

Meeting: Columbia River Crossing Task Force
Date: July 12, 2006
Location: WSDOT SW Region Headquarters,
 11018 NE 51st Circle, Vancouver, Washington

Members Present:

Last Name	First Name	Organization	Alternate Attending
Adams	Sam	City of Portland	
Branch	Wayne	Clark College	
Brown	Rich	Bank of America	
Burkholder	Rex	Metro	
Byrd	Bob	Identity Clark County	
Caine	Lora	Friends of Clark County	
Cruz Walsh	Serena	Multnomah County	
Dengerink	Hal	Wash. State University- Vancouver	
Eki	Elliott	Oregon/Idaho AAA	
Frei	Dave	Amada Neighborhood Association	
Fuglister	Jill	Coalition for a Livable Future	Scott Chapman
Halverson	Brad	Overlook Neighborhood Association	
Hansen	Fred	TriMet	
Hewitt	Henry	Stoel Rives, LLP	
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	
Paulson	Larry	Port of Vancouver	Katy Brooks
Pollard	Royce	City of Vancouver	
Pursley	Larry		
Schlueter	Jonathan	Westside Economic Alliance	
Stuart	Steve	Clark County	
Sundvall-Williams	Jeri	Environmental Justice Action Group	
Valenta	Walter	Bridgeton Neighborhood Association	
Walstra	Scot	Greater Vancouver Chamber of Commerce	
Zelenka	Tom	Schnitzer Group	

Project Staff Present:

Ron Anderson
 Mike Baker
 Ray Barker
 Daniele Cogan
 Doug Ficco
 Frank Green
 Heather Gundersen
 Barbara Hart
 Jeff Heilman
 Lori Hesprich
 Jay Lyman
 Tom Markgraf
 Linda Mullen
 John Osborn
 Peter Ovington
 David Parisi
 Ed Pickering
 Laura Reilly
 Lynn Rust
 Gregg Snyder
 Audri Streif
 Kris Strickler
 Rex Wong

Members Absent:

Becker	Charles	City of Gresham
Grossnickle	Jerry	Columbia River Tugboat Association
Hinsley	Brett	Columbia Pacific Building Trades
Holmes	Eric	City of Battle Ground
McCloud	Mark	Greater Vancouver Chamber of Commerce
Petersen	Steve	Portland Business Alliance
Phillips	Bart	Columbia River Economic Development Council
Ray	Janet	Washington AAA
Russel	Bob	Oregon Trucking Association
Schmidt	Karen	Washington Freight Mobility Strategic Investment Board
Wyatt	Bill	Port of Portland

1. Announcements

Welcome new task force members.

- Larry Pursely, Washington Trucking Association
- Grant Armbruster, Portland Business Alliance (was not present)

2. Meeting Summary (Approval)

Action: Approved draft summary of June 14 2006, task force meeting.

3. Letter of Recommendation on Regional Rail (Approval)

Last month members asked that Task Force draft a letter to convey a strong message to policy leaders on the need for greater rail capacity in the region. Member Jonathan Schlueter requests that the letter be copied to U.S. Representatives David Wu and Darlene Hooley. He said it would be well-advised given recent press coverage.

Betty Sue Morris requested that future Task Force meeting packets include a compilation of press coverage since the last Task Force meeting.

Action: Approved letter on regional rail with additional cc:'s to Rep. Wu and Rep. Hooley (see Appendix 1).

4. Public Comment

Steve Madsen, Governmental Affairs Director for Building Industry Association of Clark County. He said he attended the June 27, 2006 presentation at Vancouver Planning Commission. He will be submitting a policy brief from the Brookings Institution on transportation issues in rapidly growing regions. What target level of service are we trying to achieve with this project? At the June Vancouver Planning Commission, he found the explanation given disturbing that we have 135,000 car trips/day and that we'll have 180,000 per day by 2020. The target goal of the project will be to keep the congestion levels the same. He felt that saying this is a congestion relief project is not intellectually honest. He stated that outside of the major urban areas in this country, less than four percent of commuters use transit. He questioned the measure of the project's success as getting people out of their cars. He said moving 45,000 car trips into transit is an unrealistic expectation. We should be very careful about how adaptable we make things we build such as fixed rail. We need to maintain adaptability of the system and not get caught up in attaining federal dollars.

5. Preliminary Alternative Packages (Review / Discussion / Action)

Review

Mike Baker, CRC staffperson, gave a condensed version of the presentation at the last Task Force meeting on the reasons for developing alternative packages. Before the slide show he emphasized that we don't expect the packages as they exist now to be carried forward into the DEIS, but will more likely be modified. Introduction of the new alternative package materials and the purpose of the packaging strategy.

Slide presentation summary (for more detail, see presentation on project Web site):

- Review of remaining bridge crossing options and transit component
- Explanation of the structure of the Alternative Packaging matrix
- Use of the existing bridge

- Managed lane structure
- Emphasized that this project will be supplemented by the Delta Park project
- Bike/Ped/Freight improvements
- What will happen during the rest of the Summer
- Task Force comments about the packages from the June 14 meeting

Discussion

<p>NOTE: <i>Task Force questions and comments are in italics</i> (Staff responses are in parentheses)</p>
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- *Not clear on how we went from four bridge options and five transit options to these 12 alternative package options.*
--(Our work so far has been based on five transit components and four river crossing components, which stood alone as pieces of the puzzle we need to put together. We're combining them in combinations that make sense, e.g. a downstream bridge is favorable for serving downtown Vancouver with high-capacity transit. We've created ways of looking at previously considered components in combination now for the first time.)
--(There are subtle differences between packages so we can see the incremental differences between each option, e.g. what does having an express bus in a managed lane do compared to not having an express bus in managed lanes.)
- *Commented that the alternative packages will be analytical tools.*
- *Early on, we had a good discussion about measurable results so taxpayers, commuters, and others would have quantifiable measures of success. I'd like to better understand how we come up with a solution and how it's quantifiably better.*
--(The specific performance measures will be derived from the evaluation criteria adopted by this group in February. Secondly, if you're suggesting we set performance targets, we do have forecasts for number of vehicles crossing the river. The goal will be to see which perform best relative to cost.)
- *Is there a final number of alternatives that will be exposed to these benchmarks? At what point do we start matching up the alternatives with quantifiable results?*
--(October 12 at 4pm we'll have modeling, cost estimating, environmental review done and then be able to talk to this group in October and November about them. We'll know more at the end of this process which combinations work best.)
- *So eventually we will be provided with some target goals, and will have quantifiable measures to guide us in making decisions about which components will best meet those goals?*
--(Yes)
- *So far the discussion has been focused on tolling only as a financing tool. Where in the packages could tolling as a management tool be incorporated?*
-- (Tolling will be looked at as an overlay to these alternatives, i.e. what kind of revenues and demand response would we get across the range of alternatives. We will be looking at tolling as a source of funding for the project. Also, we will also be looking at tolling as it relates to overall travel demand across the river, as well as potentially shifting demand to the I-205 corridor, or to transit. We have ways of addressing tolling explicitly but it won't be part of any one alternative; rather it will be an overlay tool.)

- *My fellow Metro councilors were especially interested in positive impacts on freight mobility through a tolling strategy.*
- *Not having included tolling as a specific component, could it be included as part of the aggressive demand management?*
--(Yes, it will be addressed in that way as well as a financing tool.)
- *On the charts, I only see one category showing general purpose lanes. How are you going to measure GP lanes when you're only looking at it in the one package? Also, in the themes section, most categories have balanced transit/highway, but what's missing is some measurement of % of volume and number of riders that quantifies something as high capacity or balanced?*
-- (The assumption is that alternative packages 4 thru 12 include GP lanes. We could've been more precise and said that every option has GP lanes and only where specified that there will be managed lanes in addition to GP lanes.)

--(Our goal is to come back in August with more detail about what the alternative packages mean. It's progressive development of detail. We'll get to a deeper level of detail in August/September.)
- *I need a persuasive discussion of whether managed lane option is going to speak at all to freight mobility. I'd like to see the effects to freight addressed more explicitly..*
--(We're going to test all those things – freight-only on-ramps, freight bypass lanes, managed lanes for freight, direct access lanes onto the freeway.)
- *My biggest fear is we're going to spend \$1 billion on a bridge and save one minute of travel time in the next 20 years. Our definition of "aggressive" demand management isn't aggressive enough. We need to stretch outside the box if we're going to save our communities from congestion and pollution. TDM is about changing human behavior. Expect to hear requests from us for mitigation dollars to support that. We have an opportunity to be forward thinkers now.*
- *I respect what Jeri is saying, but it doesn't resonate with me when we're talking about freight. TDM applies more to the commuter side. Freight mobility is critical to our economy.*
- *We have a small business economy. There are a lot of single-occupancy vehicles containing business people whose livelihood depends on the bridge. We mustn't leave them out of this discussion.*

Alternative Packages #1 and #2

--(Alternative Package #1 (AP1) is required under the National Environmental Policy Act (NEPA). Alternative Package #2 (AP2) is a New Start requirement. So we don't have a choice in studying them. The required no action alternative provides a baseline against which to compare actions.)

- *Under AP2, does Hayden Island stay as it is?*
--(Yes.)
- *Was a bypass ramp included for freight?*
--(Freight-specific components don't need to show up in all of these for us to learn from them.)

- *Does RC-23 appear only in AP3, and if a component only appears in one package, does that package need to stay around for study purposes?*
--(We'll come back to AP3 because it'll require further discussion.)
- *Does AP2 contain a range of TDM such as congestion pricing?*
--(We have collapsed the moderate and aggressive levels of TDM/TSM to make a deeper list. AP2 does include both moderate and aggressive levels of TDM.)

Action: Approved motion to carry forward Alternative Packages #1 and #2

Alternative Packages #4, #5, #6, #7

--(Alternative Packages # 4 through 7 include a downstream supplemental bridge with managed lanes that extend through the entire Bridge Influence Area. There would be an arterial connection between downtown Vancouver and Hayden Island on one of the existing bridges. The graphics and explanations in the legend should clarify each package's features.)

Discussion:

Steve Stuart handed out a policy statement from Clark County Commissioners to move forward with supplemental bridges to maintain flexibility and put I-5 traffic on a new structure. (see Appendix 2)

- *City of Vancouver has great concerns about the impact on our community of an arterial crossing that isn't destined to move people to downtown Vancouver. Any such connection will impact valuable waterfront property in downtown Vancouver and will affect commerce in Vancouver.*
- *Impact on marine freight mobility – is that a consideration for future tense or right now?*
--(We're considering that now with regard to a supplemental bridge. US Coast Guard (USCG) won't consider any option that degrades existing marine traffic. We're looking hard at where we might place piers for a new bridge. We hope to have an analysis on that for you in September. USCG has scheduled a public hearing September 21st at 6pm on Hayden Island, Red Lion Hotel at Jantzen Beach, Timberline Room (downstairs from Main Lobby), 909 N Hayden Island Dr, Portland.)
- *Is it true that some of these Alternative Packages might not go forward because they don't comply with marine safety concerns?*
--(Yes.)
- *Is the note on the map saying "match to planned Delta Park – Lombard improvements" – is that shorthand for points farther south?*
--(Yes. It is shorthand that the managed lanes will extend to somewhere in the Delta Park project area. We will be clarifying that stop point in the future.)
- *Are you studying managed lanes as two separate pieces under highways and freight? Or combined?*
--(In terms of design development, we're assuming one lane in each direction for managed lanes on supplemental bridge and considering how they would best be used.)
- *How many lanes for general purpose will there be on the supplemental bridge?*
--(We are looking at three through lanes, coupled with the lanes needed to improve safety and operation of the interchanges and on and off ramps.)

- *So the supplemental bridges are not two lanes wide?*
--(No.)
- *West of I-5 to the river are a lot of neighborhoods. Seventy-seven percent of our trucks use Mill Plain. We're already talking to neighborhoods. We have to get trucks and people to and from their jobs between I-5 and the waterfront. A lot of these alternatives have park and rides west of I-5 – red flag! There are already some strains out there on interchanges and east/west and north/south.*
- *Is purpose tonight to shorten this list so staff can do further study?*
--(Staff's recommendation is to go forward with all 12. Staff can't go forward with all 12 unless we tell them to do so.)
- *Will a new I-5 supplemental bridge have access ramps to Hayden Island?*
--(There will not be an interchange directly on Hayden Island, but the primary connection will be via Marine drive. There will not be a direct connection from the freeway to Hayden Island.)
- *Alternative Packages 4 - 7 all have I-5 traffic on that supplemental bridge, as compared to supplemental bridge on AP3. What's not clear is AP 4-7 the connectivity of the new bridge and the likelihood of someone to circumvent through downtown Vancouver to get to Hayden Island.*
--(We fully expect impacts from additional traffic to downtown Vancouver will be a great concern and we'll have to look at that. There are going to be differences in degree of potential impact to downtown Vancouver. We hope to report in our August meeting how they might connect.
- *In modeling are you putting HOV/freight in the same lane at the same time?*
--(We'll be able to report whether that's feasible. Another possible variation is to have time of day restrictions allowing freight and HOVs in the lane at different times.)
- *In AP 4-7, you've got transit on a lift bridge which kills your transit. So far I don't see transit on the new bridge and arterial traffic on the old bridge.*
--(There are probably a thousand variations, but at end of this analysis if we want to keep existing bridges and we need four lanes for local traffic, we could configure next round with high-capacity transit on a new bridge. We don't need to study every possible combination.)
- *AP 4-6 are fatally flawed with transit on existing bridges with bridge lifts, I can't imagine the federal government would approve that.*
--(The objective is not to kill transit. But we'll have to establish a cost-effective transit alternative.)
- *Have you had discussions with US Coast Guard about changing restrictions on bridge lifts?*
--(Because existing bridges are freeway bridges, they've agreed to limit lifts during certain times. The Coast Guard could reconsider whether those prohibitions would continue if the old bridges become an arterial.)
- *Is it safe to assume you'll look at ways to minimize cut-through traffic impacts to downtown Vancouver?*
--(Yes, we're working very closely with city transportation staff to look at that.)

Alternative Package #4

- *Two hang-ups for me are potential safety issues for marine traffic and issue of lift span and mass transit.*

--(We hope to have a more thorough discussion in Sept. about existing bridges and seismic and other problems. Until we have the results of the analyses, we should leave them on the table and study them.)

--(AP 4-7 are an option because there was a lot of discussion about keeping the existing bridges.)

- *We should leave all the components on the table to be considered until have data to support the fact that they will not work, so that down the road we don't look back and wonder if they would have been a better option.*
- *Will marine traffic be able to pass through both bridges safely if the high point of the supplemental bridge is in the center.*

--(We may be able to configure the high point of the bridge so that most ships will be able to pass through both bridges. But the marine traffic path will have an effect on the design of a new bridge.)

--(There's another variable which is location of BN tracks. We're working on it and should be able to come back with more detail before we go much farther.)

- *I see AP 4-7 as not that varying. I'm making a motion that we pass 4-7 as a package.*
- *C-Tran made a specific request about changes about to package 5. We would like to treat that one separate.*

Action: Approved motion to carry forward Alternative Package #4.

Alternative Package #5

--(The only difference between Alternative Package 4 and 5 is that the high capacity transit mode in AP5 is Bus Rapid Transit)

- *C-Tran would like data for Bus Rapid Transit and express bus coupled.*
--(AP5 will show that data, and use the others to study a pure comparison of those transit modes in the other packages.)
- *Could you remind me what a combination of express bus and BRT would look like?*
- *If you compare LRT and express bus, for express bus the total transit time would be quicker because it carries people directly to stops. It's a better comparison of total transit time.*
- *How are connections to Hayden Island contemplated in those packages 3 through 7? I just wanted to clarify that there is a supplemental bridge between Hayden Island and mainland of Oregon.*

--(AP 3 - 7 include a separate bridge with connection from Marine drive to Hayden Island)

- *Hayden Island people can't understand how you could envision no freeway access from Hayden Island. Loud and clear: it's almost impossible for Hayden Islanders to "get that." Running twice as many people across Marine Drive. We can study it, but it's hard for us to understand that it could ever work (this applies to AP 5-7).*

Action: Approved motion to carry forward Alternative Package #5.

Alternative Package #6

--(Looks a whole lot like AP4 and AP5 except that it uses Bus Rapid Transit Lite, which would run on the general purpose lanes or in managed lanes. That is the only difference.)

- *This does not have express bus?*
--(Correct)

Action: Approved motion to carry forward Alternative Package #6.

Alternative Package #7

--(AP 7 is very similar to the past ones, it does not have a high capacity transit. It even further scales down the transit side, and supports maximum vehicle movement on the freeway.)

- *No freight specific improvements, correct?*
--(Yes. To study freight specific options we did not feel they needed to show up everywhere.)

Action: Approved motion to carry forward Alternative Package #7

Alternative Package #8

--(AP8 through AP 12 involve a replacement bridge. AP8 is the most aggressive in terms of transit.)

- *Replacement bridges may have some impact on historic landmark status of existing bridges?*
--(Any option that would remove those structures would have to prove there is no "prudent or feasible" reason to keep the historical bridge.)
- *How are we going to look at height of bridge and how it might affect bike/ped use? How viable would a bike/ped facility be on a replacement bridge in terms of height, angle, slopes that might discourage use as opposed to a lower height arterial bridge?*
--(Certainly we'll be looking at slopes, approach points, bike/ped connections.)

--(Also they must be consistent with ADA.)
- *If it is a very tall bridge, the potential for bike/ped ferry service might be worth looking into, also for tourism purposes.*

Action: Passed motion to carry forward Alternative Packages #8 through #12 as a group .

Alternative Package #3

--(We wanted to hold AP3 to the end because it is the only one that does not address the safety issues on I-5. It is set up to build an arterial bridge for transit and bike/ped use. It does not address the capacity problems on I-5. The hump is designed to be safe at about 35-40 mph. There are many reasons that this package gives staff concerns.)

- *Is your recommendation on AP 3 that we vote no?*
--(If you did, it would bring a sigh of relief, yes.)
- *This one does things no other option does and it doesn't cost billions of dollars. Maybe we need to keep one on the table that's much less expensive. To take this off the table is to take away a philosophical perspective that will invalidate this process for a whole group of stakeholders in Portland.*
--(The cost difference will not be as great as you describe, because we are still talking about a mid-level downstream bridge.)
- *It's consistent with needing to show that alternatives don't work.*
- *I agree we need to keep it on the list to study. It needs to rise and fall on its performance, not our preconceptions.*
- *I respect those wishes but I'll vote to take it off the list because I want to ease congestion for commuters and I'm convinced this one won't.*
- *I support keeping it on, but with transit on new bridge, makes more sense to me.*
- *It is pointless to consider an option that does not improve movement on I-5. If our goal is to think outside of the box, we should not be thinking strictly in terms of dollars.*

Action: Motion to eliminate Alternative Package #3 **failed**. Seven supported, 15 opposed, 4 abstained.

Action: **Passed** motion to carry forward Alternative Package #3. Twenty supported, 6 opposed.

6. Proposed Hayden Island Development Delay

Commissioner Sam Adams passed out his Hayden Island Development Delay Resolution (see Appendix 3).

Explanation for the resolution request.

- *Is there a specific definition of "development"?*
A: I'll be proposing limiting it to commercial development that significantly increases trips or limits our ability to make decisions on a locally preferred alternative. I'd exclude tenant improvements and things that allow businesses to stay competitive.
- *As a member of Hough neighborhood I support this motion.*
- *I urge your serious reconsideration of this resolution. We don't have the luxury of choosing our employers. This will have serious implications for our economic development climate. I can't support this. It's beyond the purview and charter of this task force.*
- *It's all about the fact that it's in the shadow of the I-5 corridor. It'd be outrageous to let a high cost development to go where the best solution may end up. I support the motion.*
- *It's more than one box. There's a proposal to tear down the rest of the mall and put in eight more stores. It could add 200-300 more trips per hour. The zoning allows this, so the moratorium is a last ditch hope.*

- *There appears to be impacts to downtown Vancouver, too. Perhaps we should consider asking City of Vancouver and even Clark County to consider a similar resolution. Why would we single out Hayden Island?*
- *Being in shadow of I-5 is important. But I don't get a sense of the time frame regarding the moratorium relative to this CRC project. We don't know how long the process will take for CRC to get funded and built.*
- *Under Oregon law, the maximum you can have on moratorium is 24 months.*
- *I support the motion. Hayden Island is in my district.*
- *I'm going to support the motion. Moratorium laws in WA are different. It may be appropriate at some point for this body to ask jurisdictions in the BIA to reconsider development in those areas regarding new structure location.*
- *We need to preserve our ability to make the best decisions possible without having road blocks or fatal flaws.*

Resolution being considered: *"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 [on Hayden Island]."*

Action: Passed motion to approve resolution from Commissioner Adams.

7. Looking Ahead: the Next Six to Nine Months

Metro is launching the public involvement phase of their transportation planning program. Metro Councilor Burkholder passed out a calendar of the upcoming events (see Appendix 4).

A schedule for future Task Force meetings was distributed. An August meeting is needed and is scheduled for August 16th.

Jay Lyman directed members to pay attention to the memo on tribes (see meeting materials).

Next Meeting Date / Location

Wednesday, August 16, 2006, 4:00pm – 6:30pm
Oregon Assn of Minority Entrepreneurs (OAME)
4134 N. Vancouver Ave, Portland, Oregon

Appendices to Task Force Meeting Summary

Handouts from Task Force Members

- Appendix 1** Letter on Regional Rail to ODOT and WSDOT
- Appendix 2** Letter from Board of Clark County Commissioners
- Appendix 3** City of Portland Commissioner Sam Adams' resolution and FAQs on proposed Hayden Island development delay
- Appendix 4** Metro Councilor Rex Burkholder's handout on Metro's "New Look" Regional Transportation Plan

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
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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



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CLARK COUNTY
WASHINGTON

BOARD OF CLARK COUNTY COMMISSIONERS

Betty Sue Morris • Marc Boldt • Steve Stuart

July 12, 2006

Columbia River Crossing
Project Sponsors Council
Project Task Force
WSDOT and ODOT Project Directors
700 Washington St. Suite 300
Vancouver, WA 98860

With this letter we wish to enter into all relevant forums and records the unanimous policy statement of the Board of Clark County Commissioners regarding the Columbia River Crossing project, as follows:

The people who live and do business in Clark County are likely to pay a substantial share of any tolls, taxes, or fees associated with future crossings. By the same token, local residents and businesses will bear additional costs for public and private transportation associated with the crossing. Our citizens already are paying considerable state and federal taxes for public facilities and services in both Washington and Oregon.

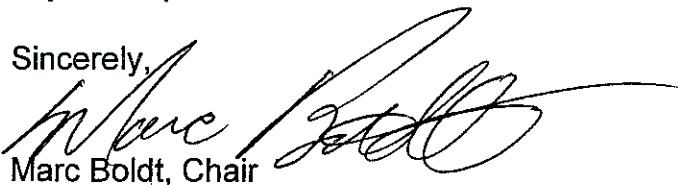
Congestion surrounding the Interstate Bridge has become intolerable. Our top priority is immediate relief for freight and other through traffic that supports the region's economic vitality. *The challenge of building consensus and securing financing for public transit must not stand in the way of this goal.*

Specifically, we favor:

- A new supplemental crossing west of the existing Interstate Bridge. This would enhance public safety and greatly reduce the risk of serious delays and disruptions in transporting people and freight. The supplemental crossing should not preclude future uses for existing spans.
- Maximum flexibility for high-capacity transit, including options to change or combine types of transit over time.
- Public involvement and consensus building, including elections if necessary, to secure multi-jurisdictional funding for related projects. In particular, this should focus on capital investment and operating expenses to connect public transit facilities and services in Washington and Oregon.

Given the county's enormous stake in this project, we are seeking maximum consideration for the many Southwest Washington interests that are represented by Clark County, apart from those represented by the City of Vancouver. We look forward to your response.

Sincerely,



Marc Boldt, Chair



Steve Stuart, Commissioner



Betty Sue Morris, Commissioner

BOCC/mk

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.



CITY OF

PORTLAND, OREGON

OFFICE OF PUBLIC UTILITIES

Sam Adams, Commissioner
1221 S.W. Fourth Avenue, Rm. 220
Portland, Oregon 97204-1994
(503) 823-3008
FAX: (503) 823-3017
E: samadams@ci.portland.or.us
www.commissionersam.com

**Commissioner Sam Adams
Frequently Asked Questions:
Hayden Island Development Delay Resolution
Revised July 12, 2006**

What is the purpose of the resolution you propose for Portland City Council consideration on Thursday, July 13, 2006 at 3:00 p.m. at City Hall, 1221 SW Fourth Ave?

Oregon Law requires a 45-day public notice in order for Portland City Council to consider enacting a temporary moratorium – a development delay – on developments that have the potential to restrict access on or off the Hayden Island, significantly increase traffic congestion on I-5 or threaten the Columbia River Crossing Project.

Why are you proposing this resolution to consider a development delay?

I am proposing this pause in development on Hayden Island for three reasons:

First, Hayden Island and I-5 lack adequate public transportation facilities to accommodate an estimated 13,000 additional vehicle trips per day that could come if Wal-Mart or another big box retailer builds a store at the old Thunderbird Hotel site. This section of I-5 is already considered one of the worst freeway choke points on the US west coast.

Second, the proposal to tear down what remains of the Jantzen Beach SuperCenter and replace it with a strip mall will perpetuate a dysfunctional and substandard street system on the Island and threaten freeway access – the only way on and off the Island.

And, third, these developments should wait until an alignment is chosen for the new \$1.5 billion Columbia River crossing.

Who supports your proposal?

This draft resolution is an expression of many Hayden Islanders who view the recently announced proposed developments on Hayden Island as a 'tipping point' for the need to pause for adequate planning.

Over the past three weeks, I have been working closely with community leaders from Hayden Island to weigh all options and craft this draft resolution.

There is also regional concern. Vancouver Mayor Royce Pollard, among other regional leaders, support considering a development hiatus.

Does the proposed resolution require the Portland City Council to enact a temporary moratorium --- a development delay -- on any traffic-producing commercial development on Hayden Island?

No. Approval of the proposed resolution does not require the Portland City Council to actually enact a temporary development moratorium. Oregon State Law requires a 45 day public notice when a city wants to consider any type of temporary development moratorium. The resolution provides the required public notice and starts the 45-day clock for the City, island residents and stakeholders to figure out all the details before deciding to enact a delay.

Are you proposing consideration of a development delay on all projects on Hayden Island?

No. I am proposing consideration of a development delay on commercial development that would restrict access, significantly increase vehicle trips or threaten the Columbia River Crossing Project in a to-be-defined geographic area on the Hayden Island (we have a draft map for public comment).

We expect that smaller construction projects, remodels, tenant improvements, industrial developments and residential projects would NOT be subject to a temporary moratorium.

What would be the boundaries of a temporary development moratorium on Hayden Island?

After consulting residents, it would be up to the entire Portland City Council to decide the boundaries of a temporary development moratorium. But the attached map includes a draft boundary line for the purposes of obtaining feedback.

Are you proposing consideration of a temporary development moratorium on development any place else in the City of Portland?

No. A temporary moratorium on development potentially delays an owner's right to develop when they want to develop, so it must be carefully and prudently considered.

I believe temporary development moratoriums should only be considered when adequate public services to support additional development are not available and the proposed development would significantly and permanently harm Portland.

Doesn't your proposal send a message that the City of Portland is anti-business?

No. Actually, the region's economy stands to be harmed if we do not intervene on Hayden Island. The freeway choke point will turn into gridlock and that affects all businesses in the region.

Your criticism of Wal-Mart is well known. Isn't this just a backdoor way to stop Wal-Mart from moving forward with their plans to build a new store on Hayden Island?

No. I am passionate about the plight of Portland's working class and I feel very protective of our small businesses against Wal-Mart's predatory business practices. I opposed the proposed Wal-Mart in Portland's Sellwood area, but I did not and would not propose a temporary development moratorium to stop it. As much as I am critical of Wal-Mart's business practices, I would be concerned about enacting a moratorium focused on the development plans of only one company.

But their proposed store was just one of the proposals that served as a tipping point. This resolution is about giving the region and Hayden Island the necessary time to complete a neighborhood plan, improve its dysfunctional and substandard street system, and provide time for the Columbia River Crossing project to decide where the replacement bridge will land on the Island.

You recently approved the big box development of Ikea at Cascade Station. What is the difference between Hayden Island and Cascade Station?

Cascade Station was developed with the proper infrastructure as well as a transportation plan that includes light rail and a street grid to handle the trip generation at this location. Unfortunately, Hayden Island lacks such an adequate plan.

If the proposed Resolution is approved by the Portland City Council, what is the timeline for actually considering a temporary development moratorium on Hayden Island?

At least 45 days before City Council would consider the moratorium at a public hearing, though it is possible that it would take a bit longer.

Has the City of Portland ever before enacted a moratorium on development?

Yes. The City enacted a moratorium on Electronic Data Storage facilities, often referred to as "Telco Hotels," along streetcar-impact zones in 2001.

You have recused yourself from Portland City Council land use decisions regarding Wal-Mart. Will you recuse yourself from decisions about the moratorium?

This City Attorney has advise me that I can vote on this resolution. I will continue to rely on their advice for further participation in this process.



New Look

The Regional Transportation Plan

.....▶

THE 2035 REGIONAL TRANSPORTATION PLAN UPDATE

A NEW LOOK
AT REGIONAL
CHOICES
FOR HOW
WE GROW



METRO

PEOPLE PLACES
OPEN SPACES



One of Metro's major responsibilities under state and federal law and the Metro Charter is the development of the Regional Transportation Plan (RTP). The RTP is the 20-year blueprint that guides investment in the region's transportation system. For transportation projects and programs to receive federal – and some state – funding, they must be in the RTP. This is the first major update to the RTP since 2000, and local plans must be consistent with the RTP.

The RTP establishes policies and strategies for all modes of travel – motor vehicles, transit, walking and bicycling – as well as the movement of freight and goods. The RTP also addresses street design and the efficient management of the transportation system.

The 2035 RTP update is being conducted as part of the New Look at regional choices to support the land use, economic, environmental and transportation goals of the Region 2040 Growth Concept. The update uses an “outcomes-based” planning approach to prioritize transportation investments that best help us reach our 2040 vision for growth, yet remain within expected funding constraints. Past updates to the RTP have included many more projects than the region could afford. This outcomes-based approach frames the discussion around achieving results that residents of the region identify as priorities without exceeding the expected resources to pay for them.



Finally, this update includes a strong education component to increase community and stakeholder awareness of the issues facing the region, and emphasizes collaboration with public and private sector leaders, community groups, businesses and residents of the 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

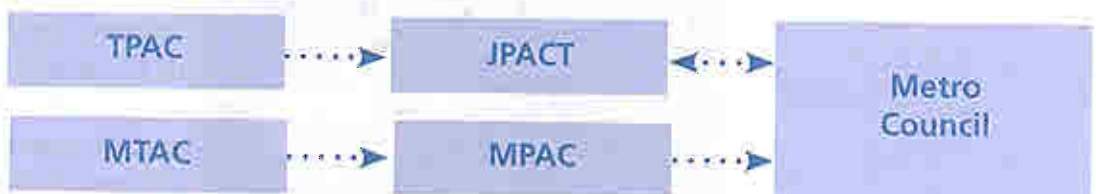
To address these challenges, the Metro Council is working with a broad spectrum of public and private interests to take a New Look at how to better use planning, policies and investments as tools to keep this region a great place to live and work, and preserve the region's unique qualities and natural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

The 2035 RTP update process will rely on Metro's existing decision-making structure for development, review and adoption of the plan. This structure includes four advisory committees made up of citizens and representatives from the public and private sector. The four committees are the Joint Policy Advisory Committee on Transportation (JPACT), the Metro Policy Advisory Committee (MPAC), the Transportation Policy Alternatives Committee (TPAC) and the Metro Technical Advisory Committee (MTAC).



WORK PROGRAM ACTIVITIES

Phase 1: Scoping (February – June 2006)

- Work with stakeholders to identify issues and develop the 2035 RTP update work program.

Phase 2: 2040 research and policy development (June – December 2006)

- Research the current transportation system, analyze relevant trends –demographic, land-use, environmental and financial – and prepare a report on the State of Transportation in the region.
- Conduct public opinion research, focus groups, stakeholder workshops and other stakeholder involvement events to identify public priorities and desired outcomes that are achievable given existing financial constraints.
- Link the RTP update to land use policy decisions established through the New Look planning process.

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

- Given the public priorities and desired outcomes identified in Phase 2, identify policy direction, strategies, performance measures, and investment priorities that support the 2040 Growth Concept.
- Conduct stakeholder workshops and other focused events to identify a financially constrained list of transportation investment priorities that address public priorities and achieve desired outcomes. Then create and release for public review, a discussion draft of the 2035 RTP.

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

- Following a 45-day public review of the discussion draft 2035 RTP, a regional forum, and formal public hearings, MPAC, JPACT and the Metro Council approve the 2035 RTP, pending air-quality analysis.

Phase 5: Federal and state consultation (December 2007 – February 2008)

- Conduct the air-quality analysis of the 2035 RTP to ensure that we meet the requirements of the Federal Clean Air Act and release the results for public comment. After a 30-day public comment period, submit the RTP for federal and state approval.

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.

Metro Council

President
David Bragdon
(503) 797-1889

Deputy President
Carl Hosticka
District 3
(503) 797-1549

Rod Park
District 1
(503) 797-1547

Brian Newman
District 2
(503) 797-1887

Susan McLain
District 4
(503) 797-1553

Rex Burkholder
District 5
(503) 797-1546

Robert Liberty
District 6
(503) 797-1552

Metro Council
www.metro-region.org
(503) 797-1700

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HOW YOU CAN BE INVOLVED

Public input is a crucial part of the 2035 RTP update. Public input helps ensure that Metro and our regional planning partners produce an updated plan that is balanced, affordable and implements public priorities that are consistent with the values embodied in the 2040 Growth Concept.

The public participation component of the update has been designed to gather input from a variety of perspectives. In addition, Metro will purposefully seek input from traditionally underrepresented groups through a public opinion survey, focus groups, stakeholder workshops and topical workshops.

Opportunities to learn more and participate

- Metro Council and advisory committee meetings (*on-going*)
- Regional forums (*June and December 2006 and September 2007*)
- Stakeholder workshops (*Fall 2006 and Spring 2007*)
- Focus groups (*Fall 2006 and Spring 2007*)
- Public opinion survey (*Fall 2006*)
- Topical workshops (*Spring 2007*)
- Public hearings (*Fall 2007*)

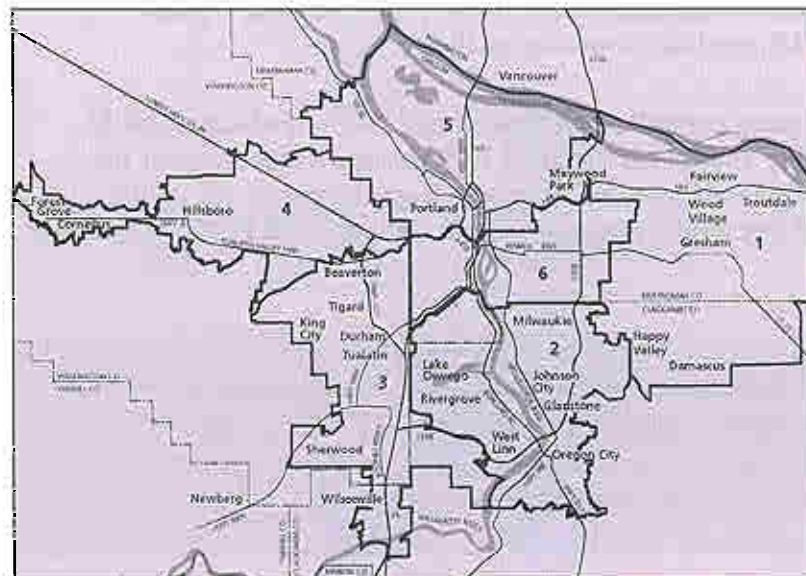


For more information

Visit the Metro website www.metro-region.org/rtp and click on "2035 RTP Update," or call the Transportation Hotline at (503) 797-1900.

To be added to the 2035 RTP update "interested parties" list, send e-mail to rtp@metro-region.org.

To discuss pending decisions, policies, or other issues of concern, contact your elected Metro representative.



**Metro Council
Districts**