

# Columbia River **CROSSING** *DRAFT Meeting Agenda*

**MEETING TITLE:** Task Force Meeting  
**DATE:** Wednesday, July 12, 4:00pm - 8:00 p.m.  
**LOCATION:** WSDOT SW Region Headquarters  
 11018 NE 51st Circle, Vancouver, Washington

**Note:** Please turn off all cell phones, handheld devices, and pagers so that they do not send or receive a signal during the meeting. Transmitted signals disrupt the audio and recording equipment. Thank you.

TIME	AGENDA ITEM	ACTION
4:00 – 4:15	Welcome & Announcements	
4:15 – 4:20	June 14 Meeting Summary	Approval
4:20 – 4:35	Public Comment	Receive public comment
4:35 – 5:45	Preliminary Alternative Packages	Review / Discussion / Action
5:45 – 6:00	Break	
6:00 – 7:00	Preliminary Alternative Packages, continued	Review / Discussion / Action
7:00 – 7:30	Looking ahead – the next 6-9 months	Discussion
7:30 – 7:40	Wrap Up and Next Steps  Next Meeting: August 16, 4 – 6:30p.m., in Portland at OAME	

## **BUS DIRECTIONS from PORTLAND:**

From Downtown Portland (SW Salmon and 6th Avenue) take C-Tran Bus #105 (I-5 Express) or TriMet Bus #6 (MLK Jr. Blvd) to Downtown Vancouver (7th Street Transit Center). Then follow directions below from Vancouver.

## **BUS DIRECTIONS from VANCOUVER:**

From Downtown Vancouver (7th Street Transit Center) take C-TRAN Bus #4 (Fourth Plain) eastbound to the Vancouver Mall Transit Center. Other buses to Vancouver Mall are #32, 72, 76, and 78. From the VM Transit Center, transfer to Bus #80 (Van Mall/Fisher's) eastbound to 49th and 112th Avenue. WSDOT SW Regional Headquarters is 2 blocks north of this bus stop.

**Meeting:** Columbia River Crossing Task Force  
**Date:** June 14, 2006  
**Location:** Oregon Assn of Minority Entrepreneurs (OAME)  
 4134 N. Vancouver Ave, Portland

**Members Present:**

Last Name	First Name	Organization	Alternate Attending
Adams	Sam	City of Portland	Roland Chlapowski
Brown	Rich	Bank of America	
Burkholder	Rex	Metro	
Byrd	Bob	Identity Clark County	
Caine	Lora	Friends of Clark County	
Eki	Elliott	Oregon/Idaho AAA	
Frei	Dave	Amada Neighborhood Association	
Fuglister	Jill	Coalition for a Livable Future	
Grossnickle	Jerry	Columbia River Tugboat Association	
Halverson	Brad	Overlook Neighborhood Association	
Hansen	Fred	TriMet	
Hewitt	Henry	Stoel Rives, LLP	
Hinsley	Brett	Columbia Pacific Building Trades	
Holmes	Eric	City of Battle Ground	Adrienne Dedona
Isbell	Monica	Starboard Alliance Company, LLC	
Lookingbill	Dean	Regional Transportation Council	
Lynch	Ed	Vancouver National Historic Reserve Trust	
Malin	Dick	Central Park Neighborhood Assn.	
Morris	Betty Sue	C-TRAN	
Ostrowski	John	C-TRAN	
Paulson	Larry	Port of Vancouver	Katy Brooks
Pollard	Royce	City of Vancouver	Thayer Rorabaugh
Russel	Bob	Oregon Trucking Association	
Schlueter	Jonathan	Westside Economic Alliance	
Sundvall-Williams	Jeri	Environmental Justice Action Group	
Valenta	Walter	Bridgeton Neighborhood Association	
Wyatt	Bill	Port of Portland	
Zelenka	Tom	Schnitzer Group	

**Project Staff Present:**

- Ron Anderson
- Mike Baker
- Doug Ficco
- Frank Green
- Heather Gunderson
- Barbara Hart
- Bob Hart
- Jay Lyman
- Tom Markgraf
- Linda Mullen
- John Osborn
- Peter Ovington
- David Parisi
- Ed Pickering
- Laura Reilly
- Lynn Rust
- Gregg Snyder
- Kris Strickler

**Members Absent:**

Becker	Charles	City of Gresham
Branch	Wayne	Clark College
Cruz Walsh	Serena	Multnomah County
Dengerink	Hal	Wash. State University- Vancouver
McCloud	Mark	Greater Vancouver Chamber of Commerce
Petersen	Steve	Portland Business Alliance
Phillips	Bart	Columbia River Economic Development Council
Ray	Janet	Washington AAA
Schmidt	Karen	Washington Freight Mobility Strategic Investment Board
Stuart	Steve	Clark County
Walstra	Scot	Greater Vancouver Chamber of Commerce

## 1. Announcements

A reminder was given about an **environmental justice training** in July or August – to be scheduled to accommodate the schedules of Community and Environmental Justice Working Group members. It will be a four-hour session led by national environmental justice (EJ) leader Running Grass. He works with EPA and provides training on EJ issues for people from all walks of life. All will be invited to attend.

## 2. Meeting Summary (Approval)

**Action:** Approved draft summary of May 17, 2006, task force meeting.

## 3. Environmental Justice Presentation (Discussion)

John Ridgway of Washington State Department of Ecology gave a presentation on environmental justice (EJ) issues. He explained that government can make a difference in communities where EJ is a concern – in some cases directly, in other secondarily.

For background, he discussed the multiple layers of government, since no single entity controls the outcome of EJ issues, and described areas that each involves:

- **Local** – Zoning, neighborhood associations, schools, counties, regional air authorities, sewer districts, port authorities.
- **State** – Public health and natural resources agencies, governor’s office. Oregon has had two executive orders on EJ passed; Washington has had none. Washington has a Council on Health Disparities.
- **Tribal** – Government to government relations. There is not a single voice. Get a communications plan that reaches tribal council as well as tribal members (not the same thing). Don’t get hung up on the borders of the tribal reservation, since usual and accustomed lands are not always confined to borders of reservation.
- **Federal** – EPA is the lead on federal efforts, governed by the executive order on EJ. There’s a Community Right to Know law in Oregon. Federal government has a law on this, but it’s an unfunded mandate. The law does two things: (1) tracks where hazardous materials are stored; allows emergency management plan. Oregon adopted this law “and then some.” (2) Toxic Release Inventory (TRI): tells what kind of pollution is ongoing. Media is often interested in this. But TRI doesn’t track mobile sources.

**Environmental Justice Checklist and Resources** (*see five-page handout*) is a document Ridgway referred to this checklist touching on the subjects of location and impact, SEPA/NEPA, tribes, culture and language, public meetings, resources to overcome barriers, public health, sustainability, and zoning.

## Questions and Discussion

**NOTE:** *Task force questions and comments are in italics*  
(Staff responses are in parentheses)

- *Asked for more information about the Council on Health Disparities.*  
--(Senate Bill 6197 passed in 2006 legislature; state board of health is the lead for this new law. They’re going to take the next year or so to figure out how to implement the new law.)

- *Asked if there have been attempts by staff to engage with state or county health departments.*  
--(Not yet.)
- *Asked if there has been involvement on CRC project from tribal members.*  
--(Project staffperson Heather Gunderson said that staff is formally consulting with eight tribes and that project notification was sent to about 29 other tribes. Staff has visited with one tribal council.)
- *Asked if there is any coverage of noise or ambient light issues in EJ.*  
--(Absolutely. All those things you describe are examples of adverse impacts that have been raised by communities.)
- *No mention is made of retired citizens or people on fixed incomes.*  
--(We care about equity and equal service to all sectors of the population to the best extent possible. Another example is children; they are disproportionately impacted. Certainly older citizens are also part of the package. Let the community define what their issues are and work with them.)
- *Asked if the speaker ever came across an Interstate Freeway project, and what was good or bad about it?*  
--(Example of I-90 project in Seattle on Mercer Island, where wealthy residents won enormous concessions from government in mitigating impacts of freeway – trenching, noise mitigation, extensive landscaping, etc.)
- *Does the EJ analysis have a cumulative health impact analysis?*  
--(Project staffperson Heather Gunderson said they're putting together a cumulative impact analysis, but can get back to you on that. Ridgway added that this is not an easy thing to do.)
- *Commented that diesel retrofitting was a good thing on Delta Park project.*
- *I'm a big fan of measurable results, and it sounds like there's no hope of that here. Are we trying to make the world better, or trying to just do no harm? It sounds like there's no measure of that.*  
--(One impact that can be measured is how well are you engaging with the community? That's a tangible thing that can be measured. EJ means sharing the risks equitably along with the benefits.  
You're not necessarily trying to make the world better, but spreading out the impact as equitably as you can.)
- *Commented that with tribes, don't take "no news is good news". Face to face contact is more effective than emails/phone calls.*
- *Is it appropriate to look back at which areas were already overburdened and make decisions based on that?*  
--(A great question. The community needs to answer that.)
- *Commented that the Community Enhancement Fund on Delta Park was created to go above and beyond.*

**Linda Mullen** of CRC project staff passed out two handouts and addressed community outreach efforts and the Environmental Justice Group.

**Questions:**

- *I assume you'll be doing EJ outreach in Vancouver as well?*  
--(Absolutely.)
- *Where in process will we have performance measures?*  
--(All those things that are measurable will be measured against the Equitable distribution of benefits and impacts measure by demographic group. We are taking the evaluation criteria and driving those down into the details to decide what does that mean and how do we measure it. We can bring those criteria to this group in August or September.)
- *Is there an end product for the EJ working group? In the Delta Park working group they had an end product.*  
--(I don't know that it would be the same end product, but we'll have a summary of their work and their recommendations and what we were able to achieve of the recommendations and how they were achieved by the project.)
- *When are we going to pick up what the neighborhood groups want us to measure and be concerned about?*  
--(We'll start working with neighborhoods and other groups with design ideas, hopefully in July and continue through August or September.)  
--(The life of the working group is through the selection of the locally preferred alternative, through the end of next year.)
- *Are there any deal busters like Indian burial grounds?*  
--(The tribes are telling us that it's a question of when, not if we find remains. Whether they're deal busters, we'll find out when we get there.)

**Henry Hewitt** asked who could not attend an August 16 meeting. Four people raised their hands.

## 4. Public Comment

**Jim Howell** asked what can be done in the interim, before any project is built a decade from now. He said it's up to TriMet and C-TRAN to step up and do more before this project gets started. If you had a Yellow Line MAX stop on Hayden Island, he said, and C-TRAN went to Hayden Island, you'd have a good solution that would cost a lot less than this project.

**David Rowe** said this task force should look at other parts of North America where transportation planning has been a success. Vancouver BC does transportation planning in a noncompetitive, everyone-wins way. Commuter rail, he said, is another solution. In Portland / Vancouver, he stated, each mode is competing against the others. He urged project staff to consult with Pat Jacobsen of TransLink in Vancouver BC to save time and money.

**Sharon Nasset** was called on to comment but was said to have already left for another meeting.

## 5. Components Proposed Not To Carry Forward (Discussion / Action)

Task Force voted on seven items:

### F-3 Time of Day Freight Restrictions

**Action:** Motion not to carry forward passed.

### F-4 Increase Truck Size

**Action:** Motion not to carry forward passed.

### B/P-3 Bicycle/Pedestrian Path-Only Bridge

- *Asked if it is still a possibility to have a bike/pedestrian facility separate next to a new bridge?*  
--(The options we will be describing all provide for bike/pedestrian crossing either by improvement of the existing bridge or on a new facility tied into a new bridge. We will consider not only the facility but how to connect to existing street networks and the existing bike/pedestrian systems on the other side of the river.)

**Action:** Motion not to carry forward passed. One abstention.

### RC-1, RC-2, RC-7, and RC-8 Movable Span Options

- *Stated that we have FAA limiting us at the top and USCG limiting us at the bottom and that USCG does not weigh in until the end. Asked if the FAA and USCG meet in the middle, where will we be?*  
--(USCG is doing all they can to guide us toward what they think will pass. They're holding a public hearing on this in September. We're confident we'll find a way to make it work.)
- *Asked do USCG and FAA get in the room together and work it out?*  
--(There are advantages to letting their competing interests play out. They realize that compromises have to be made.)
- *Asked for confirmation of the intensity of belief that a solution will be found.*  
--(We expect that we will find a solution that they will find acceptable.)
- *Asked what is compatibility of a fixed span bridge with existing movable span bridge if decision is made to keep existing bridge?*  
--(Issues are more related to pier placement than whether there's a movable next to a non-movable span. Under the mid-height options, there's one supplemental mid-height option (downstream, mid height, fixed span). The issue isn't whether you can get it high enough but whether you can place piers such that you avoid problems for barge captains. If you were to have a fixed span bridge next to a movable span bridge, you would have to have a high enough point on the new bridge lined up in the same shipping channel. That has been looked at.)

**Action:** Motion not to carry forward passed.

### RC-13 Supplemental Tunnel

- *Why is dredging the only option verses a bored tunnel?*  
--(By the time you go that deep, your tunnel has to go virtually all the way north to SR 500 to come out again. In order to keep it as short as possible, you have to go shallow.)

**Action:** Motion not to carry forward passed.

#### TR-6 Streetcar

- *Asked why streetcar is the only option that requires a transfer among remaining options.*  
--(It's possible to take the bus and run it to downtown Portland on the existing highway.)

Five finger vote: One opposed.

- *I don't like ruling out viability of it just because TriMet doesn't like it. By suggesting the only possible thru transit from Clark County to downtown Portland is going to be LRT, it sets up the rest of the discovery process.*  
--(I don't think that's where we are.)
- *Commented that it isn't the case that TriMet "didn't like" the option, but that there are physical incompatibilities between the LRT and streetcar. Also, a criterion of having to transfer does not increase transit use.*

**Action:** Motion not to carry forward passed.

#### TR-11 Commuter Rail

- *I am uncomfortable eliminating this option because the current rail system is at capacity. If we accept staff recommendation, we ought to demand more by some other avenue.*
- *Asked what grade can LRT handle and what will be the grade of the new bridge? Are those compatible?*  
--(Under a short segment, LRT can use a 5% or less grade. The new alignments over the river with the mid-level option are approximately 110 feet over the river and are approximately a 3.25% grade, so it is well within the parameter of LRT.)
- *Commented that commuter rail still has merit and I don't know how we make it move forward if not in this venue.*  
--(I'm thinking of a statement that we give to ODOT, WSDOT, the two governors, members of Congress, senators, and the Secretary of Transportation to put it out there that if the issue does not get addressed, the whole corridor will not work. The goal is to give it real legs so that it will be considered.)
- *I like your idea about making a strong statement. Is the North Portland Junction in the Bridge Influence Area? If it were, maybe there could be investment in that area.*  
--(It's not in the Bridge Influence Area.)
- *The two ports are heavily rail dependent. Adding commuter rail would have detrimental effects to the future of the ports.*
- *We're going to have to make additional investments in all the modes. If we were making a policy statement in support of that, I would support that 100 percent. But if we were going to do a technical analysis, I wouldn't be comfortable with it because I don't think staff has the expertise in it.*

- *I support your recommendation of looking to the future. I also support the staff recommendation not to move this forward and not to spend more money and time analyzing it.*
- *Asked what capacity/ridership levels can we get if current levels are at 5 percent use within the corridor.*  
--(We can't tell you what's going to come out of this analysis, but Gregg can tell you statistics from the 2002 partnership study. On average, between 15-22 percent of person trips.)
- *When we closed down I-5 last time, commuter rail was a big solution to that. I know that was short term, but I want to make sure the spirit of keeping commuter rail alive is alive because that is an important part of how we are going to get people across the interstate bridge.*

Five finger vote: Two Opposed.

**Action:** Motion not to carry forward passed. Three opposed.

**Co-chair Henry Hewitt** has asked for a draft resolution from staff.

- *If existing bridges are not fixable seismically, why are we keeping them? Please expedite as much as possible the analysis of existing bridges so we don't waste time and money on studying an infeasible option.*  
--(It's conceivable you could keep them for an arterial connection or for transit. There are two questions to ask: First, can it be done? Second, if not, what else could we use them for?)

## 6. Introduction of Alternative Packaging (Discussion)

**Mike Baker**, CRC staffer, led a presentation of the approach taken to package alternatives.

- *The I-5/Delta Park locally preferred alternative said they should not decide on lane configuration until the CRC project is finalized. I do not see any mention that this has been reserved as a decision for later.*  
--(The reference may be absent, but it is certainly part of what we are planning to look at as part of the managed lane options.)
- *About specific alternative six- why wouldn't BRT lite work on re-stripped lanes?*  
--(BRT lite would operate in both a managed lane and an arterial because it would pick up passengers in downtown Vancouver off the freeway before reentering the freeway.)
- *Currently the express buses don't do that, and that should be discussed with C-TRAN. Morris then summarized observations of C-TRAN board, to whom Jay Lyman gave a presentation the previous night. They are concerned with how quickly we're narrowing the range of alternatives to two. Also, money available has to be considered. C-TRAN would like realistic financing scenarios. Will it play a role in alternative packages from here on out?*  
--(Yes.)
- *What about reversible lanes?*  
--(They're still alive and will be part of the discussion. If they are not listed on your handout, it is a typo.)



- *With a supplemental bridge, who would be responsible to maintain an existing arterial bridge?*  
--(If the supplemental bridge option remains, ownership and maintenance will have to be part of the dialogue.)
- *It's limiting to say that the only arterial solutions include keeping the green bridges.*  
--(Alternative three is distinct in that it provides a new bridge for the arterial connection, while keeping I-5 traffic on the existing bridges. Alternatives four through seven (the supplemental bridge alternatives) provide for an arterial connection using one of the existing bridges. While the replacement bridge alternatives (8 through 12) do not include an arterial connection, we will be able to test the benefits and impacts of the arterial crossing by examining the supplemental bridge options).
- *There could be one bridge with more than one purpose. I just want to keep the framework more open and felt like it was being indirectly cut off.*
- *Are you going to give us the options of flexibility in the future such that we could go from BRT at first to LRT later?.*  
--(Alternative packages five and ten would be set up so that they could be converted to LRT in the future, yes.)
- *I wouldn't support alternative packages 8-12 because they don't allow low-speed vehicles as an arterial would.*
- *For clarification, there will be no extra lane southbound to Alberta St, right?*  
--(Right.)
- *To me the alternative packages make things blurrier. I think it's actually too early to go to packages.*  
--(We've exhausted learning what we can learn from components on a stand-alone basis.)
- *Won't you be able to tell us the incremental benefits of any package at each layer?*  
--(Yes.)
- *My concern is that if we get too far along with one alternative package, we may not end up with the best answer.*  
--(You will all have your sleeves rolled up as we look at the pieces and will decide how we will recombine them take to the next level.)
- *I'm looking at it trying to understand the logic behind the freight elements that you put into each package. Can you help me understand why they are where they are?*  
--(We wanted to have a representative range of packages to test the freight options without necessarily thinking that they had to be in each one.)
- *Slide number fourteen talks about packaging themes. Freight mobility is on the top of our radar screen as a major theme.*
- *Could you talk about staff assessment of package three? If putting these packages together is really an exercise to start to see how things perform together, why have you already made the assessment that some of those things won't work together?*

--(There are a number of design deficiencies on the existing freeway that have been discussed at previous meetings. Alternative three does not propose to address those design deficiencies, but to essentially make only minor improvements to the existing freeway. In contrast, all of the other alternatives will address those deficiencies and make major safety and capacity improvements to the freeway.)

- *When we start to get to the numbers, that alternative may perform a lot better.*
  - (Package number three is still on the table.)
  - (If it really does the job in terms of transportation performance then we're going to have a hard choice about do we leave the existing freeway as it is and make this, or do we not? But I think it's going to put it squarely on the table.)
- *I'm going to put in another request for peak fuel modeling.*
  - (On Tuesday, the agency reps from TriMet, C-TRAN, Metro, RTC, and the two DOTs talked about it. It's in the works.)

## **Next Meeting Date / Location**

Wednesday, July 12, 2006, 4:00-8:00 p.m.  
WSDOT SW Region Headquarters, Room 102  
11018 NE 51<sup>st</sup> Circle  
Vancouver, Washington

# **Appendices to Task Force Meeting Summary**

**Handouts from Public Commenters**

June 14, 2006

To: Columbia River Crossing Citizens Advisory Committee:

The Columbia River Crossing Citizens Advisory Committee has been given a mandate to find solutions to move people and freight across the Columbia River. This panel could look at other comparable areas of North America where transportation issues are met with success. Last month I mentioned to the Committee that Calgary, Alberta has solved transportation issues similar to the Columbia River region.

Another great example of good transportation planning is Vancouver, British Columbia. In the last fifteen years Vancouver's population increased 33% to an estimated 2.5 million. Vancouver, B.C. is solving their transportation needs by approaching transportation as one problem. In 1999 TransLink was formed to manage public transportation, regional, suburban and urban roads. In this manner, transportation for people and freight is planned in a non-competitive everyone wins solution.

Part of the transportation solution in Vancouver BC is a subway called SkyTrain which passenger fares pay 100% of its operation.

Another part of the Vancouver transportation solution is commuter rail.

Vancouver's TransLink gets support from all the citizens because good transportation benefits everyone

In the present system for the Columbia River Region each mode of transportation is competing against other modes. Long range transportation planning and efficiency suffers.

I recommend Columbia River Crossing Citizens Advisory Committee consult with TransLink CEO Pat Jacobsen for some sound advice to save time and money.

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## Interim First Phase of the Columbia River Crossing Project ??

- Extend MAX Yellow Line to Hayden Island (Elevated station at PUC site)
- Provide bike/ped lane on new MAX bridge over Portland Harbor
- TriMet provides Hayden Island feeder bus service to MAX Station
- Relocate C-Tran Transit Center to the Hayden Island MAX Station
- Allow C-Tran and emergency vehicles exclusive use of Hayden Island northbound I-5 on-ramp.
- Convert bike/ped lane on existing Portland Harbor Bridge to an additional northbound travel lane
- Discontinue #6 MLK bus service to Hayden Island and Vancouver

Jim Howell      6-14-06  
503 284-7182  
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Distributed :      June 14, 2006

July 5, 2006

**TO:** CRC Task Force Members  
**FROM:** Heather Gundersen, CRC Environmental Manager  
**SUBJECT:** Role of Federal, State and Local Agencies and Tribes in the CRC Project

## Introduction

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The Columbia River Crossing (CRC) Project will require permits or approvals from several federal, state and local agencies. Several Tribal Governments also have an interest in the project due to the rich historic and prehistoric settlements and activity in and around Fort Vancouver. Ultimately, the project will benefit from the expertise and knowledge these agencies and tribes bring regarding the protected and important natural and cultural resources in the study area.

To facilitate effective, efficient and timely involvement, the CRC project team began meeting with resource agencies and initiated coordination with interested tribes in fall 2005. We developed forums where these agencies and some tribes can learn about the project and discuss their concerns. Early involvement allows the project to move forward, and continued coordination will help the project achieve greater accountability and efficiency. Various laws and regulations require the project to coordinate with three major groups – resource agencies, participating agencies and Tribal Governments. This memo outlines the roles of each group in the CRC project.

## Regulatory Background

Numerous local, state and federal environmental laws and regulations apply to the CRC project. Below is a brief description of some of the key laws and their nexus to agency and tribal coordination.

National Environmental Policy Act (NEPA) – NEPA is the overarching federal law that requires any federally funded project to evaluate a range of reasonable alternatives and their impacts on the environment. During the early NEPA scoping process the lead Federal agency must invite the participation of Federal, state and local agencies, Indian tribes and other groups affected by the proposal. Appropriate agencies with “jurisdiction by law or special expertise with respect to any environmental impact involved” may also elect to become “cooperating agencies” more directly involved in the NEPA process. Washington State Department of Transportation (WSDOT) and Oregon Department of Transportation (ODOT), have formed coordination agreements with selected resource agencies to establish a formal process for integrating NEPA with other regulatory programs.

2005 Federal Transportation Bill; The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) - This bill requires transportation projects to implement a coordination process that involves Federal, State and local agencies and Indian

tribal governments in the development of key NEPA milestones such as purpose and need and analysis methods. SAFETEA-LU also directs resource agencies to coordinate their review under other environmental laws (i.e. Clean Water Act) with the review of the project under NEPA.

Endangered Species Act (ESA) – Federal agencies must conduct their actions in a manner that does not threaten the survival and recovery of threatened and endangered species. To ensure this goal, all Federal agencies must consult with the U.S. Fish and Wildlife Service (USFWS) and National Marine Fisheries Service (NMFS) before undertaking an action that could impact a protected species. The ESA encourages agency coordination through designation of a lead agency and by consolidating the required consultation with other environmental reviews including NEPA. Agency coordination is important because each Federal agency involved has an individual responsibility to ensure they are complying with the act.

Clean Water Act (Section 404 and 401) – Section 404 of the Clean Water Act prevents the discharge of dredged or fill materials to waters of the U.S. without a permit from the Army Corps of Engineers (Corps). When the Corps considers a permit application it must coordinate with other Federal and state agencies regarding project impacts to resources such as fish and wildlife. In issuing the permit, the Corps may also have independent responsibilities under the ESA and other laws that could be met through a larger coordination effort. Section 401 of the Clean Water Act requires federal coordination with states, specifically to obtain certification that a project will not harm state water quality standards.

National Historic Preservation Act (Section 106) - Federal agencies must consider the impacts of their actions on significant historic resources (including prehistoric resources and traditional cultural properties). They must consult with state historic preservation agencies and solicit input from tribes to identify and evaluate such properties, evaluate impacts and mitigation, and resolve any adverse effects.

Executive Order 13175 - Each federal agency must have a program that describes and maintains the consultative relationship with tribes. The overarching theme is to focus special attention on ensuring that Tribal Government and other Native American groups are provided appropriate opportunities to participate in appropriate ways on projects that have substantial effects on them.

## **How CRC Coordinates with Resource Agencies**

Interstate Collaborative Environmental Process (InterCEP) – In coordination with the resource agencies, the CRC project developed an agreement that outlines a process for bi-state coordination with state and federal resource agencies. Central to the agreement is a collaborative process for agency input at key project milestones, including four “concurrency” and three “comment points (see below).

- ❖ Project Purpose and Need Statement (*Concurrency for the US Army Corps of Engineers, and Comment for others*) – **Completed in February 2006**
- ❖ Evaluation Criteria (*Concurrency*) – **Completed in May 2006**
- ❖ Methodologies to be used for analyzing alternatives and impacts (*Comment*) – **Currently reviewing methodologies**
- ❖ Range of alternatives to be considered in the Draft EIS (*Concurrency*) – **Spring 2007**
- ❖ Preliminary Draft EIS (*Comment*) – *Winter 2008*
- ❖ Preferred Alternative and Conceptual Mitigation Plan (*Concurrency*) – **Summer 2008**
- ❖ Preliminary Final EIS (*Comment*) – **Fall 2008**

This approach builds from existing coordination processes in both states, and meets many of the coordination requirements of NEPA, SAFETEA-LU and other laws and regulations. It is also expected to improve project efficiency and predictability and lead to better environmental stewardship.

Participating Agencies – In accordance with requirements in SAFETEA-LU, this group was established to provide a systematic and regular opportunity to participate in the project for a wide array of local, state, and federal agencies. Invitations were sent out to an extensive list of local, state and federal agencies and all interested Tribal governments. Participating agencies may or may not have permitting authority (this is a key differentiator from InterCEP where all agency members have state or federal permitting or approval authority). The primary coordination with participating agencies occurs through meetings and correspondence at key project milestones.

### **How CRC Coordinates with Tribes**

The CRC project is consulting with eight Tribal Governments:

- ❖ Yakama Nation
- ❖ Confederated Tribes of Grand Ronde
- ❖ Confederated Tribes of Warm Springs
- ❖ Nez Perce Indian Tribe
- ❖ Confederate Tribes of Umatilla
- ❖ Cowlitz Indian Tribe
- ❖ Confederated Tribes of Siletz
- ❖ Spokane Indian Tribe

The CRC team has met individually with five tribes to date and is working to schedule meetings with the other three. The purpose of the initial meeting is for the project to hear major concerns from the tribes, which include the potential for ‘inadvertent discovery’ of human remains, stewardship of natural resources (especially fisheries), and preservation of ‘Traditional Cultural Properties’. The project is committed to on-going coordination through individual formal (with Tribal Council) and informal (with tribal staff) meetings, and continued correspondence. The tribes have the opportunity to review any document produced by the project, and the project will closely consult with tribes regarding archeological investigation techniques and developing a plan for inadvertent discovery of human remains or artifacts.

**Please contact Heather Gundersen, CRC Environmental Manager at 360.816.2199 or [gundersenh@columbiarivercrossing.org](mailto:gundersenh@columbiarivercrossing.org) with questions or comments.**



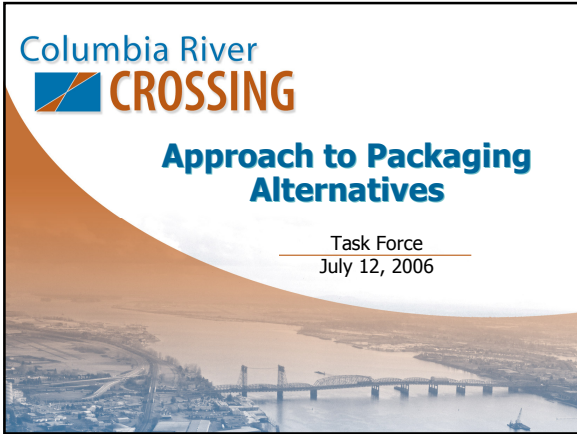
## Preliminary Alternative Packages

	Existing Bridges Only		Supplemental Bridge with Existing Bridges					Replacement Bridge				
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12
<b>Title</b>	No Action	Trans. System Management/Trans. Demand Management	Supplemental Bridge for Arterial Traffic with Light Rail	Supplemental Bridge for I-5; Light Rail on Existing Bridge	Supplemental Bridge for I-5; Bus Rapid Transit on Existing Bridge	Supplemental Bridge for I-5; Bus Rapid Transit Lite on Existing Bridge	Supplemental Bridge for I-5 and Express Bus	Replacement Bridge for I-5 w/ Light Rail and Express Bus	Replacement Bridge for I-5 w/ Light Rail	Replacement Bridge for I-5 w/ Bus Rapid Transit	Replacement Bridge for I-5 w/ Bus Rapid Transit Lite	Replacement Bridge for I-5 w/ Express Bus
<b>Themes</b>	No Action	Minimum Investment: TDM/ TSM Emphasis	Maximum Transit Ridership, Minimum I-5 improvements	Balanced Transit/Highway Improvements w/ Light Rail	Balanced Transit/Highway Improvements w/ Bus Rapid Transit	Balanced Transit/Highway Improvements w/ Bus Rapid Transit -Lite	Maximum Vehicle Capacity	Balanced Transit/Highway Improvements w/ Light Rail	Balanced Transit/Highway Improvements w/ Light Rail	Balanced Transit/Highway Improvements w/ Bus Rapid Transit	Balanced Transit/Highway Improvements w/ Bus Rapid Transit -Lite	Maximum Vehicle Capacity
<b>High Capacity Transit Mode across Col. River</b>	None	None	Light Rail	Light Rail	Bus Rapid Transit	Bus Rapid Transit -Lite	None	Light Rail	Light Rail	Bus Rapid Transit	Bus Rapid Transit -Lite	None
<b>Other Transit Mode(s) across bridge</b>	Express bus, local bus	Express bus, local bus	Express bus, local bus	Local bus	Express bus, local bus	Local bus	Express bus, local bus	Express bus, local bus	Local bus	Local bus	Local bus	Express Bus, local bus
<b>Function of Existing Bridges</b>	I-5 General Purpose lanes	I-5 General Purpose	I-5 General Purpose	Arterial+ Light Rail	Arterial+ Bus Rapid Transit	Arterial + Bus Rapid Transit	Arterial	N/A	N/A	N/A	N/A	N/A
<b>Function of New Bridge</b>	N/A	N/A	Arterial + Light Rail	I-5 w/ Managed Lane	I-5 w/ Managed Lane	I-5 w/ Managed Lane	I-5 w/ Managed Lane	I-5 w/ Managed Lane & Light Rail	I-5 w/ Managed Lane & Light Rail	I-5 w/ Managed Lane & Bus Rapid Transit	I-5 w/ Managed Lane & Bus Rapid Transit	I-5 w General Purpose lanes
<b>Bike &amp; Pedestrian Improvements</b>	N/A	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓

# Columbia River **CROSSING**

## Approach to Packaging Alternatives

Task Force  
July 12, 2006



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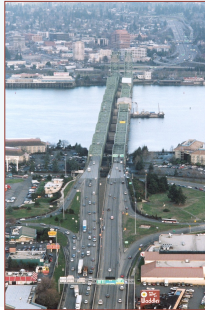
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### Alt. Packaging Recap

#### Why alternative Packages?

- Identify promising combinations of highway and transit improvements
- Understand how components perform together within BIA
- Inform major decisions, such as:
  - Transit mode (narrow to one or two modes for DEIS)
  - Supplemental or replacement bridge
  - Arterial lanes
  - Managed lanes
- Further narrow and shape the range of alternatives to be considered in the DEIS



Columbia River  
**CROSSING**

CRC Task Force Meeting 7/12/2006

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### Alt. Packaging Recap

#### Understanding the Pieces of the Packaging Puzzle

- A. Bridge options to cross the river
- B. Alternative packaging themes expressed by Task Force
- C. High capacity transit mode(s) across river
- D. Function of existing and new bridges
- E. Location and use of I-5 managed lanes
- F. Arterial crossing options
- G. Other components (bike, ped, freight, roadways, TDM/TSM)

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**Alt. Packaging Recap**

## Organization Tool- Alternative Package Matrix

**Table 3-1. Draft Alternative Packaging Matrix**

Revision date: June 7, 2006

Alternative Package Themes	Alternative Packages												
	Existing Bridges Only			Supplemental Bridges with Existing Bridges						Replacement Bridge			
	RC-3	RC-4	RC-9	RC-9	RC-9	RC-9	RC-9	RC-9	RC-9	RC-9	RC-9	RC-9	RC-9
High Capacity Transit Bikes across CA River	None	None	LST	LST	BRT/LA	None	None	LST	LST	BRT/LA	None	None	None
Other Transit (Bike) across bridge	Express bus local bus	Express bus local bus	Express bus local bus	Local bus	Local bus	BRT/LA	Express bus	Express bus local bus	Local bus	Local bus	BRT/LA	Express bus local bus	Express bus local bus
Function of Existing Bridge	I-5 (SP lanes)	I-5 (SP lanes)	I-5 (SP lanes)	Arterial-LST	Arterial-LST	Arterial-LST	Arterial	NA	NA	NA	NA	NA	NA
Function of New Bridge	NA	NA	Arterial-LST	I-5 (RC-3) w/ I-5	I-5 (RC-3) w/ I-5	I-5 (RC-3) w/ I-5	I-5 (RC-3) w/ I-5	I-5 (RC-3) w/ I-5	I-5 (RC-3) w/ I-5	I-5 (RC-3) w/ I-5	I-5 (RC-3) w/ I-5	I-5 (RC-3) w/ I-5	I-5 (RC-3) w/ I-5

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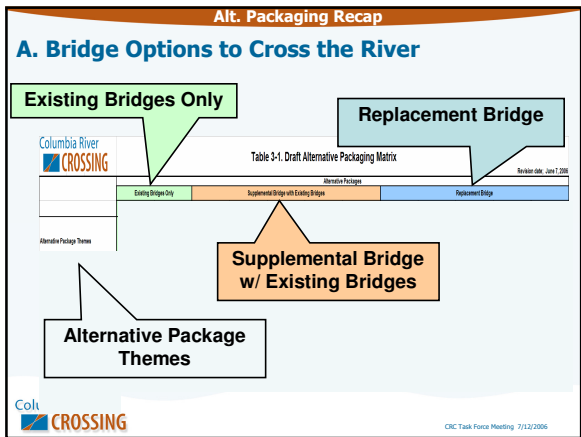
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- Alt. Packaging Recap**
- ## Packaged River Crossing Components
- RC-3: Replacement Bridge/Downstream/Mid-Level
  - RC-4: Replacement Bridge/Upstream/Mid-Level
  - RC-9: Supplemental Bridge/Downstream/Mid-Level
  - RC-23: Arterial Crossing with I-5 Improvements
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**Alt. Packaging Recap**

### B. Packaging Themes

**Minimize Investment**  
 #1. Planned future improvements only  
 #2. TDM/TSM emphasis  
 #3. Min. I-5 investment

**#8-11. Balance Hwy and transit**  
 #12. Maximum vehicle capacity

Alternate Package Theme	Existing Bridge Only			Replacement Bridge with Existing Bridge						Replacement Bridge						
	#	B	C	#	B	C	#	B	C	#	B	C	#	B	C	
				Balance Transit/Roadway/Express	Balance Transit/Roadway/Express	Balance Transit/Roadway/Express	Balance Transit/Roadway/Express	Balance Transit/Roadway/Express	Balance Transit/Roadway/Express	Balance Transit/Roadway/Express	Balance Transit/Roadway/Express	Balance Transit/Roadway/Express	Balance Transit/Roadway/Express	Balance Transit/Roadway/Express	Balance Transit/Roadway/Express	Balance Transit/Roadway/Express

**#3. Maximum transit ridership**  
 #7. Maximum vehicle capacity  
 #4-6. Balance Hwy and transit

Columbia River CROSSING  
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**Alt. Packaging Recap**

### C. High Capacity Transit Modes Across River

Transit modes advanced through Step A Screening:

- TR-1: Express Bus in General Purpose (GP) Lanes
- TR-2: Express Bus in Managed Lanes
- TR-3: Bus Rapid Transit (BRT)- Lite
- TR-4: Bus Rapid Transit (BRT)- Full
- TR-5: Light Rail Transit (LRT)

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**Alt. Packaging Recap**

### C. High Capacity Transit Modes Across River

- Service characteristics associated with High Capacity Transit are provided by LRT and BRT-Full

Alternate Package Theme	Existing Bridge Only			Replacement Bridge with Existing Bridge						Replacement Bridge						
	#	B	C	#	B	C	#	B	C	#	B	C	#	B	C	
				Balance Transit/Roadway/Express	Balance Transit/Roadway/Express	Balance Transit/Roadway/Express	Balance Transit/Roadway/Express	Balance Transit/Roadway/Express	Balance Transit/Roadway/Express	Balance Transit/Roadway/Express	Balance Transit/Roadway/Express	Balance Transit/Roadway/Express	Balance Transit/Roadway/Express	Balance Transit/Roadway/Express	Balance Transit/Roadway/Express	Balance Transit/Roadway/Express

High Capacity Transit Modes across Col. River

**#3. LRT**  
**#4. LRT**  
**#5. BRT-Full**  
**#6. BRT-Lite**

**#8. LRT**  
**#9. LRT**  
**#10. BRT-Full**  
**#11. BRT-Lite**

Columbia River CROSSING  
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**3. Packaging Context**

**C. Other Transit Modes Across River cont.**

- BRT-Lite, express buses in GP or managed lanes, and local buses

	Alternative Packages												
	Existing Bridges Only		Supplemental Bridge with Existing Bridges						Replacement Bridge				
	A	B	C	D	E	F	G	H	I	J	K	L	
Alternative Package Themes	None	Minimal Investment (200' TBM) Expansion	Minimal Transit (Priority, Managed) Supplemental	Balance Transit/General Expressives with LRT	Balance Transit/General Expressives with BRT/Car	Balance Transit/General Expressives with BRT/Car	Balance Transit/General Expressives with BRT/Car	Balance Transit/General Expressives with LRT	Balance Transit/General Expressives with LRT	Balance Transit/General Expressives with BRT/Car	Balance Transit/General Expressives with BRT/Car	Balance Transit/General Expressives with BRT/Car	Balance Transit/General Expressives with BRT/Car
High Capacity Transit Modes across I-5 River	None	None	LRT	LRT	BRT/Car	None	None	LRT	LRT	BRT/Car	None	None	
One Transit Mode(s) across bridge	Express bus, Local bus	Express bus, Local bus	Express bus, Local bus	Local bus	Local bus	BRT/Car	Express bus	Express bus, Local bus	Local bus	Local bus	BRT/Car	Express bus, Local bus	

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**Alt. Packaging Recap**

**D. Function of existing and new bridges**

- Existing I-5 bridges suitable for:
  - local arterial general purpose auto/bus travel lanes
  - bike/pedestrian use
  - LRT?
- For operational and safety reasons, staff believes I-5 traffic should be carried on a new supplemental or replacement bridge wherever provided.
- Alternative #3 does not follow the logic outlined above, but is being carried forward to test a minimal I-5 investment solution while providing a transit corridor. Serious feasibility concerns persist (e.g., design/safety issues).

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**Alt. Packaging Recap**

**E. Location and use of I-5 managed lanes**

- Gives preference to some users (freight, HOV, transit, etc.);
- Provided only with supplemental or replacement I-5 bridge;
- Managed lanes would be created as follows:
  - A single I-5 managed lane in each direction within project area;
  - Re-stripe I-5 wherever possible between 139th Street in Clark County and approximately Alberta Street;
  - No current I-5 general lanes converted for managed use;
  - Freight, HOV, and/or transit vehicles can bypass ramp meters.
- Consistent with Delta Park EA direction

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Alt. Packaging Recap

**F. Arterial Crossing Options**

- Interest exists in exploring arterial connections between Vancouver and Portland;
  - Removes some short-distance trips from I-5
  - Arterial extending south of Hayden Island allows potential removal of the I-5 interchange at Hayden Island.
- Arterial crossing options exist only when a supplemental bridge is provided (alternatives #3 through #7);
- Project staff believes I-5 traffic should be carried on a new supplemental or replacement bridge wherever provided.
  - So, arterial function provided by existing I-5 bridges only as shown in alternatives #4 - #7.



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Alt. Packaging Recap

**G. Other components (bike, ped, freight, roadways, TDM/TSM)**

- Alternatives are primarily formed with consideration to linking river crossing and transit components.
- Other components are predicated on the river crossing/transit combination and chosen to be complimentary to the different alternatives.



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Alt. Packaging Recap

**4. Recommended Alternative Packages**

- Project team believes these 12 alternative packages allow appropriate and sufficient performance testing of the components.



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### 5. Evaluating Alternative Packages

- Alternative packages to undergo the following study during summer 2006:
  - Travel demand forecast modeling;
  - Conceptual design refinement;
  - Staff evaluation among design, traffic, transit, and environmental teams using adopted screening criteria
  - For criteria previously deferred to the packaging step, performance measures will be developed. Other previously qualitative measures will become as quantitative as possible.
  - Staff will begin to report study results in fall 2006.

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### 6. What follows Alternative Packaging

- Selection of range of alternatives
- New round of modeling and evaluation during EIS
- Task Force opportunities during summer 2006 to participate in review/comment of roadway and transit designs being presented to the public

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### Task Force Comments on Alternative Packages

- From the June 14, 2006 meeting, the project team heard the following comments:
  - I-5 CRC alternatives need to be consistent with findings from the Delta Park EA (e.g., three lanes per direction south of Columbia Blvd.);
  - There needs to be a future opportunity to apply what we learn from studying alternative packages and re-mix them into optimally performing alternatives prior to the EIS;
  - Replacement bridge components need to retain the flexibility to provide arterial function in addition to highway function;
  - BRT-Full needs to retain flexibility to integrate with potential future LRT in Clark County

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**Q&A**

Columbia River  
**CROSSING**

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**Full Matrix- zoomable pdf**

Columbia River  
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**Columbia River  
CROSSING**

**Next Steps**

Task Force  
June 14, 2006

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### Upcoming Task Force Meetings

- July: Recommendations on Packaging
- August/September: Introduce Package Design Concepts
- October/November/December: Review evaluation results; adopt recommendations for DEIS alternatives

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### Alternative Package graphics

Task Force  
July 12, 2006



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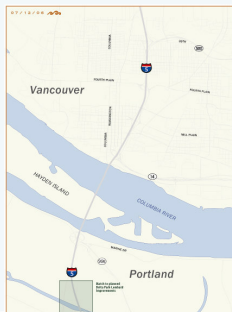
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No Action  
PAGE 3



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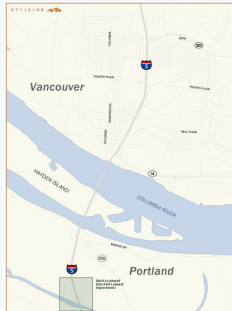
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Transportation System Management/  
Transportation Demand Management Focus

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Columbia River  
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Supplemental Bridge for Arterial Traffic with Light Rail

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Columbia River  
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Supplemental Bridge for I-5; Light Rail on Existing Bridge

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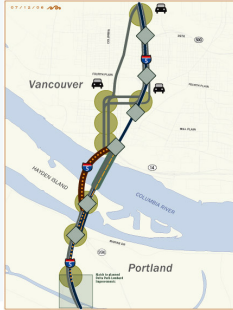
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Supplemental Bridge for I-5; Bus Rapid Transit on Existing Bridge  
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Supplemental Bridge for I-5; Bus Rapid Transit Lite on Existing Bridge  
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Supplemental Bridge for I-5 and Express Bus  
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Replacement Bridge for I-5 with Light Rail and Express Bus

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Columbia River  
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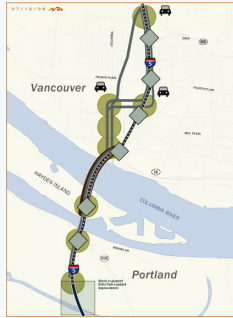
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Replacement Bridge for I-5 with Light Rail

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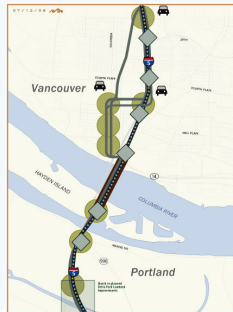
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Replacement Bridge for I-5 with Bus Rapid Transit

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Replacement Bridge for I-5 with Bus Rapid Transit Lite

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Columbia River  
**CROSSING**

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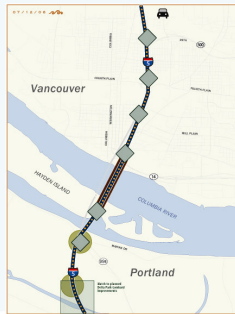
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Replacement Bridge for I-5 with Express Bus

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Columbia River  
**CROSSING**

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July 12, 2006

Douglas B. MacDonald  
Transportation Secretary  
Washington State Department of Transportation  
PO Box 47316  
Olympia, WA 98504-7316

Matthew Garrett  
Director  
Oregon Department of Transportation  
355 Capitol Street, NE, Room 135  
Salem, OR 97301

Gentlemen:

The Columbia River Crossing (CRC) project, under the leadership of the Federal Transit Administration, Federal Highway Administration, the Washington State Department of Transportation, and the Oregon Department of Transportation, is currently evaluating alternatives to improve the portion of Interstate 5 (I-5) adjacent to and including the crossing of the Columbia River. This effort includes evaluating potential transportation improvements within the project area to address present and future travel demands in the corridor.

To support the project development process and to ensure that a broad range of perspectives help shape the eventual solution, the states of Washington and Oregon convened a 39-member Task Force, comprised of elected officials, residents of potentially affected neighborhoods, and representatives of business, freight, environmental, and other stakeholder groups. The CRC Task Force has been meeting regularly for the past eighteen months, creating a Vision and Values statement, developing recommendations for a formal Problem Definition, and helping to develop the evaluation criteria by which project alternatives will be judged.

The CRC Task Force is currently working with project staff to develop an initial set of project alternatives for further study. In reviewing the range of potential alternatives, the Task Force evaluated commuter rail linking Vancouver, Washington to Portland, Oregon. After careful consideration, the Task Force has concluded that the regional rail system does not have the capacity to accommodate commuter rail.

However, the information that we have reviewed makes it clear that freight and passenger rail service is, and will continue to be, a vital part of the regional transportation system for the Portland-Vancouver region as well as for the entire Pacific Northwest. Furthermore, it is equally clear that the demand for rail service in the region will soon exceed the capacity of the rail network.

Douglas B. MacDonald, Washington State Department of Transportation  
Matthew Garrett, Oregon Department of Transportation  
July 12, 2006  
Page 2

While we have concluded that the rail capacity issues should not be addressed as part of this project to improve the I-5 crossing, the CRC Task Force does recognize a critical need for an evaluation of regional rail needs, followed by a concerted program that will bring together federal, state, local and private interests to fund and implement improvements to the rail system. The CRC Task Force recommends that such a study be undertaken immediately, focusing on addressing the projected freight and intercity passenger rail needs, while also considering the possibility that improvements to the rail system may open up the potential for future commuter rail service linking the Portland/Vancouver region.

On behalf of the CRC Task Force,

Hal Dengerink  
Task Force Co-Chair

Henry Hewitt  
Task Force Co-Chair

Copies to: Governor Chris Gregoire  
Governor Ted Kulongoski  
Senator Maria Cantwell  
Senator Patty Murray  
Senator Gordon Smith  
Senator Ron Wyden  
Congressman Brian Baird  
Congressman Earl Blumenauer

PRELIMINARY  
**ALTERNATIVE PACKAGES**  
C O L U M B I A R I V E R C R O S S I N G

**Task Force Meeting**  
July 12, 2006





# ALTERNATIVE PACKAGE 1

 C O L U M B I A R I V E R C R O S S I N G 

## No Action

### River Crossing

No new river crossing or improvements to the existing bridges  
I-5 traffic remains on existing bridges

### Transit

No changes to existing local and express bus transit,  
other than growth and/or reduction in service  
consistent with long term plans by C-TRAN and TriMet

~

Express bus

~

Local bus

### Transportation System/Transportation Demand Management

Basic level

### Highways

Currently planned and programmed projects throughout the region move forward, consistent with Metro's Regional Transportation Plan and RTC's Metropolitan Transportation Plan. Planned improvements to I-5 between Delta Park and Lombard Avenue in Oregon will occur.

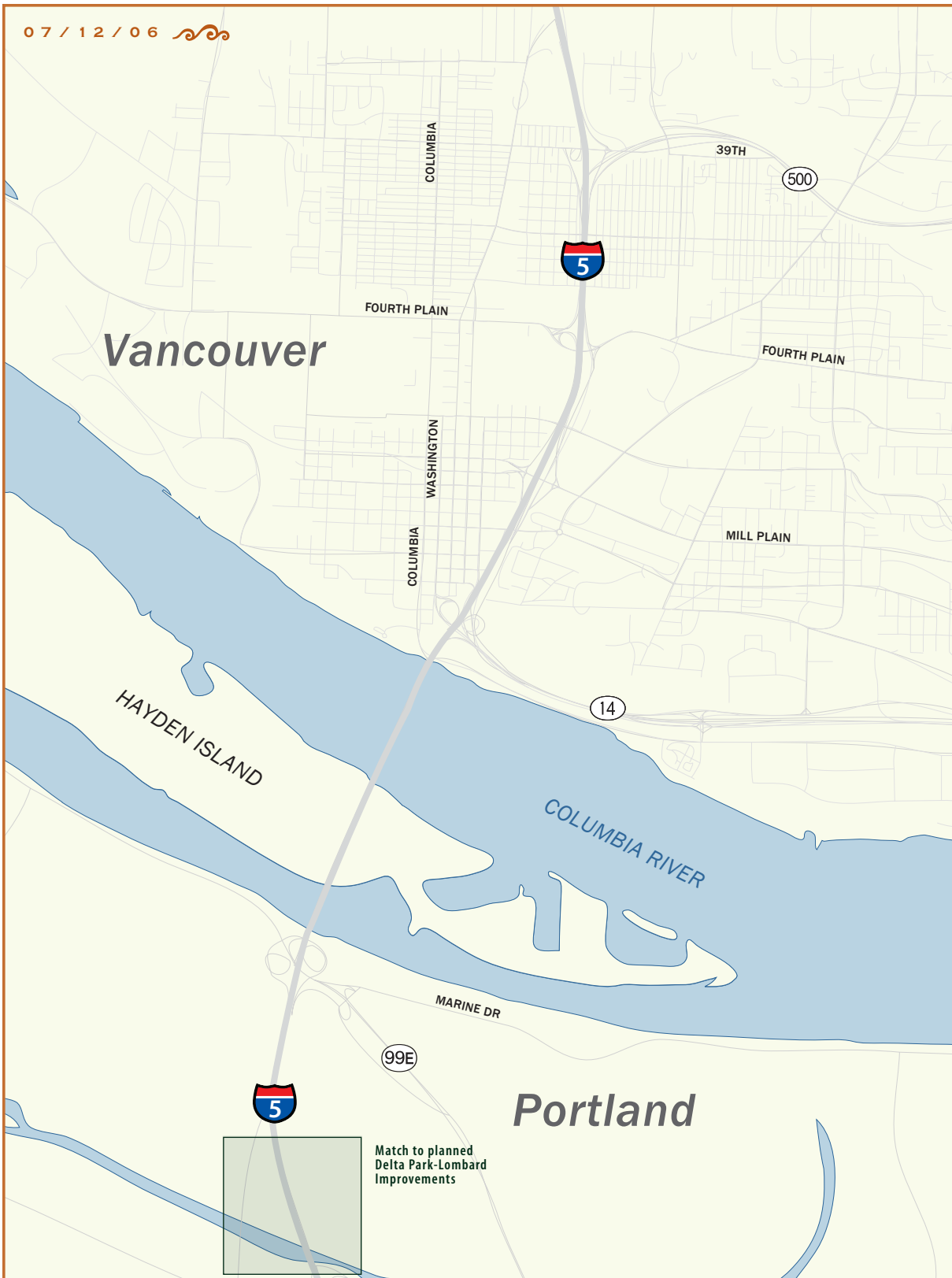
### Freight

No freight-specific improvements

### Bicycle/Pedestrian

No specific improvements





### LEGEND

-  Arterial Lanes
-  Managed Lanes/Freight Lane
-  New Potential Transit Alignments
-  Safety and Capacity Improvements
-  New Potential Park and Ride
-  Existing/Potential Transit Station
-  Reconfigured Interchange

# Transportation System Management/Transportation Demand Management Focus

## River Crossing

No new river crossing or improvements to the existing bridges

~

I-5 traffic remains on existing bridges

## Transit

Existing express bus and local bus service would be increased from current levels.

Transit service would continue to use general purpose travel lanes.

~

Express bus

~

Local bus

## Transportation System/Transportation Demand Management

Aggressive level

## Highways

Targeted safety improvements in high accident areas

~

Currently planned and programmed projects throughout the region move forward, consistent with Metro's Regional Transportation Plan and RTC's Metropolitan Transportation Plan. Planned improvements to I-5 between Delta Park and Lombard Avenue in Oregon will occur.

~

Managed lanes on I-5 for HOV and transit between 134th and SR 500

## Freight

No freight-specific improvements








## Bicycle/Pedestrian

Improvements on the existing bridges with enhanced connections to North Portland, Hayden Island and downtown Vancouver





### LEGEND

-  Arterial Lanes
-  Managed Lanes/Freight Lane
-  New Potential Transit Alignments
-  Safety and Capacity Improvements
-  New Potential Park and Ride
-  Existing/Potential Transit Station
-  Reconfigured Interchange

## Transit Emphasis **Supplemental Bridge for Arterial Traffic with Light Rail**

### **River Crossing**

New arterial bridge to the west that also carries light rail

~

Existing bridges carry I-5 traffic

### **Transit**

Extend MAX Yellow Line light rail to north of downtown Vancouver

~

Express Bus

~

Local bus

## **Transportation System/Transportation Demand Management**

Aggressive level

### **Highways**

Targeted safety improvements in high accident areas

~

Arterial connections between Marine Drive, Hayden Island  
and downtown Vancouver

~

Remove Hayden Island interchange;  
no direct access to Hayden Island from I-5

### **Freight**

Freight bypass on-ramp lanes at key interchanges to be determined










### **Bicycle and Pedestrian Improvements**

Improvements on the existing bridges with enhanced connections  
to North Portland, Hayden Island and downtown Vancouver





### LEGEND

-  Existing Bridge
-  Supplemental Bridge
-  Arterial Lanes
-  Managed Lanes/Freight Lane
-  New Potential Light Rail Alignments
-  Safety and Capacity Improvements
-  New Potential Park and Ride
-  Existing/Potential Light Rail Station
-  Reconfigured Interchange

# ALTERNATIVE PACKAGE 4

~ C O L U M B I A R I V E R C R O S S I N G ~

## Balanced Transit/Highway Emphasis Supplemental Bridge for I-5; Light Rail on Existing Bridge

### River Crossing

New I-5 bridge west of existing bridge

~

Existing bridges carry light rail and arterial traffic

### Transit

Extend MAX Yellow Line light rail to north of downtown Vancouver

~

Local bus

### Transportation System/ Transportation Demand Management

Aggressive level

### Highways

Safety improvements throughout the corridor

~

Interchange reconfigurations at Marine Drive, SR-14,

Mill Plain, 4th Plain, SR 500 and 39th

~

Arterial connections between Marine Drive,

Hayden Island and downtown Vancouver

~

Remove Hayden Island interchange;

no direct access to Hayden Island from I-5

~

Managed lanes on I-5 for HOV and/or freight use between 134th and Delta Park

### Freight

Potential managed lanes for freight

~

Freight bypass on-ramp lanes at key interchanges to be determined

### Bicycle and Pedestrian Improvements

Improvements on the existing bridges with enhanced connections  
to North Portland, Hayden Island and downtown Vancouver



| **DISCLAIMER** | These maps and descriptions are for discussion purposes only and are subject to change.



### LEGEND

-  Existing Bridge
-  Supplemental Bridge
-  Arterial Lanes
-  Managed Lanes/Freight Lane
-  New Potential Light Rail Transit Alignments
-  Safety and Capacity Improvements
-  New Potential Park and Ride
-  Existing/Potential Light Rail Station
-  Reconfigured Interchange



# ALTERNATIVE PACKAGE 5

~ C O L U M B I A R I V E R C R O S S I N G ~

## Balanced Transit/Highway Emphasis Supplemental Bridge for I-5; Bus Rapid Transit on Existing Bridge River Crossing

New I-5 bridge west of existing bridge

~

Existing bridges carry Bus Rapid Transit and arterial traffic

### Transit

Bus Rapid Transit in dedicated lanes from north of  
downtown Vancouver to Delta Park

~

Express bus in managed lanes across new bridge

~

Local bus

### Transportation System/Transportation Demand Management

Aggressive

### Highways

Safety improvements throughout the corridor

~

Interchange reconfigurations at Marine Drive, SR-14,  
Mill Plain, 4th Plain, SR 500 and 39th

~

Arterial connections between Marine Drive,  
Hayden Island and downtown Vancouver

~

Remove Hayden Island interchange;  
no direct access to Hayden Island from I-5

~

Managed lanes on I-5 for HOV and/or freight use between 134th and Delta Park

### Freight

Potential managed lanes for freight

~

Freight bypass on-ramp lanes at key interchanges to be determined

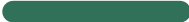








### Bicycle and Pedestrian Improvements

Improvements on the existing bridges with enhanced connections  
to North Portland, Hayden Island and downtown Vancouver





### LEGEND

- |   |  |  |  |
|---|--|--|--|
|  | Existing Bridge                            |  | New Potential Park and Ride                  |
|  | Supplemental Bridge                        |  | Existing/Potential Bus Rapid Transit Station |
|  | Arterial Lanes                             |  | Reconfigured Interchange                     |
|  | Managed Lanes/Freight Lane                 |  |  |
|  | New Potential Bus Rapid Transit Alignments |  |  |
|  | Safety and Capacity Improvements           |  |  |

# ALTERNATIVE PACKAGE 6

~ C O L U M B I A R I V E R C R O S S I N G ~

## Balanced Transit/Highway Emphasis **Supplemental Bridge for I-5; Bus Rapid Transit Lite on Existing Bridge** **River Crossing**

New I-5 bridge (west)

~

Existing bridges carry Bus Rapid Transit Lite and arterial traffic

### **Transit**

Bus Rapid Transit Lite service from Clark County park and ride lots to downtown Portland in general purpose and managed lanes

~

Local bus

### **Transportation System/Transportation Demand Management**

Aggressive

### **Highways**

Safety improvements throughout the corridor

~

Interchange reconfigurations at Marine Drive, SR-14,  
Mill Plain, 4th Plain, SR 500 and 39th

~

Arterial connections between Marine Drive,  
Hayden Island and downtown Vancouver

~

Remove Hayden Island interchange;  
no direct access to Hayden Island from I-5

~

Managed lanes on I-5 for HOV and/or freight use between 134th and Delta Park

### **Freight**

Potential managed lanes for freight

~

Freight bypass on-ramp lanes at key interchanges to be determined

### **Bicycle and Pedestrian Improvements**

Improvements on the existing bridges with enhanced connections to North Portland, Hayden Island and downtown Vancouver





### LEGEND

- Existing Bridge
- Supplemental Bridge
- Arterial Lanes
- Managed Lanes/Freight Lane
- New Potential Bus Rapid Transit Lite Alignments
- Safety and Capacity Improvements
- New Potential Park and Ride
- Existing/Potential Bus Rapid Transit Lite Station
- Reconfigured Interchange

## Vehicle Capacity Emphasis Supplemental Bridge for I-5 and Express Bus

### River Crossing

New I-5 bridge west

~

Existing bridges carry arterial traffic

### Transit

Express bus service from new and expanded Clark County  
park and ride lots to downtown Portland

~

Local bus

### Transportation System/Transportation Demand Management

Aggressive

### Highways

Safety improvements throughout the corridor

~

Interchange reconfigurations at Marine Drive, SR-14,  
Mill Plain, 4th Plain, SR 500 and 39th

~

Arterial connections between Marine Drive,  
Hayden Island and downtown Vancouver

~

Remove Hayden Island interchange;  
no direct access to Hayden Island from I-5

~

Managed lanes on I-5 for HOV and/or freight use between 134th and Delta Park

### Freight

No freight-specific improvements

### Bicycle and Pedestrian Improvements

Improvements on the existing bridges with enhanced connections  
to North Portland, Hayden Island and downtown Vancouver





### LEGEND

- Existing Bridge
- Supplemental Bridge
- Arterial Lanes
- Managed Lanes/Freight Lane
- New Potential Transit Alignments
- Safety and Capacity Improvements
- New Potential Park and Ride
- Existing/Potential Transit Station
- Reconfigured Interchange

# ALTERNATIVE PACKAGE 8

~ C O L U M B I A R I V E R C R O S S I N G ~

## Balanced Transit/Highway Emphasis Replacement Bridge for I-5 with Light Rail and Express Bus

### River Crossing

New bridge (west) with light rail, general purpose lanes and managed lanes

### Transit

Extend MAX Yellow Line light rail to north of downtown Vancouver

~

Express bus in managed lanes across new bridge

~

Local bus

### Transportation System/Transportation Demand Management

Aggressive

### Highways

Safety improvements throughout the corridor

~

Interchange reconfigurations at Marine Drive, Hayden Island,  
SR-14, Mill Plain, 4th Plain, SR 500 and 39th

~

Managed lanes on I-5 for transit and HOV use between 134th and Delta Park

### Freight

No freight-specific improvements

### Bicycle and Pedestrian Improvements

Facilities on the new bridge with enhanced connections  
to North Portland, Hayden Island and downtown Vancouver





### LEGEND

- Existing Bridge (removed)
 Replacement Bridge
- Arterial Lanes
 Managed Lanes/Freight Lane
- New Potential Transit Alignments
 Safety and Capacity Improvements
- Existing/Potential Light Rail Station
 Reconfigured Interchange
- New Potential Park and Ride



## Balanced Transit/Highway Emphasis Replacement Bridge for I-5 with Light Rail

### River Crossing

New bridge (west) with light rail, general purpose lanes and managed lanes

### Transit

Extend MAX Yellow Line light rail to north of downtown Vancouver

~

Local Bus

### Transportation System/Transportation Demand Management

Aggressive

### Highways

Safety improvements throughout the corridor

~

Interchange reconfigurations at Marine Drive, Hayden Island,  
SR-14, Mill Plain, 4th Plain, SR 500 and 39th

~

Managed lanes for HOV and/or freight use between 134th and Delta Park

### Freight

Freight bypass on-ramp lanes at key interchanges to be determined

~

Potential managed lanes for freight










### Bicycle and Pedestrian Improvements

Facilities on the new bridge with enhanced connections  
to North Portland, Hayden Island and downtown Vancouver





## LEGEND

- |   |   |  |                                       |
|---|---|--|---------------------------------------|
|  | Existing Bridge (removed)                   |  | New Potential Park and Ride           |
|  | Replacement Bridge                          |  | Existing/Potential Light Rail Station |
|  | Arterial Lanes                              |  | Reconfigured Interchange              |
|  | Managed Lanes/Freight Lane                  |  |                                       |
|  | New Potential Light Rail Transit Alignments |  |                                       |
|  | Safety and Capacity Improvements            |  |                                       |

## Balanced Transit/Highway Emphasis Replacement Bridge for I-5 with Bus Rapid Transit

### River Crossing

New bridge (east) with general purpose lanes and managed lanes.

~

Bus Rapid Transit in separated right of way

### Transit

Bus Rapid Transit service in dedicated right of way from  
north of downtown Vancouver to Delta Park

~

Local bus

### Transportation System/Transportation Demand Management

Aggressive

### Highways

Safety improvements throughout the corridor

~

Interchange reconfigurations at Marine Drive, Hayden Island,  
SR-14, Mill Plain, 4th Plain, SR 500 and 39th

~

Managed lanes on I-5 for transit and HOV use between 134th and Delta Park

### Freight

Potential managed lanes for freight

~

Freight bypass on-ramp lanes at key interchanges to be determined

~

Direct access ramps for freight at key locations to be determined

### Bicycle and Pedestrian Improvements

Facilities on the new bridge with enhanced connections  
to North Portland, Hayden Island and downtown Vancouver





## LEGEND

- |  |  |  |  |
|--|--|--|--|
|  | Existing Bridge (removed)                  |  | New Potential Park and Ride                  |
|  | Replacement Bridge                         |  | Existing/Potential Bus Rapid Transit Station |
|  | Arterial Lanes                             |  | Reconfigured Interchange                     |
|  | Managed Lanes/Freight Lane                 |  |  |
|  | New Potential Bus Rapid Transit Alignments |  |  |
|  | Safety and Capacity Improvements           |  |  |

## Balanced Transit/Highway Emphasis Replacement Bridge for I-5 with Bus Rapid Transit Lite

### River Crossing

New bridge (west) with Bus Rapid Transit Lite in separated right of way

### Transit

Bus Rapid Transit Lite service from Clark County park and ride lots to downtown Portland in general purpose and managed lanes

~

Local bus

### Transportation System/Transportation Demand Management

Aggressive

### Highways

Safety improvements throughout the corridor

~

Interchange reconfigurations at Marine Drive, Hayden Island, SR-14, Mill Plain, 4th Plain, SR 500 and 39th

~

Managed lanes on I-5 for transit and HOV use between 134th and Delta Park

### Freight

No freight-specific improvements










### Bicycle and Pedestrian Improvements

Facilities on the new bridge with enhanced connections to North Portland, Hayden Island and downtown Vancouver





## LEGEND

- |   |  |  |  |
|---|--|--|--|
|  | Existing Bridge (removed)                        |  | New Potential Park and Ride                        |
|  | Replacement Bridge                               |  | Existing/Potential Bus Rapid Transit Light Station |
|  | Arterial Lanes                                   |  | Reconfigured Interchange                           |
|  | Managed Lanes/Freight Lane                       |  |  |
|  | New Potential Bus Rapid Transit Light Alignments |  |  |
|  | Safety and Capacity Improvements                 |  |  |

## Vehicle Capacity Emphasis Replacement Bridge for I-5 with Express Bus

### River Crossing

New bridge (east) with general purpose lanes

### Transit

Express bus service from Clark County  
park and ride lots to downtown Portland

~

Local bus

### Transportation System/Transportation Demand Management

Aggressive

### Highways

Safety improvements throughout the corridor

~

Interchange reconfigurations at Marine Drive, Hayden Island,  
SR-14, Mill Plain, 4th Plain, SR 500 and 39th

~

Managed lanes on I-5 for transit and HOV use between 134th and Delta Park

### Freight

No freight-specific improvements









### Bicycle and Pedestrian Improvements

Facilities on the new bridge with enhanced connections  
to North Portland, Hayden Island and downtown Vancouver





### LEGEND

-  Existing Bridge (removed)
-  Replacement Bridge
-  Arterial Lanes
-  Managed Lanes/Freight Lane
-  Safety and Capacity Improvements
-  New Potential Park and Ride
-  Existing/Potential Transit Station
-  Reconfigured Interchange





# **Appendices to Task Force Meeting Summary**

**Handouts from Task Force Members**

**BOARD OF CLARK COUNTY COMMISSIONERS**

Betty Sue Morris • Marc Boldt • Steve Stuart





## **Resolution before the Columbia River Crossing Task Force**

### **Declare support for Portland City Council's consideration of a temporary moratorium on development causing numerous vehicle trips located on Hayden Island**

WHEREAS, the Interstate 5 bridge is a major lifeline for our community, linking Portland and Vancouver, WA and carrying the freight, commuters, and traffic that support the economy and vitality of the region and the West Coast;

WHEREAS, operation of the I-5 crossing over the Columbia River is directly influenced by the 5-mile segment of I-5 between SR 500 in Vancouver, WA and Columbia Boulevard in Portland, known as the I-5 Bridge Influence Area. This segment includes, among Hayden Island's interchanges, six other interchanges, including connections with four state highways and with several major arterial roadways, that serve a variety of land uses, and provides access to downtown Vancouver, two international ports, industrial centers, residential neighborhoods, retail centers, and recreational areas;

WHEREAS, the Columbia River Crossing project identified that travel demand exceeds capacity in the I-5 Bridge Influence Area, causing heavy congestion and delay during peak travel periods for automobile, transit, and freight traffic. This limits mobility within the region and impedes access to major activity centers. This demand affects transit as well, such that between 1998 and 2005, local bus travel times between the Vancouver Transit Center and Hayden Island increased 50 percent during the peak period;

WHEREAS, Hayden Island's limited entrance and egress, allowing only one way on and off the island by way of Interstate 5, often results in negative impacts on Interstate 5 and the Interstate 5 bridge including increased congestion, heavy delay, restricted access and increased public safety responses;

WHEREAS, the Cost of Congestion study prepared in December 2005 for the Portland Business Alliance, Metro, Port of Portland and Oregon Department of Transportation concluded that failure to invest adequately in transportation improvements, like a new Columbia River crossing, will result in a potential loss valued at of \$844 million annually by 2025 – that's \$782 per household -- and 6,500 jobs. It equates to 118,000 hours of vehicle travel per day – or 28 hours of travel time per household annually;

WHEREAS, (re)developments of existing parcels on Hayden Island have been and could be proposed that could add significant vehicle trips to public transportation facilities including I-5 freeway facilities such that these facilities could worsen past already-existing capacity;

WHEREAS, remaining capacity of public transportation facilities on Hayden Island may have accommodated as much as possible the economic development needs of the affected area and the region;

WHEREAS, failure or worsening of access to public transportation facilities would cause harm to existing economic development activities throughout the region;

WHEREAS, The Columbia River Crossing project is currently considering a new Interstate 5 bridge spanning the Columbia River and has not completed work identifying a locally preferred alternative that outlines the alignment, massing or design of a new crossing;

WHEREAS, certain development could not only increase demand, congestion and traffic delays on I-5 public facilities with no solutions for capacity increases, but could jeopardize such development should alignment of a new I-5 bridge span these lots;

WHEREAS, The Portland City Council will hold a public hearing to signal their formal consideration of a temporary moratorium on development causing numerous vehicle trips located on Hayden Island on Thursday, July 13, 2006;

NOW, THEREFORE, BE IT RESOLVED that the Columbia River Crossing Task Force hereby declares its support for the Portland City Council's consideration of a temporary moratorium on development.











# New Look

## The Regional Transportation Plan

THE 2035 REGIONAL TRANSPORTATION PLAN UPDATE

A NEW LOOK  
AT REGIONAL  
CHOICES  
FOR HOW  
WE GROW



federal  
state  
region  
state  
plans



**METRO**

PEOPLE PLACES  
OPEN SPACES



educational  
community  
or  
emphasizes  
and  
groups,  
region.

# The Regional Transportation Plan



*"The thorniest issue is funding. In the last 30 years, investment in infrastructure has fallen nationally as well as in Oregon. Funding for infrastructure today is half of what it was in the 1960s. Yet, the public has expressed zero tolerance for tax increases. That's a fact of life."*

*— Rex Burkholder,  
Metro Councilor and JPACT  
Chair*



## A NEW LOOK AT THE REGIONAL TRANSPORTATION PLAN

### The challenges

The region is experiencing unprecedented growth and increasing competition for limited transportation funds.

Growth trends indicate a million more people will be living here 25 years from now and new transportation investments will be required to serve existing and developing communities and businesses.

Federal, state and local funding for transportation is failing to keep pace with current needs, to say nothing of the growth expected in the coming decades. The current RTP includes \$10 billion in capital projects, yet the region anticipates only \$4.2 billion. Furthermore, these capital projects compete against critical needs for operations and maintenance of the existing transportation system.

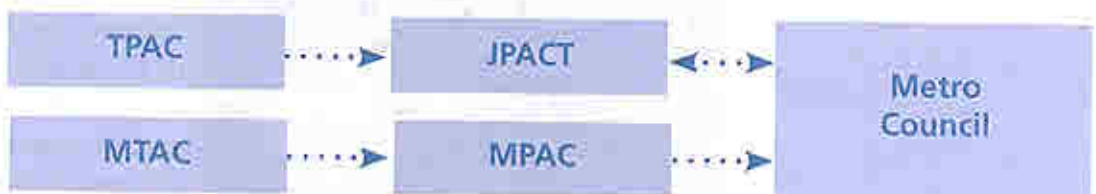
### The opportunities

To address these challenges, the Metro Council is working with a broad spectrum of public and private interests to take a New Look at how to better use planning, policies and investments as tools to keep this region a great place to live and work, and preserve the region's unique qualities and natural beauty.

The 2035 RTP update is a critical element of the New Look planning effort, providing an opportunity to re-tool the current plan so it is balanced, affordable and implements public priorities.

This work will be both challenging and exciting, requiring a new level of collaboration between the Metro Council, public and private sector leaders, community groups, businesses and residents of the region.

## DECISION-MAKING FRAMEWORK



## WORK PROGRAM ACTIVITIES

- 
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### 2035 REGIONAL TRANSPORTATION PLAN TIMELINE

**Phase 1: Scoping**  
*February – June 2006*

**Phase 2: 2040 research  
and development**  
*June – December 2006*

**Phase 3: System  
development and policy  
analysis**  
*January – September  
2007*

**Phase 4: Public review  
and adoption process**  
*September – November  
2007*

**Phase 5: Federal and  
State Consultation**  
*December 2007 –  
February 2008*



*A safe, reliable and efficient transportation system is critical to the economy of the Portland metropolitan region. Likewise, ensuring that people have a range of options for getting where they need to go is essential to support the vibrant neighborhoods and communities envisioned by the Region 2040 Growth Concept.*

## Metro

People places • open spaces

Clean air and clean water do not stop at city limits or county lines. Neither does the need for jobs, a thriving economy and good transportation choices for people and businesses in our region. Voters have asked Metro to help with the challenges that cross those lines and affect the 25 cities and three counties in the Portland metropolitan area.

A regional approach simply makes sense when it comes to protecting open space, caring for parks, planning for the best use of land, managing garbage disposal and increasing recycling. Metro oversees world-class facilities such as the Oregon Zoo, which contributes to conservation and education, and the Oregon Convention Center, which benefits the region's economy.

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Published June 2006

Printed on recycled paper  
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## HOW YOU CAN BE INVOLVED

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