT** section. Sign and oral interpretation, as well as a listening device, can be made available if requested 10 calendar days before the meeting.

Issued in Washington, DC, on September 20, 2005.

Anthony F. Fazio,

Director, Office of Rulemaking.

[FR Doc. 05-19207 Filed 9-26-05; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Federal Transit Administration

Environmental Impact Statement; Portland, OR and Vancouver/Clark County, WA

AGENCY: Federal Highway Administration (FHWA), Department of Transportation (DOT) and Federal Transit Administration (FTA), Department of Transportation (DOT).

ACTION: Notice of Intent to prepare an environmental impact statement.

SUMMARY: The Federal Highway Administration and Federal Transit Administration are issuing this notice to advise the public that an Environmental Impact Statement (EIS) will be prepared for proposed highway and transit improvements in the Interstate 5 Columbia River Crossing (CRC) corridor between the Portland, Oregon and Vancouver/Clark County, Washington area.

FOR FURTHER INFORMATION CONTACT: Steve Saxton, Area Engineer, Federal Highway Administration, Washington Division at 360-753-9411, Jeff Graham, Operations Engineer, Federal Highway Administration, Oregon Division at 503-587-4727 and from Linda Gehrke, Deputy Regional Administrator, Federal Transit Administration, at 206-220-4463.

Public information contact: Amy Echols, CRC Communications Manager, Washington State Department of

Transportation (WSDOT) at 360-737-2726 or echols@columbiarivercrossing.org.

Agency Coordination contact: Heather Gundersen, CRC Environmental Manager, Oregon Department of Transportation (ODOT), at 360-737-2726 or gundersenh@columbiarivercrossing.org.

Additional information on the Columbia River Crossing Project can also be found on the project Web site at <http://www.columbiarivercrossing.org>.

SUPPLEMENTARY INFORMATION:

Proposed Action Background

The FHWA and FTA, as Federal co-lead agencies, the Washington State Department of Transportation (WSDOT), Oregon Department of Transportation (ODOT), Southwest Washington Regional Transportation Council (RTC), Metropolitan Service District (Metro), Clark County Public Transportation Benefit Area Authority (C-TRAN), and Tri-County Metropolitan Transportation District of Oregon (TriMet), will prepare an environmental impact statement (EIS) on proposed highway and transit improvements in the I-5 Columbia River Crossing corridor between the Portland, Oregon and Vancouver/Clark County, Washington area. The Columbia River Crossing study area generally encompasses the I-5 corridor from the I-5/I-405 interchange in Portland, Oregon in the south to the I-5/I-205 merge in Clark County, Washington in the north.

The existing I-5 crossing of the Columbia River is two side-by-side bridges, built in 1917 and 1958. In 1982 another river crossing—the Interstate 205 Glenn Jackson Bridge—opened approximately six miles to the east. Together, the two crossings connect the greater Portland-Vancouver region, carrying over 260,000 trips across the Columbia River daily. Growth in the region's population and border-to-border commerce is straining the capacity of the two crossings. This has resulted in trip diversion, unmet travel demand and hours of daily congestion that stalls commuters and delay freight, adversely affecting interstate traffic and commerce.

In 1998, the Washington State Department of Transportation (WSDOT) and Oregon Department of Transportation (ODOT) formed a bi-state partnership to study transportation and potential solutions in the I-5 Columbia River Crossing corridor. ODOT and WSDOT engaged local jurisdictions and agencies, businesses, neighborhoods, and interest groups in Washington and Oregon to plan and implement improvements along the I-5 corridor

between the Portland metropolitan area and Vancouver in southern Clark County, Washington. Two studies resulted from this initial work: the Portland/Vancouver I-5 Trade Corridor Freight Feasibility and Needs Assessment Study Final Report, completed in 2000, and the Portland/Vancouver I-5 Transportation and Trade Partnership Final Strategic Plan, completed in 2002. This bi-state work included a variety of recommendations for corridor-wide improvements, traffic management and improvements in the I-5 Bridge Influence Area (BIA)—an approximately 5-mile section of the I-5 corridor extending from the SR 500 interchange north of the river to Columbia Boulevard south of the river.

Other significant transportation studies in the corridor include the South/North Major Investment Study (MIS) Final Report (1995) and the South/North Corridor Project Draft EIS (1998). These studies investigated a variety of high capacity transit corridors and modes between the Portland, Oregon area and Vancouver/Clark County, Washington.

Building on the previous studies, the I-5 Transportation and Trade Partnership Strategic Plan (2002), called for adding capacity over the Columbia River with a replacement bridge or by supplementing existing I-5 bridges to ease impacts of bottlenecks on local travel and interstate commerce. Another recommendation called for considering high-capacity transit improvements in the area of the I-5 Interstate Bridge over the Columbia River. The studies also stressed looking at a range of financing options, increasing general purpose lane capacity to three lanes where there are currently two at Delta Park and ensuring that low-income and minority populations within the corridor are involved in planning. ODOT is undertaking an Environmental Assessment at Delta Park. The Columbia River Crossing Project will study these recommendations as well as others associated with the Bridge Influence Area.

Alternatives

A reasonable range of alternatives, including those identified in the Portland/Vancouver I-5 Transportation and Trade Partnership Final Strategic Plan and the South/North Corridor Project Draft EIS, will be considered. The EIS will include a range of highway and transit build alternatives, as well as a No-Build Alternative.

Probable Effects

FHWA, FTA, WSDOT, ODOT, RTC, Metro, C-TRAN, and TriMet will

Metro

*600 NE Grand Ave.
Portland, OR 97232-2736
oregonmetro.gov*



Metro

Minutes

Thursday, September 27, 2018

2:00 PM

PACKET REVISED 9/26

Metro Regional Center, Council chamber

Council meeting

1. Call to Order and Roll Call

Council President Tom Hughes called the Metro Council meeting to order at 2:03 p.m.

Present: 7 - Council President Tom Hughes, Councilor Sam Chase, Councilor Betty Dominguez, Councilor Shirley Craddick, Councilor Craig Dirksen, Councilor Kathryn Harrington, and Councilor Bob Stacey

2. Public Communication

Eric Wentland, Greenway Recycling: Mr. Wentland, manager of Greenway Recycling, provided information on the recent arson fire at the Greenway Recycling facility and shared that the fire was quickly extinguished with limited damage to the facility. He commended the Portland Fire Bureau for its prompt response. (Mr. Wetland provided written materials as part of his testimony; please see the September 27 meeting packet)

Present: 7 - Council President Tom Hughes, Councilor Sam Chase, Councilor Betty Dominguez, Councilor Shirley Craddick, Councilor Craig Dirksen, Councilor Kathryn Harrington, and Councilor Bob Stacey

3. Consent Agenda

A motion was made by Councilor Stacey, seconded by Councilor Chase, that these items be adopted. The motion passed by the following vote:

Aye: 7 - Council President Hughes, Councilor Chase, Councilor Dominguez, Councilor Craddick, Councilor Dirksen, Councilor Harrington, and Councilor Stacey

3.1 Consideration of September 20, 2018 Minutes

Attachments: [September 20, 2018 Meeting Minutes](#)

3.2 Resolution No. 18-4909, For the Purpose of Adding or Amending Existing

Projects to the 2018-21 Metropolitan Improvement Program (MTIP)
Involving Two Projects Impacting Portland and ODOT (AG19-01-AUG)

Attachments: [Resolution No. 18-4909](#)
[Exhibit A to Resolution No. 18-4909](#)
[Staff Report](#)
[Attachment 1 to Staff Report](#)

3.3

Attachments: [Resolution No. 18-4912](#)
[Exhibit A to Resolution No. 18-4912](#)
[Staff Report](#)
[Attachment 1 to Staff Report](#)

4. Presentations

4.1 Office of the Auditor Annual Report for FY 2017-18

Attachments: [Office of the Auditor Annual Report FY 2017-2018](#)
[PowerPoint](#)

Council President Hughes called on Mr. Brian Evans, Metro Auditor, to present on the Annual Audit Report for FY 2017-18. Mr. Evans reviewed the primary responsibilities of the Auditor's Office and explained the function of the annual audit report in publicly reporting performance measures. He discussed the audits released in the FY 2017-18 and the performance measures used to evaluate the effectiveness of the audits. Mr. Evans outlined key accomplishments including the percentage of audit recommendations that were implemented within a five year period. He also provided information on the accountability hotline and efforts to have timely responses and resolutions to reports on the hotline.

Council Discussion:

Councilor Chase thanked the Office of the Auditor and Metro staff for their work to implement audit recommendations. Councilor Dominguez asked whether the accountability hotline reports were reports from the public

or staff. Mr. Evans explained that the majority of reports were anonymous.

Councilor Craddick asked how many of the accountability hotline reports were substantiated. Mr. Evans clarified that 27 reports were investigated and 11 of those reports were substantiated in that the information reported was found to be accurate and a determination was made of whether corrective action was needed.

5. Resolutions

- 5.1 Resolution No. 18-4914, For the Purpose of Providing Direction to Metro Staff Regarding the 2018 Urban Growth Report and Expansion of the Urban Growth Boundary

Attachments: [Resolution No. 18-4914](#)
[Staff Report](#)

Council President Hughes called on Mr. Ted Reid and Mr. Roger Alfred, Metro staff, to provide a brief presentation on the resolution. Mr. Alfred explained this was the second public hearing on the resolution and reviewed changes to the draft resolution. He discussed a letter that was submitted commenting on the buildable land inventory and clarified that the buildable land inventory was still in draft form in the case changes needed to be made.

Council President Hughes noted the first public hearing took place on September 20, 2018 and opened up a public hearing on Resolution No. 18-4914. He requested that those wishing to testify come forward to speak.

Bob Logan, City of Beaverton: Mr. Logan discussed a parcel of property that is not included in the urban growth boundary proposed expansion but is surrounded by property that is within the boundary and advocated for its

inclusion.

Raymond Eck, City of Aloha: Mr. Eck, Washington County citizen member of Metro Technical Advisory Committee (MTAC), testified in opposition to the urban growth boundary proposal from the City of Beaverton and shared concerns on the proposed expansion's impacts on the real estate market and the transportation system. He also noted that MTAC was not asked to make a recommendation to Metro Policy Advisory Committee (MPAC).

David Heslam, Earth Advantage: Mr. Heslam shared information about the work of Earth Advantage in creating standards for sustainable development.

Paul Grove, Home Builders Association: Mr. Grove, Government Affairs Manager of the Home Builders Association of Metropolitan Portland, testified in support of the Chief Operating Officer's (COO) recommendation on the urban growth boundary expansion and advocated for the formation of a task force to re-examine the 2040 growth concept.

Councilor Chase asked if there were any specific items for re-examination. Mr. Grove identified three areas of re-examination: buildable lands inventory, redevelopment assumptions and existing affordable housing and capture rates.

Vasilios Garyfallou, City of Beaverton: Mr. Garyfallou, property owner in the proposed expansion area, testified in support of urban growth boundary expansion into the Cooper Mountain reserve area. (Mr. Garyfallou provided written materials as part of his testimony; please see the September 27 meeting packet)

Councilor Stacey asked whether Mr. Garyfallou could share any ideas on how to improve transportation connectivity in the Cooper Mountain area. Mr. Garyfallou noted that a portion of the road was dangerous and discussed the benefits of adding sidewalks and other mitigating factors to increase safety.

Michael Donoghue, City of Beaverton: Mr. Donoghue, of the 175th Neighborhood Association on Cooper Mountain, provided testimony in opposition to the City of Beaverton's urban growth boundary proposal and expressed concern over increased traffic in the area and the implementation timeline. (Mr. Donoghue provided written materials as part of his testimony; please see the September 27 meeting packet)

Councilor Stacey stated he appreciated the concern over growth and traffic and highlighted the importance of planning to increase connectivity and increase transportation options to support growth without undue effect on citizens.

Mary Kyle McCurdy, 1000 Friends of Oregon: Ms. McCurdy, Deputy Director of 1000 Friends of Oregon, expressed general support for the COO's recommendation and urged the Council to place enforceable conditions of expansion. She expressed concern over the diversity of housing in the proposed expansions and whether a non-regulatory approach would be effective.

Council President Hughes gaveled out of the public hearing.

Council Discussion:

Councilor Harrington asked for clarification on how MTAC had been involved in the process for developing the COO recommendation and the draft urban growth report. Mr. Reid outlined MTAC engagement over the course of several years and the topics that have come before the committee including the growth forecast, buildable land inventory and urban growth report. Mr. Reid also noted that MTAC provides technical advice to MPAC as requested by MPAC. He explained that MPAC did not suggest any technical questions to MTAC and no formal recommendation was made by MTAC.

Councilor Stacey noted the importance of the jurisdictions to engage with TriMet and Washington County for careful transportation planning. He stated he looked forward to continued discussions with jurisdictional partners about how to achieve diversity in housing types and encourage affordable housing development.

Council President Hughes asked whether a city could preclude existing homeowner's associations from prohibiting accessory dwelling units (ADU) retroactively. Mr. Alfred explained that this was a question of law that staff would need to look into.

Councilor Chase commended staff, advisory committees, the citizen readiness advisory group and citizens for their work and input in the process. He emphasized the importance of addressing the affordable housing crisis and pointed to opportunities to develop missing middle housing in proposed expansion areas.

Councilor Dirksen shared his appreciation for the revised process of the urban growth management decision and the increased collaboration with regional governments. He

discussed opportunities to improve the process and noted that the process yielded thoughtful proposals.

Councilor Craddick discussed the value of transit planning and the significant role transit plays in meeting climate goals and the transportation system. She asked if any action was necessary at this point to ensure transit planning takes place. Mr. Reid explained that discussions on transit planning are expected as cities begin next steps in the planning process.

Councilor Dominguez highlighted the severity of the affordable housing crisis and the commitment from the jurisdictions to adequately provide affordable housing for their communities.

Council President Hughes thanked staff for developing a new process for urban growth boundary expansion and highlighted the benefits of designing systems with a mixture of housing types. He emphasized Metro's role as collaborator and thought leader and shared that these proposals demonstrate how Metro can work jurisdictional partners to reach desired outcomes.

Councilor Stacey moved to amend the resolution to include the names of the four cities: Beaverton, Hillsboro, King City and Wilsonville. Councilor Dirksen accepted and Councilor Harrington seconded.

A motion was made by Councilor Dirksen, seconded by Councilor Harrington, that this item be adopted. The motion passed by the following vote:

Aye: 7 - Council President Hughes, Councilor Chase, Councilor Dominguez, Councilor Craddick, Councilor Dirksen, Councilor Harrington, and Councilor Stacey

6. Chief Operating Officer Communication

Ms. Martha Bennett provided an update on the following events or items: International City Managers Association Board Meeting and Annual Conference and the draft 2030 Regional Waste Plan. She announced that the Oregon Zoo found a permanent home for the lost African porcupine.

7. Councilor Communication

Councilors provided updates on the following meetings: the Westside Economic Alliance conference, the Transportation for America conference, the annual Best Practices Trip in Colombia, the Columbia Corridor Association debate on housing, the TriMet Board of Directors meeting, the Brooklyn Neighborhood town hall on diesel pollution, the community forum at Clackamas Community College for the Parks and Nature regional investment strategy, the East Metro Economic Alliance Housing Task Force roundtable meeting and the Kilin Wetlands Nature Park opening.

Council President Hughes shared that former Metro planner Sam Suskin had passed away and paid him tribute.

8. Adjourn

There being no further business, Council President Hughes adjourned the Metro Council meeting at 3:53 p.m. The Metro Council will convene the next regular council meeting on October 4, 2018 at 2:00 p.m. at the Metro Regional Center in the council chamber.

Respectfully submitted,



Sara Farrokhzadian, Legislative and Engagement

Coordinator

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF SEPTEMBER 27, 2018

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
2.0	Testimony	9/27/2018	Written Statement from Eric Wentland	092718c-01
3.1	Minutes	9/27/2018	Council Meeting Minutes for September 20, 2018	092718c-02
4.1	PowerPoint	9/27/2018	Office of the Auditor Annual Report FY 2017-18	092718c-03
5.1.1	Letter	9/27/2018	Letter from Paul Watts with attachments	092718c-04
5.1.1	Testimony	9/27/2018	Written Statement from Vasilios Garyfallou with attachment	092718c-05
5.1.1	Testimony	9/27/2018	Written Statement from Michael Donoghue	092718c-06
5.1.1	Testimony	9/27/2018	Written Statement (email) from the Columbia Land Trust	092718c-07



SHWETA MOORTHY, PHD
ROBIN YE, LEAD POLITICAL ORGANIZER,
APANO



Coalition of
Communities of
Color

OUTLINE

- Research methods
- Cross-cultural Findings
- Asian and Pacific Islander communities in Washington County
- Call to Action

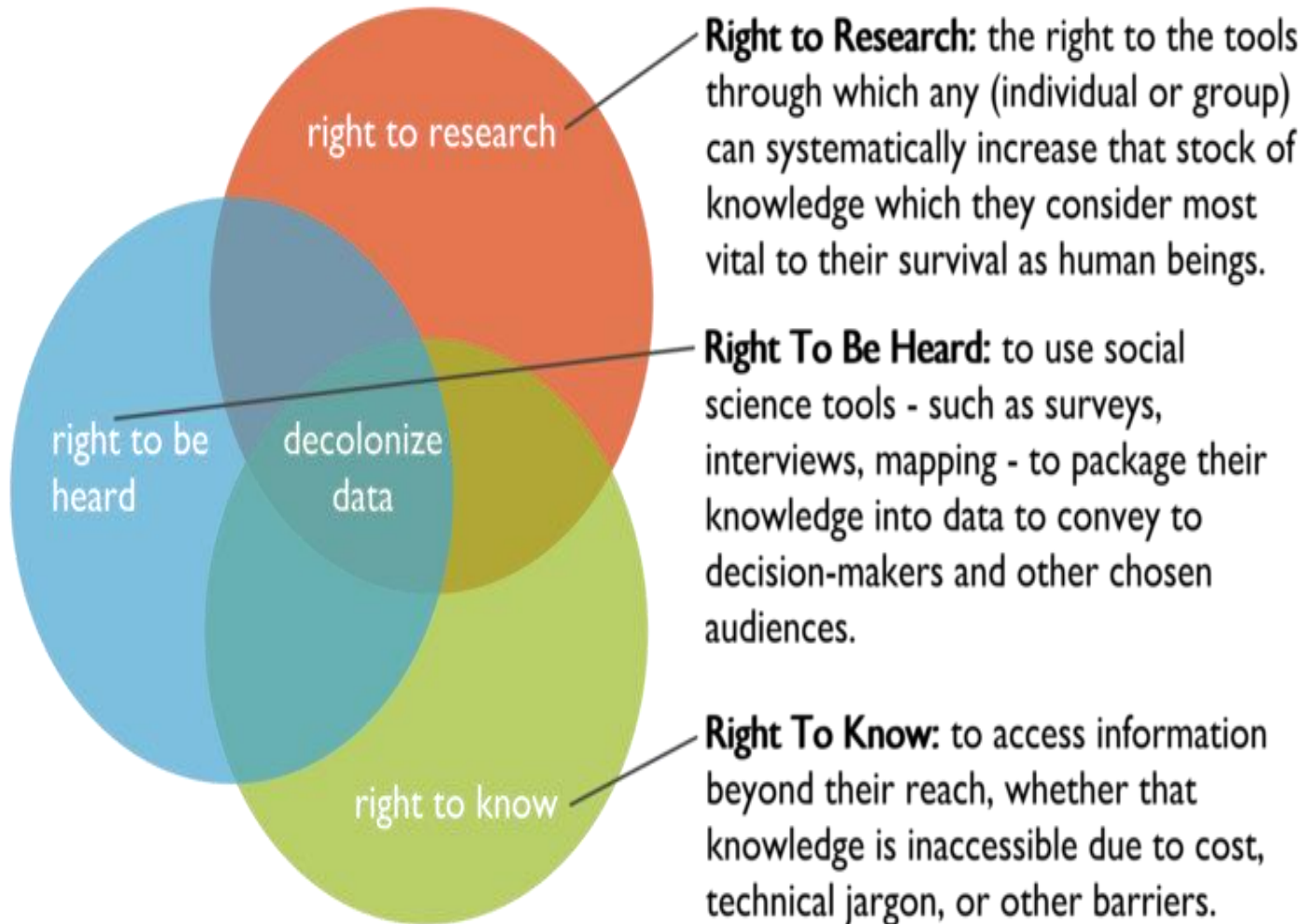


LEADING WITH RACE:

Research Justice in Washington County



RESEARCH JUSTICE PRINCIPLES AND METHODOLOGY



- Steering committee of community organizations and local governments, school districts
- Community conversations with eight communities of color in Washington County
- Community verification of data
- Community review process
- Opportunities for advocacy post-research



PRINCIPAL GOALS

- Establish baseline knowledge about communities of color
- Identify strengths and disparities among communities
- Move institutions to examine their policies and practices
- Improve public investment, delivery of services, and opportunities for civic engagement for communities of color
- Build stronger relationships to promote racial equity



WHAT'S IN THE REPORT

8 Community narratives with data— Native American, African-American, African, Asian and Asian American, Latino, Middle Eastern and North African, Native Hawaiian and Pacific Islander, Slavic.

4 jurisdictional profiles: Data snapshots of 8 communities in (1) Beaverton area (2) Cornelius and Forest Grove (3) Hillsboro, and (4) Tigard, Tualatin and Sherwood.

Call to Action

LEADING WITH RACE: RESEARCH JUSTICE IN WASHINGTON COUNTY (FINDINGS)

1. People of color have always lived in Washington County. We are part of the economy and social fabric. We strive to make it our home.
2. Our reality consists of both experiencing oppression by racist institutions and practices and our resilience and resistance to that. We are made to feel both invisible and hyper-visible.
3. Communities of color are experts in our lived experience and Washington County will be better by working together.

SELECT FINDINGS FROM WASHINGTON COUNTY:



Vietnamese and **Filipino** workers have lower incomes at similar levels of education as White workers



High-income home loan applicants who are **Black** are **86%** more likely and **Latino** applicants are **125%** more likely to have their home loan application denied compared to high income White potential homeowners



Somali speaking students are **197%** more likely than White students to be expelled or suspended from school



68% of **Native American** single mothers with children are in poverty in Washington County, a higher rate compared to 48% of Native American single mothers in poverty in the US

COMMUNITY VOICES

“People have to know because they really don’t know anything about us and the history of the area. We’ve become invisible. There are books available that could be required reading in schools.”

“At the schools if they can find one adult who cares, one person who that student can make a connection with. I think knowing there’s somebody at school that’s going to talk to them and say, your child is doing great. They can go to college. Instead of earning \$12 they are going to earn \$40 an hour if they go to college.”

“We need language services to..I don’t want to use the phrase ‘fitting in’, but to be independent and provide for your family. I want to sustain and strengthen my culture rather than be lost and overwhelmed by other cultures.”

“We raise a lot of dollars for our community needs. Indians are very active in temples and stuff like that. But when it comes to politics, we haven’t had much of a voice.”

“There is a term I really hate right now, that term of cultural fit. I see that being used a lot to me as a way to keep people out of employment. Let’s get together and make sure you are the right cultural fit. Right fit for the team. That team is 80% White, you are a natural misfit.”

“I speak three languages and am doing my Master’s. My boss is over-the-moon excited I took that job because I’m way over-qualified. Why did I take that job? Because there’s no way to get the jobs I deserve in this county. So you start applying to those jobs where you have a better chance.”

“Often when you will walk into one of those local offices, and they say where are you from? Or how are you enjoying our country? There is not that emotional intelligence. You don’t assume just because a person is looking a certain way or dressing a certain way.”

SELECT FINDINGS FROM ASIAN AND PACIFIC ISLANDER COMMUNITIES IN WASHINGTON COUNTY

- **10%** growth in US-born Asian population between 2014 and 2016.
- Disparities in earnings by race and gender: Cambodian, Filipino, Japanese, Korean, Laotian, Thai and Vietnamese **women earn less** than White women.
- Indian community has the **lowest homeownership rate** among Asian communities for which data is available.
- **68%** of Asian communities in Washington County are eligible to vote and hold leadership positions.
- **Fastest growing** population between 2010-2015 (60%)
- Share their **strong cultural identity** and communal values in contrast with being **made invisible** in representation, policymaking and data.
- Monthly **earnings are lower** than an average county average at similar education level and by gender.
- Chuukese and Marshallese speaking students are more likely to report experiencing **housing insecurity**.
- Only **17%** of Native Hawaiian/Pacific Islander workforce is employed in high-wage sectors compared to 44% of the White workforce.

CALLS TO ACTION

1. Call out and execute **cross-sectoral change** acknowledging compounding effects of racism
2. **Democratic govts** should collaborate with one another; redress lack of representation at all levels/spaces; build partnerships and accountability with communities of color.
3. Investing in **culturally specific** infrastructure
4. **Education** for economic empowerment, community building and youth development
5. Investing in **equitable economic empowerment** including pay equity; workforce development; career advancement; affordable housing; dismantling racist practices; promoting entrepreneurship
6. Make space for communities of color to **run, vote, be elected and supported** in leadership; civic engagement inclusive of citizens and immigrants.
7. Resource/support efforts to **build community and connections**; acknowledgement, compassion and respect for communities of color
8. Communities should be **partners in research** design, data collection and analyses, evaluation of impact of policy



CALLS TO ACTION

What are Metro's commitments to the calls to action in *Leading With Race*?



The 6th Annual
Jim Pepper Native
Arts Festival
*Making the Invisible
Visible*

September 29 & 30, 2018
Parkrose High School

Saturday, Sept 29th

Speak/Sing Native™ Stage: 10:00 am – 2 pm

Opening Ceremonies
Chemawa Indian School Singers
Turquoise Pride Singers
Sherrie Davis
Four Directions Singers
Buck Family
Daviana & Trinity Madera
Ei-Sha Pirtle-Wright
Scintilla: David Brown and Cian Wolf Fox
Bigg B
Jordy Wheeler

Flying Eagle Main Stage- 4:00 – 9 pm

Foster Kalama
Black Bear
Blue Flamez
Keeyana Yellowman
N'Chi Wanapum Canoe Family
Frere House Group
Aurolyn Stwyer: Plateau culture dance
Sweetwater Nannauck: Coastal culture dance
Sweetwater Nannauck- Idle No More Washington
Gary Ogan Band
Sean Aaron Cruz
Carlos McNair
Jan Michael Looking Wolf
Jim Pepper Remembrance Band

Sunday, Sept 30th

Speak/Sing Native™ Stage: 10:00 am – 2 pm

Washat service

Fred Hill

Keeyana Yellowman

Daviana & Trinity Madera

Aztec Dancers

Sweetwater Nannauck – Idle No More Washington

Tony Garcia

Scintilla – David Brown and Cian Wolf Fox

Gary Ogan

Speak/Sing Native™ is a K-12 culture and language preservation program with a curriculum based on five Jim Pepper songs. For the first two years of the pilot, we are focused on two songs: *Witchi Tai To* and *Comin' and Goin'.*

"Makes me feel glad that I'm not dead"

Join us!

Make a tax-deductible contribution

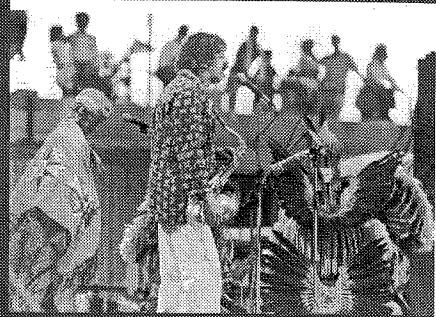
Elizabeth K. Pepper

For Jim Pepper's daughter
Elizabeth K. Pepper
with much love....



Our Mission

Our mission is to improve access to culturally-relevant music education for Native American students in Jim Pepper's name, and respecting the educational legacy of Jim Pepper's mother Floy C. Pepper.



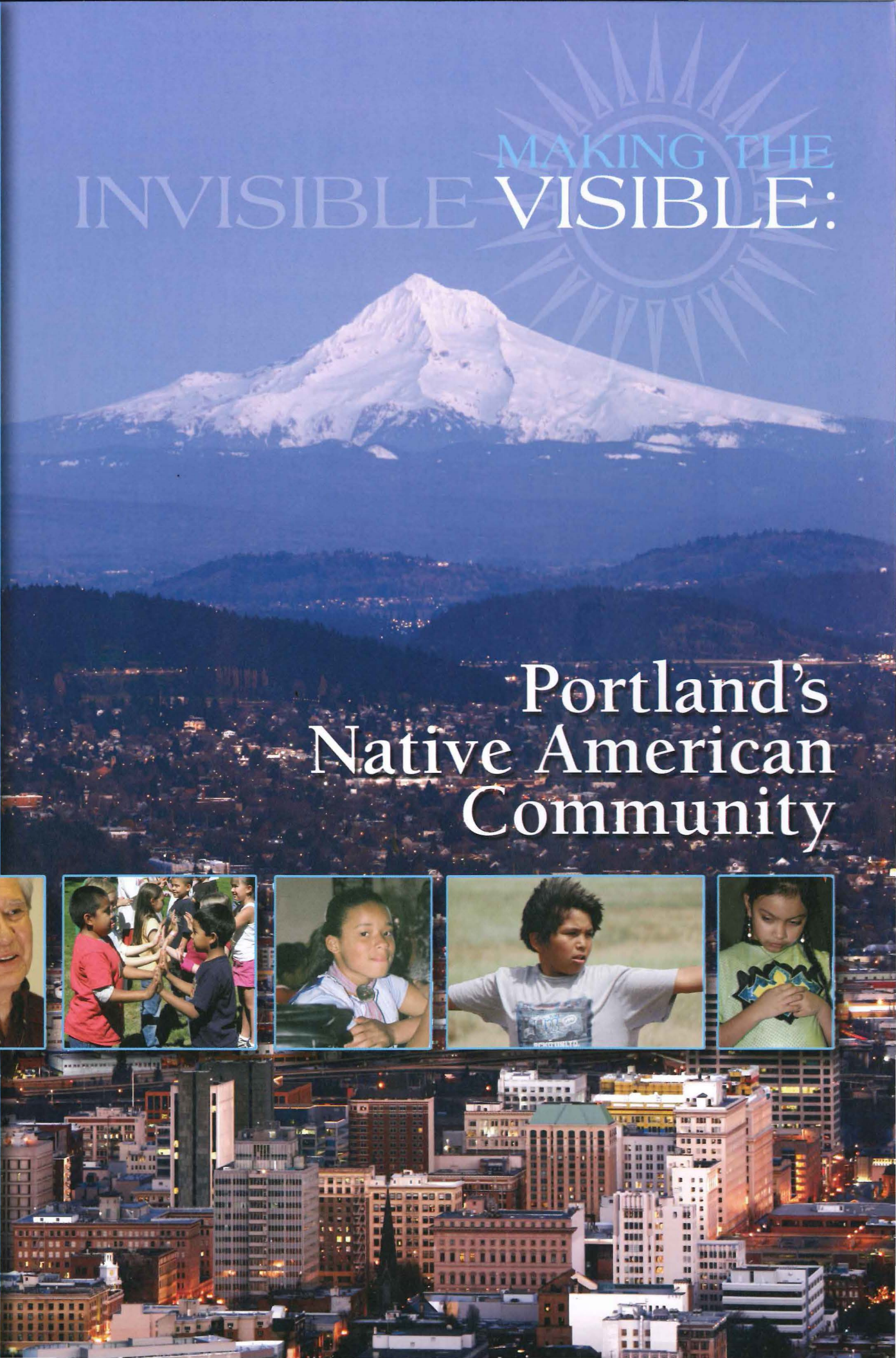
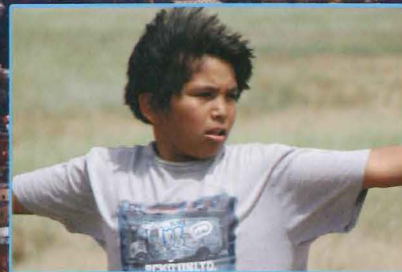
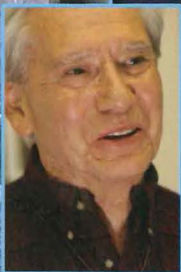
Thanks to our sponsors and partners:

The Collins Foundation
East Portland Action Plan
East Portland Neighborhood Office
Historic Parkrose
KWSO Warm Springs tribal radio
Metro
MRG Foundation
Oregon Community Foundation family funds:
 Angell Family Fund
 C.M. Bishop, Jr. Family Fund
 Hampton Family Foundation
 Olson Family Fund
 Suzanne Lang Younge Community Fund
Port of Portland
Regional Arts & Culture Council (RACC)
Spirit Mountain Community Fund
Travel Portland

Jim Pepper Native Arts Council
Phone: (503)257-6432
Email: music@jimpepperfest.net
Website: www.JimPepperFest.net

MAKING THE
INVISIBLE-VISIBLE:

Portland's
Native American
Community





MAKING THE INVISIBLE VISIBLE:

Portland has the 9th largest Native American population in the United States (MSA, US Census 2000). We live here and we thrive here. We are numerous. The Portland Urban Native community is descended from over 380 tribes and many of us are multi-tribal and multi-ethnic. We represent varying degrees of tribal affiliation: some of us are tribally enrolled and some of us are not, but we all have ancestral ties to our tribes. Some of us are enrolled members of local tribes with reserved treaty rights to fish and gather in the Columbia and Willamette Rivers, but many of us are members or descendants of more distant tribes. We come to this city for as many reasons as there are clans and people, and our stories are powerful.

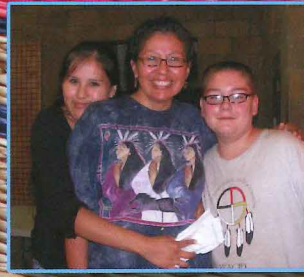
The Portland Metro area rests on traditional village sites of the Multnomah, Kathlamet, Clackamas, Bands of Chinook, Tualatin Kalapuya, Molalla and many other Tribes who made their homes along the Columbia River, creating communities and summer encampments to harvest and use the plentiful natural resources of the area.

After European contact, what followed for the indigenous people of the Portland area was a series of territorial and then federal policy decisions designed to eliminate and later assimilate Native people. The 18th and early 19th centuries brought diseases that decimated populations, often killing 9 out of every 10 people (Boyd: 1999). The Boarding School Era policies, which lasted from the

mid 1800s through the 1960s, marked the beginning of a long campaign to integrate indigenous people into the Western culture. "Kill the Indian and save the man" summarized the philosophy that underlay most government policies of the era (Pratt: 1879). Federal Relocation Policy, which began in the 1950s, forced over a third of the Native population to relocate to seven major cities, including Portland (Fixico: 2002).

Termination of federal recognition of many tribes began in 1954. Under the Western Oregon Termination Act (1954) and the Klamath Termination Act (1954) a large number of Oregon Tribes had their governments abolished, lands taken and social services revoked. In 1977, the Confederated Tribes of the Siletz Indians would be the first Oregon Tribe to regain its federally recognized tribal status; the Grand Ronde, Klamath, have subsequently had their Termination repealed by an act of Congress, and other tribal communities have been federally recognized after decades of struggle. There are still tribes in Oregon for whom termination remains a bitter reality, and even for tribes who have been re-instated its effects are still felt. In response, thousands of our Native families came to Portland to seek jobs, a place to live, and community. In the 2000 U.S Census, the Portland MSA – a census bureau defined metropolitan region that includes Multnomah County and parts of three other counties – reported that there were 19, 209 Native Americans of one race and 38, 926 multi-





Portland's Native American Community

racial Native Americans living in the Portland Metro area (US Census 2000, SF3).

Currently, Native people count disproportionately among the urban poor. We experience the highest rates of homelessness, poverty and unemployment of all ethnic groups; depression, addiction and diabetes impact us in numbers far exceeding the norm. We constitute 24% of all children in foster care in Multnomah County, and only 37% of our high school students living in Portland graduate on time (Portland Schools Foundation: 2006).

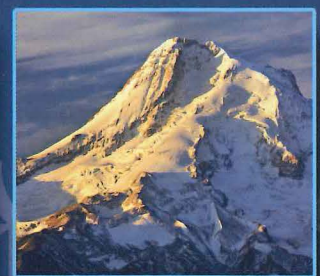
Even with our large population and the strong evidence of need, resources have not been equitably distributed to our community. There are false perceptions that we no longer exist and chronic undercounts, inaccurate data and stereotypes about what we look like perpetuate this misconception. It is commonly believed that our education, health care, and other social support systems are fully paid for by government funding or gaming /casino revenues. These misunderstandings lead to policies and decisions that limit our access to social services and other community resources in the city where we live.

Despite the barriers, we continue to foster our culture and celebrate our heritage. We are successful, contributing members of the city of Portland. We pay taxes, we volunteer, we vote, we share our heritage and we care about the collective future of our children and of this community. There are well over 20

Native organizations in the area, run by and staffed with Native people, and our combined resources represent over 50 million dollars in revenue that go to local taxes, businesses and services. Our population is young and growing; over 40% of our community is under the age of 25 (US Census 2000). Some of our most important work revolves around preparing our youth to become the future leaders of this city, their tribes, and our community.

We are passing on our many strengths and assets. We serve the community and we help each other. As distinct and urban tribal peoples may be, we have a collective vision of what we want for our children and families. We work to connect with other urban Native people; to create a common place to meet and reconnect to each other, our ceremonies and cultures. We want to be recognized and treated with respect. We want our cultures and religions to be valued. We want safe, affordable housing, access to employment options, and equal opportunities to build community. We have important and diverse indigenous values and worldviews that contribute to the livability and uniqueness of Portland, and we see ourselves as part of its future.

For more information and to support Portland's Native American community, please see the list of contributing organizations.



Portland's Native American Community **MAKING THE INVISIBLE VISIBLE:**

Contributing Organizations

Bonneville Power Administration Tribal Affairs (BPA)
www.bpa.gov/corporate/About_BPA/tribes

Bow and Arrow Culture Club
503.380.6595

ChristieCare
www.christiecare.org • 503.635.3416

Concerned Indian Citizens
503.285.4474

Confederated Tribes of Siletz Indians
503.238.1512

Columbia River Inter-Tribal Fish Commission (CRITFC)
www.critfc.org • 503.238.0667

Good Spirit
503.515.2053

Lewis & Clark, Indigenous Ways of Knowing Program
www.lclark.edu/~iwok • 503.768.6155

National Indian Child Welfare Association (NICWA)
www.nicwa.org • 503.222.4044

Native American Program, Legal Aid Services of Oregon (NAPOLS)
503.223.9483

Native American Youth and Family Center (NAYA Family Center) www.nayapdx.org • 503.288.8177

Native People's Circle of Hope
www.nativepeoplescoh.org • 503.970.8004

Northwest Indian Veterans Association
<http://www.atntribes.org/Veteran.html>
360.696-4061 Ext 3413

Northwest Portland Area Indian Health Board (NPAIHB)
www.npaihb.org • 503.228.4185

ONABEN – A Native American Business Network
www.onaben.org • 503.968.1500

One Sky Center
www.oneskycenter.org • 503.494.3703

Oregon Native American Chamber
www.onacc.org

Pi Nee Waus
503.477.5629

Portland Indian Elders Association
ravart@pacifier.com • mizzbuckie@comcast.net
360.574.6164

Portland State University Institute for Tribal Government
www.tribalgov.pdx.edu • 503.725-9000

Portland Public Schools Title VII Indian Education
www.indianed.pps.k12.or.us • 503.916.6499

Portland Youth and Elders Council
www.nayapdx.org • 503.288.8177

Tribal Leadership Forum
www.tribalgov.pdx.edu/forum.php • 503.647.7734

Wisdom of the Elders
www.wisdomoftheelders.org

