

Appendices to Task Force Meeting Summary

Handouts from Task Force Members



proud past, promising future

CLARK COUNTY
WASHINGTON

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

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**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

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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.

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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

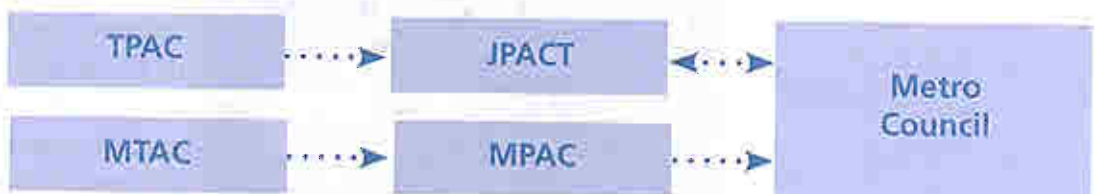
To address these challenges, the Metro Council is working with a broad spectrum of public and private interests to take a New Look at how to better use planning, policies and investments as tools to keep this region a great place to live and work, and preserve the region's unique qualities and natural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

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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*)

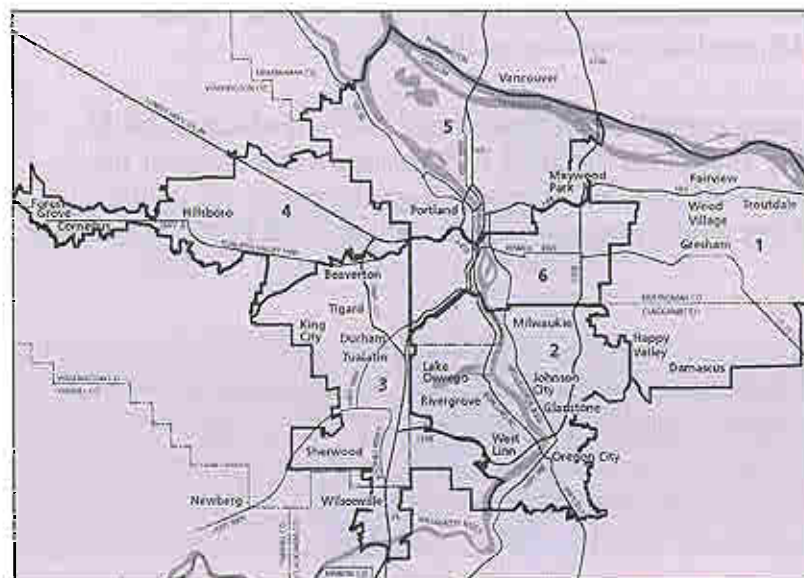


For more information

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**