

# Columbia River CROSSING *DRAFT Meeting Agenda*

**MEETING TITLE:** Task Force Meeting  
**DATE:** March 27, 2007, 4:00 – 6:30 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	Meeting Summary	Approve Meeting Summary
4:20 – 4:35	Report from Fourth Alternative Subcommittee	Receive Report
4:35 – 5:20	Public Comment	Receive Public Comment
5:20 – 6:25	Findings of Fourth Alternative Subcommittee	Discussion / Action
6:25 – 6:30	Wrap Up and Next Steps  <b>Next Meeting</b> June 26, 2007, 4 p.m. – 6:30 p.m. Oregon Department of Transportation 123 NW Flanders St., Portland	

## **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:** February 27, 2007, 4:00pm  
**Location:** Oregon Department of Transportation, Region 1  
 123 NW Flanders St., Portland, OR

**Members Present:**

Last Name	First Name	Organization	Alternate Attending
Adams	Sam	City of Portland	
Armbruster	Grant	Portland Business Alliance	
Bennett	Mike	City of Gresham	
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	Arnada Neighborhood Association	
Fuglister	Jill	Coalition for a Livable Future	
Grossnickle	Jerry	Columbia River Towboat Association	
Hamm	Jeff	C-TRAN	
Hansen	Fred	TriMet	
Hewitt	Henry	Stoel Rives, LLP	
Imeson	Tom	Port of Portland	
Isbell	Monica	Starboard Alliance Company, LLC	
Knight	Bob	Clark College	
Lookingbill	Dean	Regional Transportation Council	
Malin	Dick	Central Park Neighborhood Assn.	
Paulson	Larry	Port of Vancouver	
Pollard	Royce	City of Vancouver	
* Pursley	Larry	Washington Trucking Association	
Russel	Bob	Oregon Trucking Association	
Schlueter	Jonathan	Westside Economic Alliance	
* Schmidt	Karen	Washington Freight Mobility Strategic Investment Board	
Strahan	Elson	Vancouver National Historic Reserve Trust	
Stuart	Steve	Clark County	
Sundvall-Williams	Jeri	Environmental Justice Action Group	
Tischer	Dave	Columbia Pacific Building Trades	
Valenta	Walter	Bridgeton Neighborhood Association	
Walstra	Scot	Greater Vancouver Chamber of Commerce	
Zelenka	Tom	Schnitzer Group	

**Number of guests present: 105**

**Project Staff Present:**

Ron Anderson  
 Danielle Cogan  
 Doug Ficco  
 Tonja Gleason  
 Frank Green  
 Heather Gunderson  
 Barbara Hart  
 Michael Harrison  
 Zachary Horowitz  
 Ryan LeProwse  
 Jay Lyman  
 Tom Markgraf  
 Colin McConnaha  
 Barbara MacKay  
 Kay McLoughlin  
 Linda Mullen  
 John Osborn  
 Peter Ovington  
 David Parisi  
 Lynn Rust  
 Carolyn Sharp  
 Lynette Shaw  
 Leon Skilles  
 Gregg Snyder  
 Audri Streif  
 Kris Strickler  
 Rex Wong

**Members Absent:**

Halverson	Brad	Overlook Neighborhood Association
Lynch	Ed	Greater Vancouver Chamber of Commerce
Osborn	Dennis	City of Battle Ground
Phillips	Bart	Columbia River Economic Development Council
Ray	Janet	Washington AAA

\* Task force members present via phone

## 1. Welcome & Announcements

### • Welcome to new members

- Tom Imeson is the director of Public Affairs for the Port of Portland and will be the Port's new representative on the Task Force. He replaces Bill Wyatt.
- Mike Bennett, Gresham City Councilor will be representing the City of Gresham. Mayor Shane Bemis will serve as alternate.

## 2. Meeting Summary Approval

- **Action:** Approved – Draft summary of January 23, 2006 Task Force meeting

## 3. Public Comment (27 commentors)

- **Barbara Nelson** – Resident and member of board of directors for Jantzen Beach Moorage. Employee at Jantzen Beach State Welcome Center where she sees safety problems first hand. Asserted that decision is needed now so a third bridge can be considered sooner. Spoke about aspects of living at the Jantzen Beach Moorage such as resident ownership of moorage, long term residency, 90% owner occupancy rate, unusually close community ties, and the large investments residents have made in their property. Spoke in favor tolling, light rail, and an upstream replacement bridge due to it having fewer impacts on Hayden Island residents.
- **Tom Mielke** – Served as a citizen and as a Washington State legislator on transportation issues for over twelve years. Cautioned that accepting the staff recommendation was premature and argued against claims that the current bridges were unsound for seismic and age reasons. Stated that a larger bridge would not remove congestion but would have a negative impact on air quality and referred to previous work he did as a legislator which concluded that the I-5 corridor could not feasibly be fixed. Raised issues with the National Environmental Policy Act (NEPA) process of the CRC project so far such as location and frequency of meetings. Suggested that the task force slow down and take a step back.
- **Terry Parker** – (Testimony submitted, see **Appendix 1**). Stated project was set to fail by an overly rigorous Purpose and Need statement that unfairly eliminates more affordable options. Raised issues with light rail's connection not serving most commuters, discrepancies between those benefiting from and those paying for tolls, failure to recognize the diversity of drivers' needs, and a lack of bike counts to prove need for, or bike tolls to support investment in, bike lanes. Advocated stopping process to find middle ground options that retain current bridges. Gave ideas for alternatives.
- **Jim Howell** – Stated support for Metro's resolution. Spoke of need to incorporate expertise of transit and railroad engineers as well as urban planners into work already done by highway engineers.
- **Vinton Erickson** – Farmer in Vancouver who ships produce across the bridge. Commented that the bridges are overloaded and if truck traffic doubles in 20 years, there will be no room for anyone to drive. Cited an *Oregonian* article from March 20, 1989 by a Pacific University professor and member of Oregon Transportation Commission. Article proposed a western bypass of I-5 which could form a beltway with I-205. Stated that this idea was still applicable and necessary.
- **Dan McFarling** – Aloha resident. Cautioned that a focus on congested pavement would waste money, time, and lives because such an approach could only move the bottleneck and worsen air pollution. Said that approach being used by CRC is antiquated and asserted it should focus instead on finding ways to efficiently move people and freight while best conserving land and resources.

- **Sharon Nasset** – Argued that the lack of support of the staff recommendation options by various transportation groups indicated that the options would not meet NEPA criteria. Referred to Metro's session on CRC and the resolutions which passed there. Claimed that there was a void in CRC's public outreach and involvement. Stated the need for additional options but questioned the right of the task force to determine those without going back to their constituencies and groups first.
- **Jon Haugen** – Native Portlander now living in Vancouver. Stated that none of the proposals meets community needs and advised group to look outside the region for new answers. Endorsed an expressway from SR-14 to I-405 and a commuter rail line from Longview to Portland.
- **Paul Edgar** – Original Vancouver resident who commuted in corridor for 14 years. Asserted the necessity of another alternative due to the current I-5 corridor being broken. Stated that any of these options would only create more congestion. Linked congestion with emissions and air quality issues. Cited these types of emissions as the cause of many illnesses and deaths, including his father's. Asked the task force not to perpetuate this type of problem and to come up with an alternative that would not induce more vehicles into the I-5 corridor. Warned that increasing congestion would kill people and businesses and asserted that the group could do better.
- **Ray Polani** – Resident of Portland. Stated support for Metro, Coalition for a Livable Future, Clark County Commission, and other groups who wanted a change in the direction of the process. Referenced a Feb. 11 *Oregonian* article on a study which identified five major choke points on I-5, including the I-5 Bridge. Referenced Feb. 23 *Portland Tribune* article that claimed over \$9 billion was needed to fix the area's roads and highways without including the CRC project. Read from a Feb. 3, 2007 *Oregonian* letter to the editor emphasizing the need for light rail, implications of rising gas prices, and consideration of spending money elsewhere on freight and passenger rail improvements. Concluded that the group should not build an expensive project that increases congestion in light of the current concerns about global warming and dependency on foreign oil.
- **Chris Smith** – Referred to Eddington report which claimed that the most beneficial transportation planning focus is on how to best operate what is already in place (through methods such as pricing). Read excerpt which warned against making transportation projects into the "pursuit of icons," asserted that resources are better used in other, less exciting ways, and that macro-investments are huge risks which are rarely assessed against other alternatives. Insisted that the group needed to look for better ways to achieve the same or better goals by spreading the money around.
- **John Leber** – Owner of Longview mulch company that ships by trucks. Commented that even if trucks could average 30 mph, his company would save a lot of money. Stated current situation is a bottleneck which could be improved. Expressed concern for area's economic future if businesses were forced to move due to transportation issues. Urged task force to approve recommendation.
- **Jason Barbour** – Member of Sellwood Bridge community task force and part of former committee to save C-TRAN, speaking on behalf of himself. Stated that the costs are a problem and designers are not considering what the community can or wants to pay for. Also held that light rail should be Clark County's decision and that their transit agencies should be in charge of it.
- **Rev. Phil Sano** – Commented that he is excited about the amount of public input and that it shows the project is an important issue. Cited a love of Portland based in its consideration of the impacts of what is built. Asserted that a project built for cars would bring more cars to the area. Commented on the dangers of cars and that many people do not want to see more of them.
- **TJ Harrison** – Lewis and Clark College student. Mentioned environmental and social issues education which shows building more lanes only increases congestion and stated she has seen Portland do more visionary things than that. Stated that adding more lanes is an environmental justice and public health issue due to the congestion it would cause at the Rose Garden. Stated opposition to staff recommendation and urged the project to be more creative and for commuters to reconsider options.

- **Fred Nussbaum** – Testifying on behalf Assn. of Oregon Rail and Transit Advocates (AORTA). Supported Metro resolution, consideration of another alternative, and more extensive analysis. Stated no alternative considered has taken a comprehensive view and included a local traffic bridge along with interchange reconfiguration and correction of the railroad bridge swing-span. Claimed there are only two alternatives in the staff recommendation and that it is not in the spirit or legal parameters of NEPA. Also testified on behalf of self. Urged task force not to base decision on majority vote. Claimed a straight vote could divide the community and that a consensus was needed.
- **Jim Karlock** – (Appendix 2) Found the lack of cost-benefit assessment to be a fatal flaw in the process. Gave an estimate that if a four lane bridge is \$200 million, then 30 to 40 bridges could be built with the same amount of money being discussed. Brought up the success of RC-14 on all criteria except transit and bike/ped, and stated that with a small secondary bridge those could be addressed. Questioned the cost-benefit of MAX and bike/ped accommodations.
- **Kristine Perry** – Member of Community Choices 2010 for Vancouver, WA. Stated that decision will have a long term impact on health and quality life. Encouraged task force, on behalf of the Steps to a Healthier Clark County program, to find sustainable solutions that encourage physical activity, discourage single occupancy vehicles, and provide viable transportation options. Emphasized concern over lack of equitable attention to bike/ped systems. Referenced national research which proved direct relationship between individual health, community walkability, transportation systems, and the built environment and connected this to concern over the levels of obesity in Clark County. Urged task force to convene a formal bike/ped group and to include a member of the Steps to a Healthier Clark County program in it.
- **Sylvia Evans** – North Portland resident and regular commentor. Stated she was there on behalf of her family, friends and neighbors, three of whom were hospitalized from impaired lung function that weekend, and one who died earlier from heart failure and impaired lung function. Stated North Portland residents were being poisoned and that it was necessary to reconsider the project and its decisions in terms of cleaner air, not more cars.
- **Kate Iris-Hilburger** – Student at Lewis and Clark College. Commented on relationship between these types of projects and the devastating displacement of low income communities. Cited that Portland has evolved creative solutions to these problems before and urged each member of the task force to seek those types of solutions and to emphasize justice issues.
- **David Rowe** – Battle Ground resident. Talked about his family's car use patterns and the high cost of it. Encouraged development of park and ride system and stated wish to use mass transportation. Referred to a study of commuter heavy rail use from Battle Ground. Claimed it would be less costly since much of the right of way is already owned and would serve the majority of the area. Pointed out many opportunities for C-TRAN and MAX connections and that the same equipment could have multiple uses. Showed map that indicated the specific route he was referencing.
- **Corky Collier** – Executive Director of Columbia Corridor Association and Member of the CRC Freight Working Group. Stated the I-5 corridor is home to over 2,500 businesses, is Oregon's largest business corridor, and is also Portland's industrial sanctuary. Stated that it is a major economic hindrance that the most congested spot on the interstate corridor is wrapped on both sides by the region's most important economic areas. Urged task force to support staff recommendation and to use the DEIS process to look at alternatives and consider air quality.
- **Jessica Lazar** – Student at Lewis and Clark College. Referred to *Reader's Digest* naming Portland as the "cleanest city" and stated that the US looks to Portland for innovative solutions to environmental and human rights issues. Commented that human rights are at stake and it was morally impermissible to displace residents or contribute to deaths via poor air quality if alternatives existed. Affirmed belief in another alternative which would be able to set a standard for other places.
- **Carl Larson** – From Boston. Commented on the potential of CRC to become something akin to Boston's Big Dig in terms of ill-spent money. Asserted that Portland needs to look at transit as hope, that a replacement bridge was not buildable, and that the number of public commentors speaking against the recommendation was indicative of the community's feelings.

- **Megan McBride** – Stated that she did not believe staff recommendation would meet goals of improved safety, mobility, and reliability on I-5. Stated more lanes would fill up and shift bottleneck to Rose Quarter. Urged the focus of project to be on the structural causes of increasing commuter traffic. Stated support for high capacity transit options. Advised group to look at who are having their needs met and who are suffering the impacts, especially in regards to North Portland residents.
- **Susan Morton** – Commented on need to have an even sharing of costs between the states. Stated that a replacement bridge option wasn't good enough and that a new corridor is needed for freight. Also stated that Clark County should choose light rail on its own.
- **William Barnes** – Private citizen who has followed project for four months. Stated that there was a need to start over and find another alternative. Identified problems which make the current process such as a cost not being nailed down, important advocacy groups not being brought in, ignoring of advocacy groups that are involved, and the lack of consensus among stakeholders.

#### 4. Report from the Community and Environmental Justice Group

<p><b>NOTE:</b>      <i>Task Force questions and comments are in italics,</i>                       <i>Staff responses are in plain text</i></p>
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- Letter from Community and Environmental Justice Group read by Dave Frei. Group took position that it could neither accept nor decline staff recommendation at the time of the meeting due to lack of information on health and environmental impacts, displacement impacts, and alternative corridor placement.

*--Henry Hewitt – More information on the issues the group has identified will be found in the DEIS phase. They will be dealt with in great detail at that time.*

*--Jill Fuglister – Is the group asking the task force to defer a decision until there is more information?*

*--Dave Frei – That is where we are at. It feels like this is being driven home without enough information.*

*--Henry Hewitt– We expect to gather this information on all the alternatives that move forward.*

*--Jeri Sundvall-Williams – This is a group of brilliant and dedicated volunteers. We didn't have a full sense of environmental justice when I left, but you have gained it and leadership since then. I have full confidence in your not knowing how to vote because I am there too.*

#### 5. Report on Public Comment and Open Houses

- Presentation by **Danielle Cogan**

*--Rex Burkholder – We had a long public comment period at the Metro Council session on the resolution I've brought. There was a misconception about a lack of public involvement. This is a good response.*

*--Jill Fuglister – I feel like there are missing pieces in the way that the comment form questions have been framed. I thought that we were supposed to have been given a draft of the comment form.*

Danielle Cogan – There was some narrowness to the questions but open ended responses were invited too. The form went through three iterations based on public feedback. Task force review of the forms was not something that I understand to have been proposed earlier nor carried out for these.

*--Hal Dengerink– Wanted to clarify that public comment is not finished.*

Danielle Cogan – Public comment is involved at every level. We took on an aggressive outreach plan to make sure people were aware of the staff recommendation. As we move into the next parts dealing with issues like impacts, we will continue to do so. We will accept any feedback on how to better serve in this manner.

## 6. Recommendation on Transit and River Crossing Alternatives for DEIS

- Presentation recapping the *Staff Recommendation*, by **Doug Ficco** and **John Osborn**

--Sam Adams – *Could you clarify the position of the federal regulatory agencies? Coast Guard has intimated that they want a new structure. Do they have a veto?*

Doug Ficco – Yes, they are the ones who permit where piers can be built.

--Rex Burkholder – *I would like to see tolling as part of CRC's TDM as well as at the regional level.*

--Steve Stuart – *How many lanes are being recommended to move forward?*

Doug Ficco – Five or six in each direction made up of three through lanes and two or three auxiliary lanes for operational purposes.

--Steve Stuart – *The total of that number of lanes, shoulders, lanes for High Capacity Transit, and widened bike/ped facilities is approximately 228 ft wide. How could that not divide Vancouver and the Reserve?*

Jay Lyman – Only through lanes will extend further into corridor. The others dive down into Vancouver right after the bridge.

--Sam Adams – *There was a comment raised during public comments – has there been no investigation of seismic issues on the existing bridges?*

Doug Ficco – A seismic panel was put together and a report created that showed the bridges are susceptible to earthquakes because of their existing foundations.

--Sam Adams – *What is the cost of the project? Obviously, these are low confidence numbers.*

Doug Ficco – We don't know until our alternative is well defined. There are a lot of risks involved.

--Henry Hewitt – *The range depends on whether we are talking just about the bridge or interchanges as well as infrastructure. Some of the ambiguity comes from that.*

--Sam Adams – *To address comments raised during the public comment period, why are we narrowing options without a better understanding of the costs?*

John Osborn – We know supplemental and replacement are similar in costs so other aspects of the performance measures become more important.

--Sam Adams – *The staff recommendation doesn't meet a legal test of NEPA standards?*

Jay Lyman – It is the opinion of the Federal Highway Administration and other experts that we have a wide enough range. We have to use a process to consider what we will take forward, which we have done in the last year and a half, but the DEIS only needs one build and one no build.

--Royce Pollard – *We are concerned about impacts on downtown Vancouver too, about the size of the bridge and where it touches down. The right of way we have is what this will be operated within. In regards to environmental justice, I've anticipated that the DEIS will address those issues on both sides of the river.*

**Motion:** Henry Hewitt – *I'd like to ask for a motion to approve the staff recommendation to move forward into the Draft Environmental Impact Statement. I'd like to have this be a beginning point to discuss the motion.*

**Motion to amend:** Rex Burkholder – *I'd like to make a motion to amend. The Metro resolution and amendment are before you. (Appendix 3). There are pieces here that reiterate what we want to focus on and also a fourth alternative that we've brought in. The challenge has been to find a low cost alternative that might reuse the existing bridges and meet the project Purpose and Need. We want to amend that the proposed alternatives move forward into DEIS but also that a subcommittee be established to come back at the next meeting with a fourth alternative for DEIS that retains the existing bridges.*

--Eelson Strahan – *Were the 37 alternatives already considered not defined enough or is this option # 38? Will the process be held up until the feasibility of this new one is determined through the same methods that the earlier options were?*

--Rex Burkholder – Adding another alternative would allow the others to go forward. The amendment would charge the subcommittee to come back with an option based on retaining the existing bridges. It might use options already considered or a combination of them.

--Bob Russell – What is the involvement of staff in this, and what is the cost of evaluating another option? For consistency the staff should apply the same criteria as it did to the options that were already tested.

--Henry Hewitt - I took the motion to mean that the subcommittee would be staffed by staff.

--Tom Zelenka - There are components in this that have already gone through the screening process. In order to carry forward and implement, would we use the same criteria? How would we know that what emerged would be the basis of getting to some consensus?

--Rex Burkholder – Any suggestion would have to meet the Purpose and Need Statement. You would have to come up with something that in the judgment of this body would meet that. Whether we make that decision before the DEIS or after it when you have more data is up to this body.

--Jill Fuglister – Coalition for a Livable Future does not support the current recommendation in part because of a lack of information and a lack of costs. Having one big costly idea on the table is very risky. There is a lot of wisdom in trying to come up with another alternative. Who is on the committee? I like the working group model but would also like there to be experts in areas like urban design. Also, there are performance measures that have been used for evaluation which were not agreed upon. There are other measures that we could look at and add into the analysis.

--Rex Burkholder – Membership of the committee is up to task force, to the chair specifically.

--Steve Stuart – How much would it cost to put another alternative in compared to the potential cost of having an all or nothing scenario that fails? Cost we incur in creating another alternative is definitely less. We would have information to help us come up with a better Locally Preferred Alternative that is easier to reach consensus on. We have staff with that expertise to help us create something different. I don't know what the other idea would look like but I do know what we have and that we are not satisfied with it. Whoever wants another alternative needs to be involved in finding out what that is.

--Serena Cruz-Walsh – I appreciate Rex for bringing forward a compromise proposal. We assumed that something might happen to bring another option forward when we voted two months ago. The Multnomah County Board of Commissioners expressed support for the staff recommendation but also concern about the political viability of the project without including a broader range of voices.

--Jeff Hamm – Is there another alternative that meets the Purpose and Need? Of the 12 that were screened, five were supplemental options. We could add pricing or very heavy TDM and TSM too. The C-TRAN board of directors is supportive of the staff recommendation, but would like another alternative.

--Walter Valenta – I am in support of the Metro proposal. Even if you are decided, understand that we save time by listening to these other voices now. We don't know what another alternative is yet but we need to be open to the process. If we could have a strong vote here, we would get more political capital.

--Jonathan Schlueter – I would be receptive if I thought we missed something or if it would bring peace amongst the group. I don't know if I see that in this proposal. We have listened very carefully to the 37 options before and the difficulties of a supplemental option. Where is this going to meet the standards of public safety, freight mobility, commuter access, and capacity? What do we gain by retaining the existing spans or delivering an alternate span? The costs of construction go up every year we sit here. It is \$25 million a month by my calculation to have this conversation.

--Dave Frei – In regards to air quality and other factors that are based on information we don't know, the staff recommendation provides two choices. Staff leans on no-build to provide a choice. I am looking for an even based comparison between different alternatives that can meet the Purpose and Need. I'd like to have a fair decision that lets us balance quality of life of people on the corridor and road capacity.

--Sam Adams – Is the supplemental bridge an arterial bridge?

--Rex Burkholder – All it means is that there is currently not enough capacity on the existing bridges and something would be built to accommodate that. The subcommittee would figure out what that something is.



--Sam Adams – *There is a lack of specificity on what happens to the existing spans – should we be reading anything into that?*

--Rex Burkholder – *No.*

--Hal Dengerink – *We've had other alternatives considered, and nobody has come up with a decent alternative against staff recommendation. Metro basically proposes a modified Alternative #3 from the 12 packaged alternatives. Why wouldn't we take Metro's recommended alternative here?*

--Rex Burkholder – *It was a best guess at what we thought might work. I don't pretend to make this up and be sure we caught everything. I didn't want something so restrictive that a better alternative couldn't be developed. We tried to define something here, but didn't want to say that it is the only option.*

--Monica Isbell – *If we go forward with studying another alternative, what does that do in terms of federal appropriation of dollars?*

Doug Ficco – *It is important to keep on schedule to apply for the programs we are going for. There is less money in the next federal reauthorization. We will be a competitive project if we are ready to go. We have to look at funding sources besides just tolling, and this is the next best.*

John Osborn – *If we miss 2009, it is another six years before another authorization comes around. With the way the Northwest representatives are situated right now at the federal level, we are in a good place to influence things. We can't be sure what it will look like six years from now.*

--Henry Hewitt – *We would not want to interfere with this schedule by adding an alternative and I don't believe that we would. We're talking about a difference of months, not years.*

--Monica Isbell – *If we move forward with these options and then have some other option, how does that not put us off schedule? I am concerned that if we study more we aren't going to be able to get this project funded. How, in a month, can a group of people come up with something that takes precedence over the options that were already put forward?*

**Motion to amend:** Fred Hansen – *I might offer an amendment to this amendment. What alternatives we take into the DEIS are form issues that have to be evaluated. The tough decision is when we come out with an LPA and we should not have too much split now. I would propose an alternative that would seek to maximize the use of the existing bridges. Sub-option A would combine this with a mid-level bridge that would carry three through lanes only in each direction. For sub-option B a lower level bridge that would have a lift and not disrupt downtown Vancouver would be considered. High capacity transit would need to be included.*

--Henry Hewitt – *I don't think that we can define what this fourth alternative would look like through amendment.*

--Royce Pollard – *I like Fred's proposal less than I like Rex's. We could miss the only opportunity we have to provide for the future of our communities. I have the same concerns about cost and environmental. These things have to be looked at in the DEIS and they will be.*

--Lora Caine – *I went back to my people and they were concerned about having essentially a single option. I would support Rex's idea of going through other possibilities with staff and bringing back something to the this group so long as other recommendations go forward at the same time. We were told we had the opportunity to add back in. I would like to know that anyone could take part in the subcommittee if they like.*

--Jill Fuglister – *Coming back in a month seems like a short time frame. I am sensitive to the issues that have been raised with regard to the funding timeline, but a significant number of people are uncomfortable. I think there would be challenges with our delegation moving forward if this project is controversial. I hope that we wouldn't go forward with something too limited just to position ourselves to get money.*

--Steve Stuart – *There is a lot of concern over the money, but where is that money? FTA said that the timeline that the CRC staff has is not the one they are responsive to. Senator Murray's staff said to me that we should limit our expectations. The days of 90% share for these types of projects is over, it's more likely to be 50/50. There is a resolution in Olympia to help, but there has already been a raise in gas taxes already. I would much rather support what Rex is saying and take a month to reach consensus on this.*

--Mike Bennett-- *What happens after the month? What are the impacts on this process if we inject another option? What happens to the ones that are already started on DEIS?*

Doug Ficco-- *If something comes back in a month, we can react. 90/10 is still the interstate highway match, with less for transit. This project is not just a bridge project; it also includes transit, interchanges, and highway. We are trying to find a fourth option with just looking at the bridge. We need to look at the other portions of the project too. There are going to be impacts on schedule depending on when we get another alternative and how complex it looks. You can either extend the schedule or get more resources, and we are pretty tapped out on resources now.*

John Osborn -- *We can spend more time on this process, but the cost of the inflation per month is huge. Those are implications to face as well.*

--Walter Valenta -- *I find it a little troubling this idea that if we don't take the staff recommendation we will lose all the money. If we bring forward another reasonable option, we'll find the time and money still. We need to take time now to get a broader section of people on board so it doesn't take more time later. If the new bridge is the best choice, then it can handle another alternative being introduced.*

--Sam Adams -- *Given the scope of the charge for this subcommittee, is it doable in the next month?*

Doug Ficco -- *It is doable, we just need to make sure that it is a wise use of time.*

--Sam Adams-- *I think that there is benefit of this as an option even if it is not chosen. In spite of concerns I have about arterial impacts to local roadways, I think it is a good thing to have in this process.*

--Dean Lookingbill -- *If we support this amendment, then do we get another alternative into the DEIS?*

--Henry Hewitt -- *It means we support the staff recommendation, and then a separate committee will develop a fourth alternative and bring it back here for this group to vote on to move into the DEIS.*

--Larry Paulson -- *The alternative needs to speak to the freight issue -- not just across it but under it too. We have discussed many of the problems with a supplemental option at length. The spans' seismic state concerns me too.*

--Bob Knight -- *I have three concerns about the amendment. There is the impact on the ability to compete for federal money, a need for greater definition of the terms "low-cost" and "supplemental," and the significant environmental impacts of building another bridge on land that currently does not have a bridge on it. I think that we have taken our time so far -- if we turn this around in 30 days, it is too quick.*

--Monica Isbell -- *Can this resolution be split into a vote on the staff recommendation and another one on a different alternative? I also only feel comfortable if that one month timeline is firm. The resolution needs to be firmly written, and it isn't right now.*

--Rich Brown-- *The term "low cost alternative" has been used but that does not take into account the information we got in the presentation about the "cost of congestion."*

--Jill Fuglister-- *I'm not sure if it's feasible to have a new group form and get other experts to come in this 30 day timeline.*

--Steve Stuart -- *I do not have authority to vote for the three options moving forward if there is a possibility the fourth might not be approved. I don't want the perception that the staff may undermine a fourth alternative. If we can reach consensus on what to study, we will have more stability later.*

--Henry Hewitt- *As I understand it, if the amendment passes and the group comes back with something reasonable, it will be included.*

--Jeff Hamm -- *I wanted to clarify that the fourth alternative includes the supplemental bridge, but also TDM and TSM that haven't been applied yet.*

--Rex Burkholder- *I would want to defer to the work of the subcommittee on that.*

--Jerry Grossnickle -- *There is a fatal flaw to this alternative if we don't come back to fixing the rail bridge. Is that why it's in the Metro proposal?*

--Rex Burkholder -- *It is part of it.*

--Dave Frei – DEIS will address all the environmental justice issues I am concerned with, and will also study other issues that have been discussed like freight and capacity. I support pushing forward the current items, but I will have a tough time unless there is also something that moves forward to compare it to.

--Bob Byrd– Will it be possible to veto the fourth alternative?

--Rex Burkholder- I'd like to defer to the chair's description of the amendment. If the subcommittee comes up with something that meets the Purpose and Need statement, then it would be included.

--Henry Hewitt – We are going to discuss and debate it as well.

--Fred Hansen – I think that this amendment has to be taken in good faith. Unless there is a fatal flaw, it will move forward into the DEIS as part of the process of building consensus around the table.

--Henry Hewitt – There is tension here and I hope that we agree on something reasonable. We can't move forward without consensus.

--Elson Strahan – Is there some friendly language we could include about adding a fourth alternative developed by a subcommittee "as approved by the Task Force."

--Henry Hewitt – I don't think there is any way around us having to agree on what comes back in a month.

--Rex Burkholder – The real decision is going to be what the LPA is. I think that without another alternative we won't be able to agree. I understand that people want to move forward, but let's also work on trying to come up with a good fourth alternative. I hope this is a good faith effort. If it meets Purpose and Need, which is often a judgment call, it would go forward. I think Metro's skepticism is indicative of the general public's concerns. A lot of analysis has been done, and we can do a lot based on that work. At the end of the day, we are going to have a lot of analysis and we will still have to make a decision on this. A lot of bodies of authority will still have to agree.

--Henry Hewitt– What we are voting on is moving forward with the staff recommendation and adding a concept of a fourth alternative, that we will form a task force to form a fourth alternative, and we will have them report that back to our committee meeting in March with the expectation that if it is reasonable within the context of the conversation we are having, it will move forward into the DEIS process.

--Hal Dengerink – What the subcommittee comes up with is not going to be a terribly detailed recommendation, but what we have on the table currently staff are not either.

- **Action:** Vote on Burkholder amendment – passes with 26 for, 7 opposed, and no abstentions
- **Action:** Vote on motion as amended – passes with 33 for, none opposed, and no abstentions

## 7. Wrap Up and Next Steps

Subcommittee appointed to develop a fourth alternative to bring back to the Task Force in a month:

Rex Burkholder – Chair, Walter Valenta, Steve Stuart, Jeff Hamm, Dean Lookingbill, Fred Hansen, Tom Zelenka, Scot Walstra, and Fred Hansen, Hal Dengerink – ex officio, Henry Hewitt – ex officio

Dates of subcommittee meetings will be made available to group. All are welcomed to attend.

### **Next Task Force Meeting:**

March 27, 4:00-6:30 p.m.

WSDOT, Southwest Region Office,  
11018 NE 51st Circle, Vancouver, WA

## **Appendices to Task Force Meeting Summary**

- Appendix 1** Public testimony submitted by Terry Parker
- Appendix 2** Cost-benefit article provided by Jim Karlock
- Appendix 3** Metro resolution and amendment
- Appendix 4** Letter from Westside Economic Alliance
- Appendix 5** Guide to Oregon public meetings, distributed at meeting by member of the public

DRAFT



This committee has set itself up for FAILURE by developing an overly rigorous purpose and need statement that among other things, called for no bridge lifts and earthquake standards that are overly ambitious. This scenario has lead up to a potential six billion dollar project this region can ill afford, and knocked out other lower cost viable options that would retain use of the existing bridges in some form.

The two billion dollar light rail piece of the proposal FAILS because it only addresses the link between downtown Vancouver and downtown Portland when the majority of commuters crossing the Columbia are NOT going between those two locations.

Your current tolling agenda proposal FAILS because it does not balance the benefits with the costs as it relates to who pays the bill. If Vancouver and Clark County want light rail, then Vancouver and Clark County along with transit passenger fares need to pay for light rail - NOT Motorists. Furthermore, any tolling that takes place for only one class or mode of transport can be widely viewed as discrimination by class.

Your proposed transportation management schemes FAIL because they do not better join the two sides of the river together doing more harm to separate the two states. They also FAIL to recognize that a service technician in a mini-van making a service call is just as important as the driver of a SUV loaded with merchandise to be exhibited at the Expo Center who is just as important as a lone premise sales person driving the family car that just initiated yet another semi-truck load of important freight – all of whom support interstate commerce, and all of whom including the freight carriers must be treated with equal priority.

Your proposed bicycle infrastructure plan FAILS because there have been no bona fide daily bicyclist crossing counts provided to the public that would validate the need, because it has yet to be proven to pencil out as being cost effective, and because there is nothing in your tolling proposal to balance the benefits to bicyclists with any costs that would be paid for by bicyclists as a result of bicycle tolls or a bicycle tax. The committee is hiding behind absurd policy and excuses rather than identifying and demonstrating the most cost efficient means for bicyclists to cross the river - a means that may require bicyclists to use transit rather than spending hundreds of million dollars or more just for dedicated pedal pusher infrastructure.

As a taxpayer, my suggestion to you as a committee is to listen to the pubic. Retreat, come up with and carry forward a comparative money saving middle ground option that retains the existing bridges and is free from the stink of any social engineering.

My preference is an option whereby any new supplemental bridge would be a new freeway bridge with six "full service" lanes that would eliminate some of the safety issues associated with freeway travel on the existing bridges. Two lanes in each direction on the existing bridges would be retained for slower speed local traffic and for the SR14 and northbound I-5 interchanges to and from Hayden Island, with the third lane in each direction reserved for combined highway and rail transit use. Lastly, the existing pedestrian sidewalks could be widened similar to what was done on the Hawthorne Bridge in Portland.

In closing, the best interests of taxpayers and the public are not being represented by supporting only the proposed staff recommendation. Instead of staying the course, it is time to change the course.



Tony Parker

Downtown  
Vancouver



< SR14  
< SR14  
SR14 >  
SR14 >

Columbia

River

Hayden

Island



## **The lack of estimated cost-benefit is a fatal flaw in this process.**

Cost is critical part of any construction project, but was ignored here. Further one usually uses costs to decide what features are worth the cost. Say, for instance, you want a fully loaded new car, but decide to sacrifice certain features because of the cost of those features. Or you may decide that you really don't need a Rolls Royce after seeing the price.

One can estimate a simple, four lane crossing at under \$200 million<sup>1</sup>. At that rate one could build 30 new bridges for the \$6 billion. If that would work it would probably be far better than one mega project. And it would be more earthquake resistant because of being in diverse locations. But it was never considered because costs were never considered.

The publically stated reason for this project is to relieve traffic congestion and option RC-14 received a passing grade for both freight mobility and traffic capacity. It only failed on the secondary measures of transit (which has been losing market share since that 30's), I5 bike & pedestrian (neither of which will relieve congestion), I5 safety and seismic. Did they look at the cost of RC-14 combined with a transit/bike/pedestrian bridge plus seismic upgrades to the existing bridge? That would satisfy the criteria and should cost a heck of a lot less than \$6 billion and would not require major ramp changes and destruction in Vancouver.

Another example of the importance of cost estimates is that the bike/ped element occupies about 1/8 of the total width, and if built to the same standards as the road, would account for 1/8 of the cost. 1/8 of one billion is about \$125 million. For a bike lane! On that will carry maybe 200 people per day!

**Staff should be told to go back and get costs and cost-benefits for all of the options. Only then can the best mix be determined.**

Finally, we must keep in mind Trimet's statement that MAX carries the equivalent of only 1.2 lanes of traffic. When you discount this for the fact that 2/3, or more, of those MAX riders would be on a bus, if MAX had not been built, then discount for the average auto passenger loading, MAX turns out to carry about 1/3 of one lane of traffic. That is simply not worth \$1-2 billion.

**It is time to admit that light rail costs too much and does too little.**

See [DebunkingPortland.com](http://DebunkingPortland.com)

Thank You  
Jim Karlock

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<sup>1</sup>(5000ft x (4 x 12+ 2 x 10=68ft) x \$500/sqft)

# Facts about TriMet

## Ridership

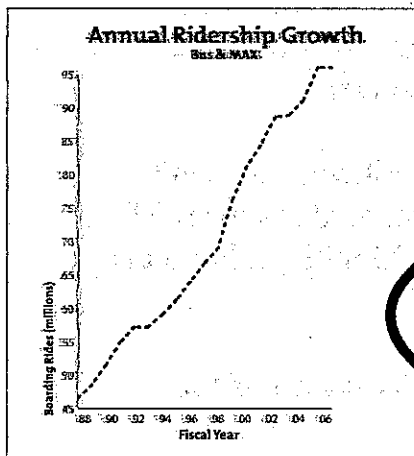
TriMet is a national leader in providing transit service. TriMet carries more people than any other U.S. transit system its size. Weekly ridership on buses and MAX has increased for 18 consecutive years.

TriMet ridership has outpaced population growth and daily vehicle miles traveled for more than a decade.

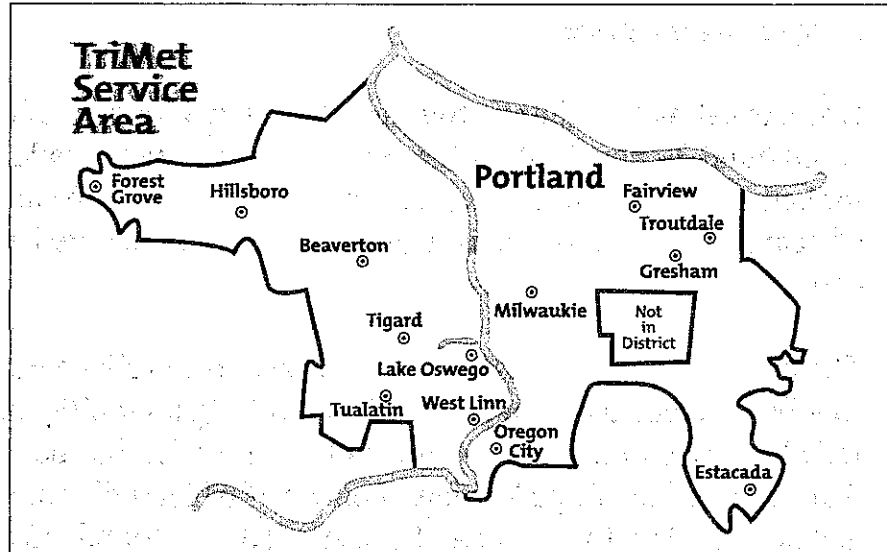
### During fiscal year 2006:

Residents and visitors boarded a bus or MAX train 95.7 million times:

- 63.1 million were bus trips
- 32.6 million were MAX trips



- Weekday boardings averaged 307,300 trips:
  - 207,400 (Bus)
  - 99,800 (MAX)
- Weekend ridership:
  - Bus and MAX ridership averaged 322,300 trips.
  - More people ride TriMet than transit systems in larger cities, such as Seattle, Denver and Miami.



TriMet serves 575 square miles of the urban portions of the tri-county area.

## Maintaining livability

### Easing traffic congestion

MAX carries 26% of afternoon rush-hour commuters traveling from downtown on the Sunset Hwy. and Danfield Fwy. corridors.

Westside MAX provides the transportation capacity equivalent to another 1.2 lanes in each direction on the Sunset Hwy.

Most riders—70%—are choice riders: they have a car available or choose not to own one so they can ride TriMet.

43% of adults in the region use TriMet at least twice a month.

### Clean air

Each weekday, MAX eliminates 69,000 car trips off our roads, easing traffic congestion and helping keep our air clean. That adds up to 22.7 million fewer car trips each year.

TriMet's MAX and buses combined eliminate 200,100 daily car trips, or 62.5 million trips each year.

In all, TriMet service eliminates about 4.2 tons of smog-producing pollutants each day.

## Transit works

TriMet is a municipal corporation providing public transportation for much of the three counties in the Portland, Oregon metro area. TriMet operates a comprehensive transit network including a 44-mile, 64-station MAX light rail system, 91 bus lines, service for seniors and people with disabilities, and enhanced amenities and information.



BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ESTABLISHING ) RESOLUTION NO. 07- 3782B  
METRO COUNCIL RECOMMENDATIONS )  
CONCERNING THE RANGE OF ) Introduced by Councilor Rex Burkholder  
ALTERNATIVES TO BE ADVANCED TO A )  
DRAFT ENVIRONMENTAL IMPACT )  
STATEMENT FOR THE COLUMBIA RIVER )  
CROSSING PROJECT )

WHEREAS, the Interstate 5 freeway (I-5) is the only continuous north/south interstate freeway on the West Coast, providing a critical national and international transportation link for motor vehicles and truck-hauled freight in the western-most United States, between the Canadian and Mexican borders; and,

WHEREAS, in 1917 a bridge across the Columbia River was completed and in 1958 a second bridge was built adjacent to the first bridge, the two becoming today's I-5 north and south bound bridges. These bridges have had no significant modifications since their completion; and,

WHEREAS, for the Portland/Vancouver metropolitan region, I-5 is one of two major freeways that connect the two states and their shared metropolitan economy; and,

WHEREAS, the estimated cost of truck delay by the year 2020 is an increase of 140 percent to nearly \$34 million dollars; and,

WHEREAS, the I-5 bridge crossing the Columbia River and adjacent bridge influence area segments, known as the Columbia River Crossing (CRC), has extended peak-hour travel demand that exceeds current capacity; and,

WHEREAS, the Interstate 205 Bridge is also reaching its peak-hour period carrying capacity; and,

WHEREAS, current transit service in the I-5 corridor between Portland and Vancouver is also constrained by the limited capacity and congestion in the bridge influence area, greatly limiting transit reliability and operations; and,

WHEREAS, there are significant safety issues relating to the existing bridges with the bridge crossing area and its approach sections experiencing crash rates more than two times higher than statewide averages for comparable urban highways in Washington and Oregon. This is largely due to congestion and outdated designs including interchanges too closely spaced, weave and merge sections which are too short causing sideswiping accidents, vertical grade changes in the bridge span which restrict sight distance, and very narrow shoulders that prevent avoidance maneuvers or safe temporary storage of disabled vehicles; and,

WHEREAS, the I-5 bridges across the Columbia River do not meet current seismic standards, leaving travelers in the I-5 corridor vulnerable to bridge failure in the event of an earthquake; and,

WHEREAS, the configuration of the existing I-5 bridges relative to the downstream Burlington

Northern-Santa Fe rail bridge contributes to hazardous navigation conditions for commercial and recreational boat traffic; and,

WHEREAS, bicycle and pedestrian facilities for crossing the Columbia River along I-5 do not meet current standards; and,

WHEREAS, in 2002, the Metro Council approved Resolution 02-3237A, For the Purpose of Endorsing the I-5 Transportation and Trade Study Recommendations, including recommendations for light rail transit connecting the Portland area with southwest Washington and adding a new supplemental or replacement bridge; and,

WHEREAS, the I-5 Transportation and Trade Partnership Strategic Plan endorsed by the Metro Council in 2002 included light rail transit as the recommended transit mode and a maximum of ten lanes as the roadway improvement; and

WHEREAS, the Metro Council approved the Interstate MAX line to Expo center as the locally preferred alternative for high capacity transit in the I-5 north corridor; and,

WHEREAS, Interstate MAX light rail transit was built to Expo Center and has been in operation since May 2004; and,

WHEREAS, in February 2005, the Task Force began its study of the CRC problems and possible solutions; and,

WHEREAS, the Task Force adopted in October 2005 a CRC Project *Vision and Values Statement*; and

WHEREAS, after holding public open houses to gather public comment, in November 2005, the CRC Task Force adopted a CRC Project *Problem Definition*; and

WHEREAS, the Task Force approved a Purpose and Need statement in January 2006, which defined a discrete set of objectives; and,

WHEREAS, in February 2006, the Task Force approved project evaluation criteria against which alternatives would be evaluated; and

WHEREAS, thirty-seven transportation modes or design options were identified, analyzed and combined into alternative project packages; and,

WHEREAS, twelve alternative project packages, consisting of a No Build and eleven other transportation packages that included auto, truck freight, transit, bicycle and pedestrian investments in the CRC Project area were developed in summer 2006; and

WHEREAS, the twelve alternative project packages were screened using the approved evaluation criteria; those that met the evaluation criteria were recommended to advance; and those that did not meet the evaluation criteria were recommended to not advance; and,

WHEREAS CRC staff have recommended, consistent with the evaluation criteria, that the No Build and a Replacement Bridge and either light rail transit or bus rapid transit be advanced to a draft environmental impact statement; and

WHEREAS, any of the build alternatives would require a change to the Regional Transportation Plan and this would require Metro Council approval; and,

WHEREAS, any transportation investment decision about the Columbia River Crossing Project will have a substantial impact on the economy and livability of the Metro region; and,

WHEREAS, the CRC Project is guided, in part, by the recommendations of a 39 member Task Force, of which the Metro Council has one representative; and,

WHEREAS, the Metro Council has had CRC Project briefings or discussions on October 3 and 17, and December 5, 2006; and,

WHEREAS, the Metro Council has, through both existing policy and through public discussion by the Council, established policy concerns and objectives that should be advanced with regard to the CRC Project; and,

WHEREAS, the Metro Council desires to establish policy guidance for its representative on the Task Force concerning those alternatives to be advanced for study in a draft environmental impact statement; now therefore

BE IT RESOLVED,

that the Metro Council recommends the following policy guidance to its CRC Task Force representative:

1. The Metro Council supports the following CRC staff recommendations for alternatives to be advanced to a draft environmental impact statement (DEIS): a) a No Build option, b) a Replacement Bridge with Light Rail Transit (LRT) and express bus option and c) a Replacement Bridge with Bus Rapid Transit and express bus option.
2. In addition to the CRC staff recommended alternatives, the Metro Council supports including in the DEIS for additional analysis an alternative that includes a supplemental bridge built to current seismic standards to carry cars, trucks, high capacity transit, bicycles and pedestrians. This alternative retains the existing I-5 bridges for freeway travel with incremental improvements to those bridges and the key access ramps, to improve flow and increase safety on I-5. Additionally, this alternative could include replacing the swing span of the downstream railroad bridge with a movable span located in a mid-river location.
3. The Metro Council recognizes that a range of transit alternatives between the Expo Center and Vancouver, Washington in the I-5 corridor must be considered in the Columbia River Crossing DEIS and that substantial data and analysis about ridership, costs, etc. have yet to be completed. However, based on A) investments already made in this corridor by both the Metro region and the Federal Transit Administration to construct Interstate MAX; and, B) existing data that has been developed during the

Alternatives Analysis over the past two years, the Metro Council notes that light rail transit has shown to date to have more promise to cost-effectively meet the transit demand in the corridor.

4. The alternatives advanced to the DEIS must be responsive to financial considerations. Tolling or another user pay financing source should be considered with all of the alternatives advanced to the DEIS.

5. Given the impact of the existing transportation facility and the potential impact of any future facility, the following should be part of any DEIS analysis: a) land use changes that reduce the amount of 2035 peak-hour commuting across the Columbia River; b) mitigation programs that address existing and potential future health impacts caused by motor vehicle emissions; c) creating motor vehicle, bicycle and pedestrian links across I-5 to the two halves of Hayden Island; and d) investigation of capping I-5 in downtown Vancouver as a mitigation measure that re-connects historic elements in the City of Vancouver, e) transportation demand management (TDM)/ transportation system management (TSM) policies augmenting build options, and f) other issues related to environmental justice.

ADOPTED by the Metro Council this        day of        , 2007.

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David Bragdon, Council President

Approved as to Form:

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Daniel B. Cooper, Metro Attorney

M E M O R A N D U M

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2736  
TEL 503 797 1540 | FAX 503 797 1793



**METRO**

**To:** Columbia River Task Force members  
**From:** Rex Burkholder  
**Date:** February 27, 2007  
**Re:** For Consideration by the CRC Task Force

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On February 22, 2007, the Metro Council adopted the attached resolution regarding the alternatives to be considered by the CRC Task Force for inclusion in the Draft Environmental Impact Statement.

The resolution supports:

1. Including the staff recommendation in the DEIS.
2. Adding an additional alternative that would analyze a supplemental bridge for use by autos, trucks, high capacity transit, bicycles and pedestrians and retain the existing bridges for a variety of objectives.
3. Analyzing in the DEIS a variety of issues relating to land-use, tolling, environmental justice, access issues on Hayden Island, and TDM/TSM measures.

I am, therefore, recommending to the Task Force that a subcommittee of the Task Force be formed with the charge to return at our next meeting with the more defined alternative that would be analyzed in the DEIS. I would expect that the subcommittee would work closely with CRC staff to develop an alternative that would offer the most practical alternative for reuse of the existing bridges and meet the Metro Council's objectives.

Thank you for consideration of this request.

PRESIDENT  
ED TROMPKE  
JORDAN SCHRADER, PC

VICE PRESIDENT  
MATT FELTON  
FELTON PROPERTIES, INC.

SECRETARY  
JACK ORCHARD  
BALL JANIK, LLP

TREASURER  
STEVE CLARK  
COMMUNITY NEWSPAPERS

MEMBER AT LARGE  
DICK LOFFELMACHER  
PACTRUST

PAST PRESIDENT  
RON JOHNSON  
PORTLAND GENERAL ELECTRIC

DIRECTORS  
FRANK ANGELO  
ANGELO PLANNING GROUP

JONAE ARMSTRONG  
WASHINGTON SQUARE MALL

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DAVID BENNETT  
LANDYE BENNETT BLUMSTEIN, LLP

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JIM EDWARDS  
BIRCHER DEVELOPMENT, LLC

MARK FISHER  
STANCorp MORTGAGE INVESTORS, LLC

RICH FOLEY  
UMPUQUA BANK

KIMBERLY FULLER  
EQUITY OFFICE

TIM PARKER  
THE MELVIN MARK COMPANIES

JIM PETSCH  
NIKE, INC.

BRIAN RICE  
KEY BANK

MIKE SCHMID  
kpff CONSULTING ENGINEERS

DAVE UNDERRINER  
PROVIDENCE HEALTH SYSTEM

JONATHAN WILLIAMS  
INTEL OREGON

RANDY YOUNG  
NORRIS BEGGS & SIMPSON

TOM BRIAN  
WASHINGTON COUNTY

CRAIG DIRKSEN  
CITY OF TIGARD

ROB DRAKE  
CITY OF BEAVERTON

TOM HUGHES  
CITY OF HILLSBORO

LOU OGDEN  
CITY OF TUALATIN

JONATHAN SCHLUETER  
WESTSIDE ECONOMIC ALLIANCE

SUSTAINING MEMBERS  
EQUITY OFFICE  
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KAISER PERMANENTE  
KG INVESTMENTS  
MATRIX DEVELOPMENT  
MELVIN MARK COMPANIES  
NIKE, INC.  
PACTRUST  
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PS BUSINESS PARKS  
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STANDARD INSURANCE COMPANY  
TEKTRONIX, INC.  
VERIZON NORTHWEST  
WASHINGTON SQUARE MALL



February 27, 2007

Mr. Hal Dengerink and Mr. Henry Hewitt  
Co-Chairmen, Columbia Crossing Task Force  
700 Washington Street, Suite 300  
Vancouver, Washington 98660

Dear Co-Chairs Dengerink and Hewitt,

Subject: Support For The I-5 Columbia Crossing Project Connecting Oregon and Washington

The public and private sector members of Westside Economic Alliance request your task force members support for a replacement bridge crossing of the Columbia River on Interstate 5, between Oregon and Washington. The importance of this project becomes more critical every day, as the growing volume of freight and the increasing population of our region now exceeds the design capacity and safety limits of the existing structures.

Westside Economic Alliance serves 150 employers, land developers and commercial property managers, as well as the local communities and public agencies serving the Westside of the Portland metro region. While WEA members are geographically removed from the bridge area, we have identified 105 companies in Washington County that regularly ship containerized freight through the Ports of Portland and Vancouver. Our local employers, in both the public and private sectors, also depend on the talents of 7,600 employees who commute daily between homes and businesses in Clark County, Washington and Washington County, Oregon.

The existing Interstate 5 bridges, constructed in 1917 and 1957, are simply inadequate to handle the growing volumes of traffic imposed by a modern transportation system. The traffic lanes on the twin bridges and their approaches are too narrow, and there are no safety shoulders on the actual bridge structures. The daily congestion that occurs on these hazardous crossings seriously impairs freight mobility, road capacity, commuter access and public safety for several miles on both sides of the river—and these problems are getting worse.

The existing spans are further hampered by their age and vulnerability to seismic events or collisions with commercial river traffic that is forced to navigate a dangerous, serpentine course beneath the Interstate 5 bridges, and a nearby railroad span owned and operated by Burlington Northern Santa Fe railroad. Retaining these existing spans, for whatever uses might be found, will seriously compromise the safety and efficiency of a new span, create unnecessary safety risks, and impose significant maintenance expenses on state and county governments, without appreciable benefits---in terms of improved freight mobility or commuter access across the river.

When the Columbia River Crossing task force was appointed in 2005, an estimated 123,000 vehicles each day were reportedly using the Interstate Bridge between Portland and Vancouver. Current estimates have increased that number to 127,000 vehicles per day, and project that figure to rise to as many as 180,000 vehicles daily within 25 years. If nothing is done to address these daily challenges, congestion on the I-5 Bridge and its approaches is expected to increase from 4-6 hours each day, to as many as 16 hours each day. The resulting impact to our regional and national economy cannot be overstated. But the lost earnings, productivity, opportunities and livability for workers and their families on both side of the river, are a daily tragedy that cannot be ignored.

Westside Economic Alliance believes that a new Interstate 5 bridge will improve access to two international ports, industrial areas and employments centers, urban amenities, affordable neighborhoods, attractive schools, retail centers and recreational opportunities for residents of both states. A new bridge is needed to improve predictable travel times and allow safer trips on Interstate 5, and its tributary system of state highways, trucking corridors and commuter arterials.

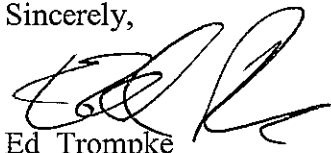
Just as the original spans created many decades ago did, the members of Westside Economic Alliance are confident that a replacement bridge at the Columbia Crossing will accelerate redevelopment opportunities in downtown Vancouver and north Portland. As our residents and customers are able to access businesses, schools, historic attractions and cultural amenities in the bridge influence area, we expect the new span will stimulate investment and important growth opportunities and create vibrant urban communities on both sides of the river.

The Columbia Crossing Project represents an exciting opportunity and a necessary investment in the growth and prosperity of the West Coast, Pacific Northwest, and Portland / Vancouver metropolitan region. It is a crucial investment in the global competitiveness of our region, and it offers a welcome investment in the lives and opportunities of over 2 million people now living within a 20-mile radius of the Columbia Crossing.

Your leadership is essential to the success of the Columbia River Crossing project, and we urge your support for a replacement bridge that will serve our region as well as the spans it will soon replace. We pledge our continued support and assistance in working with each of you---and your constituents---to support the project's innovative solutions to the traffic congestion and safety problems which plague I-5 on both sides of the river, and restore mobility and access to our region.

Timing is crucial. So we encourage you to press forward, so that we can get started in fixing an obvious problem and building a brighter future for us all.

Sincerely,



Ed Trompke  
Jordan Schrader  
President,  
Westside Economic Alliance

Because questions often arise about what groups must comply with the open-meetings law, it is useful to look at the definitions in the law. The law says that any "governing body" of a "public body" is required to comply. It offers these definitions:

- A "public body" is any state, regional, or local governmental board, department, commission, council, bureau, committee, subcommittee, or advisory group created by the state constitution, statute, administrative rule, order, intergovernmental agreement, bylaw or other official act.
- A "governing body" is two or more members of a public body

### **Example**

- A school board must meet in public
- So must most advisory committees that the school board creates, such as a budget committee.
- But if the school board chair asks several business leaders to meet with him to discuss future building needs, that meeting may be held in private.

Private bodies, such as non-profit corporations do not have to comply with the open-meetings law, even if they receive public funds, contract with governmental bodies or perform public services.

### **Example**

- A school district contracts with Blue Cross / Blue Shield to provide health insurance for district employees. The Blue Cross / Blue Shield board of directors is not required to meet in public.

Public agencies contracting with private bodies may require a private body to comply with the law for pertinent meetings. Federal agencies are not subject to Oregon's Public Meetings Law.

### **What is a Public Meeting?**

A public meeting is the convening of any governing body for which a quorum is required to make or deliberate toward a decision on any matter, or to gather information. Decisions must be made in public, and secret ballots are prohibited. Quorum requirements may vary among governing bodies.

### **Example**

- A county commission's goal-setting retreat is a public meeting if a quorum is present and they discuss official business.
- A training session for the commissioners is not a public meeting, unless a quorum is present and the commissioners discuss official business
- A staff meeting absent a quorum of commissioners, whether called by a single commissioner or a non-elected official, is not a public meeting.

Meetings accomplished by telephone conference calls or other electronic means are public meetings. The governing body must provide public notice, as well as a location where the public may listen to or observe the meeting.

Governing bodies must hold their meetings within the geographic boundaries of their jurisdiction. However, a



governing body may meet elsewhere if there is an actual emergency requiring immediate action or to hold a training session, when no deliberation toward a decision is involved.

**Example**

- A library board is free to rotate meetings at different libraries in its district, but it may not meet outside its district.

Federal and state law requires that meetings be held in places accessible to individuals with mobility and other impairments

*'Information is power. Keeping meetings and records open empowers citizens.'*

• **Phil Keisling**  
Oregon Secretary of State  
Honorary Co-Chair, Open Oregon

**Notice of Meetings**

Governing bodies must give notice of the time, place and agenda for any regular, special or emergency meeting.

Public notice must be reasonably calculated to give actual notice to interested persons and media who have asked in writing to be notified of meetings, and general notice to the public at large.

Governing bodies wishing to provide adequate notice should strive to provide as much notice as possible to ensure that those wishing to attend have ample opportunity -- a week to 10 days for example.

At least 24-hour notice to members of the governing body, the public and media is required for any special meeting, unless the meeting is considered an emergency meeting. Appropriate notice is required for emergency meetings and should include phone calls to media and other interested parties. Notice for emergency meetings must also cite the emergency.

A meeting notice must include a list of the principal subjects to be considered at the meeting. This list should be specific enough to permit citizens to recognize matters of interest. However, discussion of subjects not on the agenda is allowed at the meeting.

**Example**

- The State Board of Higher Education plans to discuss building a new college campus in Bend. An agenda item that says "Discussion of public works" would be too general. Instead, the agenda should say something like "Discussion of proposed Bend campus."

**Executive Sessions**

Governing bodies are allowed to exclude the public -- but generally not the media -- from the discussion of certain subjects. These meetings are called executive sessions.

Executive sessions may be called during any regular, special or emergency meeting. A governing body may set a meeting solely to hold an executive session as long as it gives appropriate public notice. Notice requirements for executive sessions are the same as for regular, special or emergency meetings. However, labor negotiations conducted in executive session are not subject to public-notice requirements.

Notice of an executive session must cite the specific law that authorizes the executive session. This authorization also must be announced before going into the executive session.

Governing bodies may formally specify that the media not disclose information that is the subject of the executive session. Governing bodies should not discuss topics apart from those legally justifying the executive session. Media representatives may report discussion that strays from legitimate executive session topics and are not required to inform the governing body when they intend to do so.

No final action may be taken in executive session. Decisions must be made in public session. If a governing body expects to meet publicly to make a final decision immediately after an executive session, it should try to announce the time of that open session to the public before the executive session begins.

### Example

- City councilors meet in executive session to discuss the city manager's performance. A local reporter attends. During the meeting, the councilors discuss whether the city should put a bond measure on the next ballot. The reporter may write a story on the council's bond measure discussion, because that discussion was not allowed under the executive session rules. The reporter may not write about the city manager's performance.

### Executive Sessions Criteria

Executive sessions are allowed only for very limited purposes.

Those include:

1. To consider the initial employment of a public officer, employee or staff member, but not to fill a vacancy in an elected office, or on public committees, commissions or advisory groups. These sessions are allowed only if the position has been advertised, standardized procedures for hiring have been publicly adopted, and the public has had an opportunity for input on the process. Executive sessions are not allowed to consider general employment policies.
2. To consider dismissal, discipline, complaints or charges against a public official, employee, official, staff or individual agent, unless that person requests a public hearing.
3. To review and evaluate the **job performance** of a chief executive officer, or other officer or staff member, unless that person requests an open hearing. Such evaluation must be pursuant to standards, criteria and policy directives publicly adopted by the governing body following an opportunity for public comment. The executive session may not be used for the general evaluation of agency goals, objectives, programs or operations, or to issue any directive to personnel on the same.
4. To deliberate with persons designated to conduct **labor negotiations**. The media may be excluded from these sessions.
5. To conduct **labor negotiations** if both sides request that negotiations be in executive session. Public

notice is not required for such meetings.

6. To consider **records that are exempt** by law from public disclosure.
7. To consult with counsel concerning **litigation** filed or likely to be filed against the public body.  
**Members of the media** that are a party to that litigation, or represent a media entity that is a party, may be excluded.
8. To consult with persons designated to negotiate **real property** transactions
9. To discuss **matters of trade** when the governing body is in competition with other states or nations.
10. To negotiate with a private person or business regarding **public investments**.
11. To discuss matters of **medical competency** and other matters pertaining to licensed hospitals.
12. To consider information obtained by a **health professional regulatory board** as part of an investigation of licensee or applicant conduct.

*'Oregon needs to protect its tradition of openness.'*

◦ **Dave Frohnmayer**  
President, University of Oregon  
Honorary Co-Chair, Open Oregon

### Media at Executive Sessions

Media representatives must be allowed to attend executive sessions, with three exceptions. Media may be excluded from:

- Strategy discussions with labor negotiators
- Meetings to consider expulsion of a student or to discuss students' confidential medical records.
- Meetings to consult with counsel concerning litigation to which the media or media representative is a party.

A governing body may require that specific information not be reported by the media. This should be done by declaration of the presiding officer or vote. In the absence of this directive, the executive session may be reported. Any discussion of topics apart from those legally justifying the executive session may be reported by the media.

The media also is free to report on information gathered independently from executive session, even though the information may be the subject of an executive session.

### Example

- A reporter attends the executive session on the city councilor's discussion of the city manager's performance. Afterward, the reporter asks a councilor what she thinks of the city manager's performance. She shares her criticism. The reporter may use that interview to develop a story, even though the reporter first heard the information at the executive session.

### Minutes

## *A Quick Reference Guide to Oregon's Public Meetings Law*

### **The Spirit of Oregon's Public Meetings Law**

*Understanding the letter of the Public Meetings Law is critical. Equally important is understanding and committing to the spirit of that law. Public bodies should approach the law with openness in mind. Open meetings help citizens understand decisions and build trust in government. It is better to comply with the spirit of the law and keep deliberations open.*

### *Oregon's Public Meetings Law*

"Open government" or "sunshine" laws originally were enacted nationwide in the early 1970's because of growing public unhappiness with government secrecy. As a result, every state and the District of Columbia enacted laws requiring government to conduct its business openly, rather than behind closed doors.

Open government laws benefit both government and the public. Citizens gain by having access to the process of deliberation -- enabling them to view their government at work and to influence its deliberations. Government officials gain credibility by permitting citizens to observe their information-gathering and decision-making processes. Such understanding leads to greater trust in government by its citizens. Conversely, officials who attempt to keep their deliberations hidden from public scrutiny create cynicism, erode public trust and discourage involvement.

#### *Policy*

Oregon's Public Meetings Law was enacted in 1973 to make sure that all meetings of governing bodies covered by the law are open to the public. This includes meetings called just to gather information for subsequent decisions or recommendations.

The law also requires that the public be given notice of the time and place of meetings and that meetings be accessible to everyone, including persons with disabilities.

The Public Meetings Law guarantees the public the right to view government meetings, but not necessarily to speak at them. Governing bodies set their own rules for citizen participation and public comment.

*'Government accountability depends on  
an open and accessible process.'*

• **Hardy Myers**  
Oregon Attorney General

#### *Who is Covered?*

Written minutes are required for all meetings, except tape recordings are allowed for executive sessions.

The meetings law says minutes must be made available within a "reasonable time" after each meeting, but does not specify the time. Generally, this time frame should not exceed three weeks. Minutes must be preserved for a "reasonable time". This is generally interpreted to be at least one year. Minutes of many governing bodies are subject to records retention schedules established by the State Archivist.

Minutes must indicate:

- Members present.
- All motions, proposals, resolutions, orders, ordinances and measures proposed and their disposition. The result of all votes by name of each member (except for public bodies consisting of more than 25 members). No secret ballots are allowed.
- The substance of discussion on any matter.
- A reference to any document discussed at the meeting.

Minutes are not required to be a verbatim transcript and the meeting does not have to be tape recorded unless so specified by law. Minutes are public record and may not be withheld from the public merely because they will not be approved until the next meeting. Minutes of executive sessions are exempt from disclosure under the Oregon Public Records Law.

Governing bodies are allowed to charge fees to recover their actual cost for duplicating minutes, tapes and records. A person with a disability may not be charged additional costs for providing records in larger print.

### Enforcement

County district attorneys or the Oregon Attorney General's Office may be able to answer questions about possible public meetings law violations, although neither has any formal enforcement role and both are statutorily prohibited from providing legal advice to private citizens.

Any person affected by a governing body's decision may file a lawsuit in circuit court to require compliance with or prevent violations of the Public Meetings Law. The lawsuit must be filed within 60 days following the date the decision becomes public record.

The court may void a governing body's decision if the governing body intentionally or willfully violated the Public Meetings Law, even if the governing body has reinstated the decision in a public vote. The court also may award reasonable legal fees to a plaintiff who brings suit under the Public Meetings Law.

Complaints of executive session violations may be directed to the Oregon Government Standards and Practices Commission, 100 High Street SE, Suite 220, Salem, OR 97310, (503) 378-5105, for review, investigation and possible imposition of civil penalties.

Members of a governing body may be liable for attorney and court costs both as individuals or as members of a group if found in willful violation of the Public Meetings Law.

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## What We're Hearing

This summary is a snapshot in time and does not represent a scientific survey.

Form of Comments	Qty.
Emails, letters, comment forms	68
Outreach event mtg. summaries	9
Petition signatures (two separate petitions)	75
<b>Total comments</b>	<b>179</b>

Topic of Comments	Qty.
Process	125
Other Concepts	107
Third crossing	89
Railroad Bridge	86
Acquisitions/Right of way	50
Existing Bridge	50
Neighborhoods/business districts	46
Funding / Financing	40
Environmental Justice	42
Archaeology, Historic & Cultural Resources and Tribal Issues	39
Light Rail Transit	33
Traffic (Congestion)	14
Transit	13
TSM/TDM/Managed lanes	11
Bicycle/pedestrian access	11
Project Costs	11
Replacement Bridge	10
Air Quality	8
Tolling	8
Freight	8
Interchanges and highway alignment	6
Supplemental Bridge	6
Seismic safety	4
Natural Resources (ecosystems and water quality)	4

**Note:** Listed at left are only topics receiving four or more comments. Because a single commentor can comment on multiple topics, there is a greater number of comments than commentors.

## Comment Themes

The greatest number of comments involved discussion of a fourth alternative. These comments generally fell under the headings of “process,” “other concepts,” “third crossing” and “railroad bridge.”

**Petition comments:** The results of this summary are heavily influenced by two petitions submitted by Sharon Nasset, accounting for 42 percent of comments received in this four-week period. The petitions call for a “third bridge alignment near the railroad bridge” and “declare no seizing of private property through imminent [sic] domain be used.” Of 75 unique petition signers on two different petitions with similar messages, 38 self-identified as people who live, work, or own a residence or business on Hayden Island.

A majority of **process** comments insisted the project should pursue another approach or a fourth alternative. A handful of comments praised the project’s approach or asked that fourth alternative subcommittee meetings be held at a more convenient, evening hour.

**Acquisitions / right of way** comments came almost entirely from stock language in the petitions regarding private property. Still, one comment was made during a Hudson’s Bay neighborhood meeting about impacts to the Historic Reserve, the Quay, and when land acquisition would begin. **Existing bridges** comments focused on the bridges’ potential reuse and inclusion in the fourth alternative.

**Archaeology, Historic & Cultural Resources** were the subject of comments mostly on historic buildings (Historic Reserve,

military hospital) and the I-5 bridge as an historic structure.

**Transit** comments continued to focus on Light Rail and tended to reflect a public not very familiar with Bus Rapid Transit. **Light Rail** comments included both supporters and opponents, but some took no position while insisting that Clark County residents should be able to vote on any extension of Light Rail into the area.

**Cost** of the project drew a majority of comments concerned with the dollar figures in the news. These comments tended to come from those calling for a fourth alternative.

## Where We've Been

In the past four weeks, CRC project team has been to the following events. The number of people engaged is in parentheses.

### Neighborhoods

#### Oregon:

- Hayden Island Neighborhood Network, annual general membership meeting (30)

#### Washington:

- Pleasant Highlands Neighborhood Association (30)
- Carter Park Neighborhood Assn. (11)
- Hudson's Bay Neighborhood Assn. (12)

### Other

- WSDOT SR-502 Open House (25)
- C-TRAN Citizen Advisory Committee (20)
- Task Force meeting (100)
- WSDOT NW Region Design/Construction Training Session (n/a)
- Jantzen Beach Supercenter Meet & Greet (27)
- Lion's Club, Fort Vancouver (40)
- Trinity Lutheran Church Men's Group (30)
- CRC History Seminar (n/a)

- Kiwanis Club, Downtown Portland (21)
- CRC Fourth Alternative Subcommittee (approx. 35 at each of two meetings)

## The Totals

416 people engaged in this two week period.

1,357 people engaged since January 1, 2007.

## What else is happening?

### History Seminar

Under the lead of the Environmental Team, Communications provided support for the CRC History Seminar on March 20. This daylong event allowed CRC staff to interact with Tribal representatives, historians, government agency officials, and others who are knowledgeable about the history of the region.

### Urban Design Advisory Group

The first meeting of the Urban Design Advisory Group was held on March 9. The fourteen member group, chaired by Mayor Royce Pollard and Commissioner Sam Adams will provide guidance to CRC on the design and aesthetics of bridge, transit and highway improvements.

### Task Force approves staff recommendation, appoints fourth alternative subcommittee

On Feb. 27, the CRC Task Force unanimously accepted the staff recommendation to advance three alternatives into the DEIS process and appointed a subcommittee to identify a possible fourth alternative. The subcommittee has worked to develop a viable fourth alternative that aspires to meet the goals and needs of the Columbia River Crossing project and maximizes the utility of the existing bridges. The Task Force will discuss the subcommittee findings at the March 27 Task Force meeting.



## **Columbia River Crossing Project in the News February 21, 2007 – March 21, 2007**

### **Building the right bridge to our future**

Ron Buel, *The Oregonian* – March 20, 2007

### **Panel works on option of additional I-5 bridge**

Don Hamilton, *The Columbian* – March 20, 2007

### **Third bridge study moving forward**

Don Hamilton, *The Columbian* – March 19, 2007

### **Columbia River Crossing more than bridge replacement**

Neil Zawicki, *The Vancouver Business Journal* – March 16, 2007

### **Railway an issue for I-5 span fix**

Jim Redden, *The Portland Tribune* – March 16, 2007

### **Legislators will watch Columbia crossing**

*The Columbian* – March 13, 2007

### **Smaller I-5 bridge meeting set for Monday**

Jim Redden, *The Portland Tribune* – March 11, 2007

### **Transit routes studied**

Jeffrey Mize, *The Columbian* – March 6, 2007

### **Panel seeks another option for building new I-5 bridge**

Don Hamilton, *The Columbian* – March 4, 2007

### **Columbia panel yet to rule out third bridge**

*The Columbian* – February 28, 2007

### **Replacement bridge study will go ahead**

James Mayer, *The Oregonian* – February 28, 2007

### **Smaller I-5 bridge option moves forward**

Jim Redden, *The Portland Tribune* – February 27, 2007

### **We need a new I-5 bridge at Vancouver**

*The Daily Astorian* – February 27, 2007

### **Lawmakers want to have say on bridge**

Kathie Durbin, *The Columbian* – February 27, 2007

### **Crossing group takes another step**

Don Hamilton, *The Columbian* – February 27, 2007



**Meeting to lift debate's intensity**

Don Hamilton, *The Columbian* – February 27, 2007

**Next I-5 chokepoint: \$6 billion**

James Mayer, *The Oregonian* – February 25, 2007

**Build a bridge to better economy**

*The Oregonian* – February 25, 2007

**Columbia River Crossing Task Force I-5 bridge project must span political, logistical divides**

Don Hamilton, *The Columbian* – February 25, 2007

**Metro wants supplemental I-5 bridge to be studied further**

Jim Redden, *The Portland Tribune* – February 23, 2007

**Money can be found for bridge**

*The Portland Tribune* – February 23, 2007

**Three-bridge possibility rises again**

Don Hamilton, *The Columbian* – February 23, 2007

**Columbia River Crossing on Television & Radio**

**Replace the I-5 Bridge**

KINK FM – March 9, 2007

March 26, 2007

**TO:** Hal Dengerink and Henry Hewitt, Co-Chairs  
**FROM:** Fourth Alternative Subcommittee (Prepared by CRC Staff)  
**SUBJECT:** Fourth CRC DEIS Alternative Recommendation  
**COPY:** Doug Ficco, WSDOT and John Osborn, ODOT – Co-Directors  
**ATTACHMENTS:** Fourth Alternative Progression Diagram  
Fourth Alternative Subcommittee Recommendation

**BACKGROUND**

At the February 27, 2007 Task Force meeting, a subcommittee was formed to develop a potential fourth alternative for analysis in the CRC project's DEIS. The subcommittee included the following members:

Metro Councilor Rex Burkholder, Co-Chair  
Clark County Commissioner Steve Stuart, Co-Chair  
Hal Dengerink, CRC Task Force Co-Chair, ex-officio subcommittee member  
Henry Hewitt, CRC Task Force Co-Chair, ex-officio subcommittee member  
Dean Lookingbill, SW Washington Regional Transportation Council  
Fred Hansen, TriMet  
Jeff Hamm, C-TRAN  
Walter Valenta, Bridgeton Neighborhood  
Scot Walstra, Greater Vancouver Chamber of Commerce  
Tom Zelenka, Schnitzer Group

Meetings were held weekly at the former Hayden Island Yacht Club, 12050 N. Jantzen Drive, Portland, Oregon. Meeting dates and times were:

March 12, 2007, 2:30 p.m. to 4:30 p.m.  
March 19, 2007, 8:00 a.m. to 9:00 a.m.  
March 26, 2007, 8:00 a.m. to 10:00 a.m.

The following ground rules were adopted at the initial March 12<sup>th</sup> meeting:

***Ground Rules for Developing the Fourth Alternative:***

1. We will produce an alternative in three weeks.
2. The alternative will aspire to meet the CRC project's Purpose and Need Statement.
3. Our job is to assemble the best possible solutions that do the following:
  - a. Maximize the utility of the existing bridges
  - b. Provides High Capacity Transit (HCT) between Clark and Multnomah counties
  - c. Provides high quality bicycle and pedestrian access
  - d. Minimizes impacts on downtown Vancouver and Hayden Island
  - e. Ensure better freight mobility
  - f. Address issues of barge and ship traffic on the Columbia River
4. The Task Force members named by the chairs will be the members of the subcommittee unless the co-chairs (Commissioner Stuart and Councilor Burkholder) and the CRC Task Force co-chairs decide more expertise is needed.

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5. While subcommittee meetings will be noticed and will be open to the public, only officially designated members will participate. Given that the recommendation on including any proposed alternative will be made by the CRC Task Force, the subcommittee will not take any public testimony.
6. Our goal is to make decisions by consensus.

#### ***Evaluation Criteria for the Fourth Alternative***

The subcommittee recommended the performance of the fourth alternative should aspire to achieve the following criteria in accordance with the CRC project's Purpose and Need:

- encouraging mode shift
- moving people and freight
- optimizing interchanges
- using existing bridges most effectively
- minimizing impacts to land use, minimizing footprints
- providing a lower cost alternative

#### **PROCESS**

For the initial meeting, CRC presented two "book-end" options for review by the committee. Option A was essentially a "No-Build" for I-5 with TDM/TSM and transit service. Option B added six lanes of new capacity for I-5, three in each direction, and used the existing bridges for auxiliary lanes in addition to transit service. Both alternatives addressed appropriate interchange modifications, safety improvements, TDM/TSM, freight enhancements, bicycle/pedestrian upgrades, seismic retrofits, and relocation of the railroad moveable span.

For the March 19, 2007 meeting, CRC staff was asked to provide conceptual layouts for three modifications to Options A and B along with an evaluation of their performance sufficient to begin shaping the proposed fourth alternative. The following three recommendations were optimized and evaluated by CRC staff:

- Option A+: Essentially a No-Build option for I-5 with aggressive TDM and Transit components to meet the demand to move people across the river, including a new HCT bridge across the river. I-5 improvements were targeted at improving safety and system flow.
- Option A++: The same as Option A+ with the addition of two I-5 auxiliary lanes, one in each direction, on a new bridge combined with HCT.
- Option B-: Uses the existing I-5 Bridges as auxiliary lanes and provides for two new I-5 lanes in each direction on a new bridge to carry through traffic and HCT. Appropriately sized TDM strategies and increased transit service is added to balance the demand.

Upon presentation of the performance results of the three options, CRC staff was asked to evaluate an additional option that fell somewhere between Option A++ and Option B-. CRC staff added another option for review at the March 26<sup>th</sup> meeting. These two options are described below:

- Option A++ Modified: This option uses the existing Interstate Bridges for I-5 traffic and adds two lanes, one in each direction, on a new bridge with HCT. Pricing or tolling may be used on the new or existing lanes to reduce vehicle demand. Transit service is increased sufficiently to encourage options to driving alone. A new moveable span is provided on the railroad crossing that best serves navigation needs.
- Option B- Modified: CRC staff recommended an option that uses the existing bridges for NB traffic and a new bridge for SB traffic. The total number of lanes can be limited to eight, two lanes each on the existing bridges and four lanes on the new bridge. This option has the same number of I-5 lanes as Option A++ Modified described above, but more effectively and efficiently uses existing infrastructure and alignments. SB lanes can transition directly to the new alignment without the need for additional shoulders and the fly-over. TDM and Transit is

similar to Option A++ Modified. HCT can share the SB highway bridge. This option also improves opportunities to toll all vehicles crossing the Columbia River.

At the March 26, 2007 subcommittee meeting, Option B- Modified was recommended as the fourth alternative for presentation to the Task Force at their March 27, 2007 meeting.

Following is a detailed description of the Fourth Alternative subcommittee recommendation:

#### **FOURTH ALTERNATIVE SUBCOMMITTEE RECOMMENDATION**

A total of eight I-5 lanes will be provided, four in each direction. The existing Interstate Bridges will carry northbound traffic and will be modified to carry two lanes on each bridge. The existing southbound bridge will be converted to northbound for two general purpose through lanes. The existing northbound bridge will carry two lanes, one for general purpose and the other as an auxiliary lane. Four I-5 southbound lanes will be provided on a new bridge with HCT, three general purpose lanes and one auxiliary lane. HCT lanes can either be for light rail or express bus. Transit service will be sized to meet increase demand for riders. Tolling will be used for project funding and will also reduce travel demand. Other TDM as well as TSM and freight enhancements will be included. Bicycles and pedestrians will be on a wider, retrofitted path on the existing bridges. Interchange modifications will be included in relationship to the mainline I-5 improvements to assure the best operational characteristics. A seismic upgrade of the existing bridges may be required. A new railroad moveable span may be required to benefit navigation.

Component improvements recommended include:

##### ***Highway***

- The existing I-5 bridges are re-striped to provide two lanes on each bridge and allows for an outside safety shoulder for disabled vehicles. The two lanes on the NB bridge will connect with the interchanges as well as allow for through traffic. The two lanes on the SB bridge will become through NB lanes.
- Four new SB I-5 lanes are provided on a new bridge along with HCT. The new lanes will allow for three through lanes and one auxiliary lane connecting SR 14 with Hayden Island.
- Interchanges are modified to improve intersection performance in accordance with operational analysis that balances the mainline improvements. Spot safety improvements are included.
- Traffic system management tools are incorporated to improve I-5 operations.

##### ***Transit***

- A new river crossing bridge for HCT is included with the new highway bridge.
- HCT capacity is increased to serve approximately 25,000 persons per day.
- Express bus service and local and feeder bus service are increased to serve the added transit capacity. Increase in transit service is based on data generated from model runs and confirmed by the transit providers.
- Park-and-ride lot capacity is increased from the existing 1,872 spaces in the I-5 corridor to approximately 7,500. Recommendations for reduction in park-and-ride spaces can be achieved based on modeling results and transit service recommendations.

##### ***TDM/TSM***

- Tolling is included for both the new I-5 bridge and existing bridges with variable pricing to reflect peak hour demand. Pricing is focused on generating revenue to help fund the new improvements as well as reducing demand.
- Transit operating subsidies are provided to encourage increased transit service and use.

##### ***Freight Mobility***

- Trucks have the opportunity to use the new I-5 capacity.

- Spot modifications at key intersections improve truck flow in the interchanges.
- Rebuilding the SB lanes allows ramp by-pass lanes for transit and trucks.

***Bicycle/Pedestrian***

- Bicycle and pedestrian traffic will use the existing Interstate Bridges. Existing facilities will be widened either on the east side only to provide for a 15 foot-wide path or 10 feet on each side of the two bridges for two paths.
- Bicycle and pedestrian connections are improved throughout the corridor.

***Seismic***

- Seismic retrofit to “no-collapse” standards would most likely be required for this option.

***Railroad Swing Span***

- A new railroad marine navigation moveable span is constructed to align with primary navigation needs.

It is important to note that the description of components for the fourth alternative is much more detailed than CRC staff recommendations for the replacement bridge. All alternatives carried into the DEIS will undergo operational analysis to assure best performing elements are included and transit and interchange improvements will be carried forward that are cost-beneficial and sized to meet 2035 demand as required by FHWA and FTA.

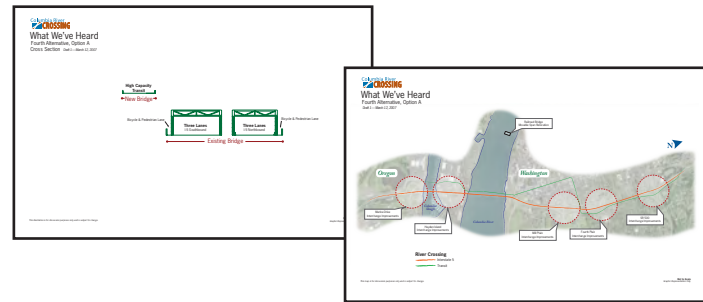
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# What We've Heard

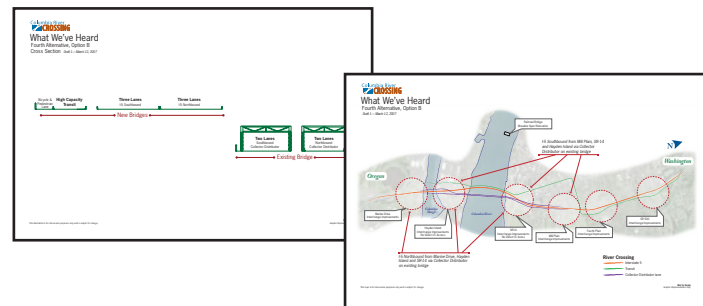
Task Force Subcommittee  
Fourth Alternative Progression

**Meeting Materials** March 12, 2007

Option A



Option B



**Meeting Results** March 12, 2007  
for presentation at March 19, 2007 meeting

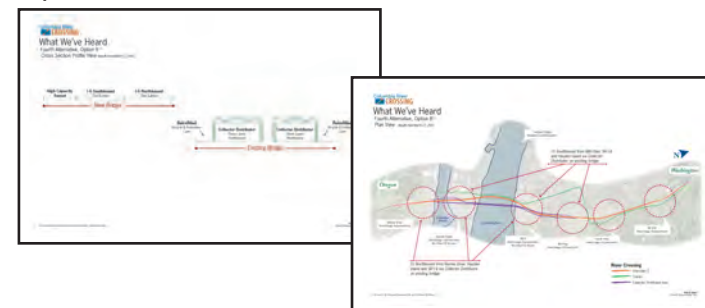
Option A+



Option A++



Option B-



**Meeting Results** March 19, 2007  
for presentation at March 26, 2007 meeting

Option A++ modified

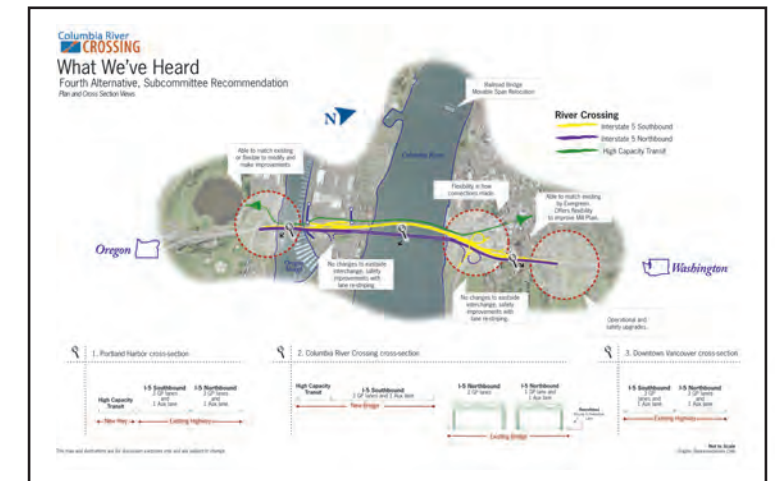


Option B - modified



**Meeting Results** March 26, 2007  
for presentation at March 27, 2007 Task Force meeting

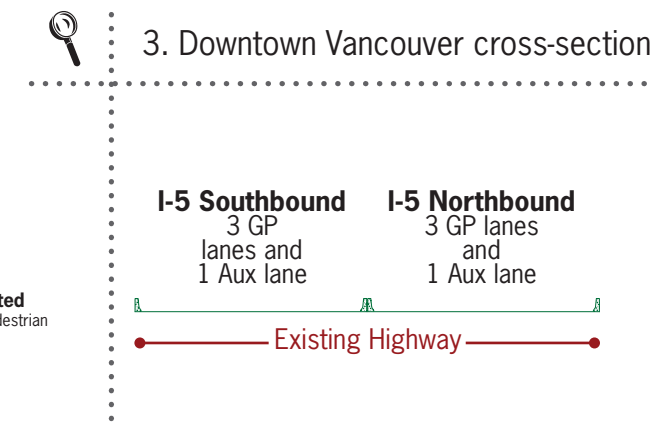
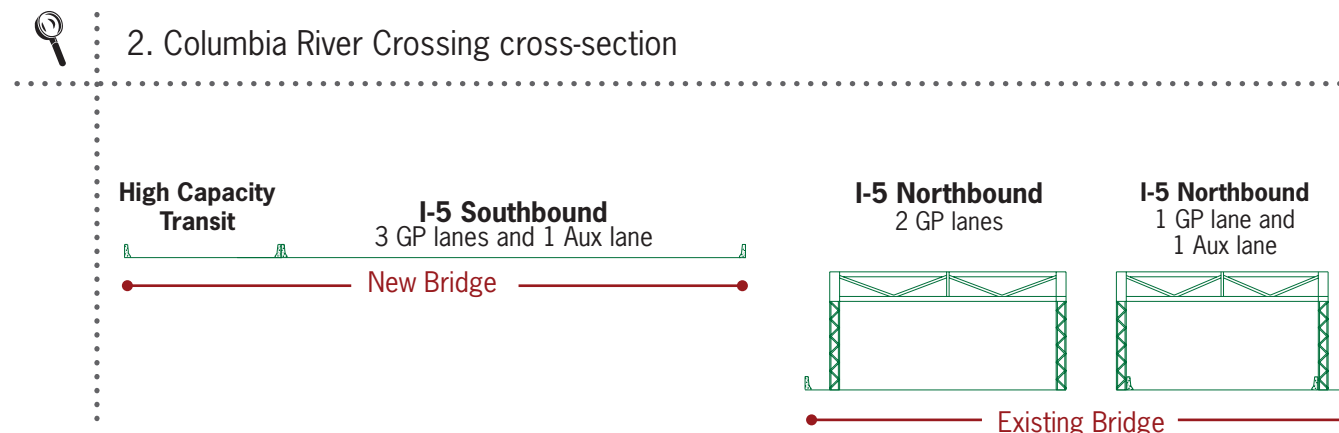
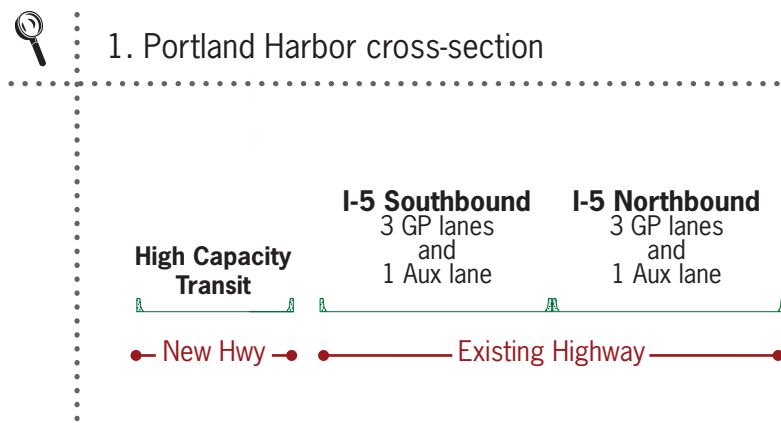
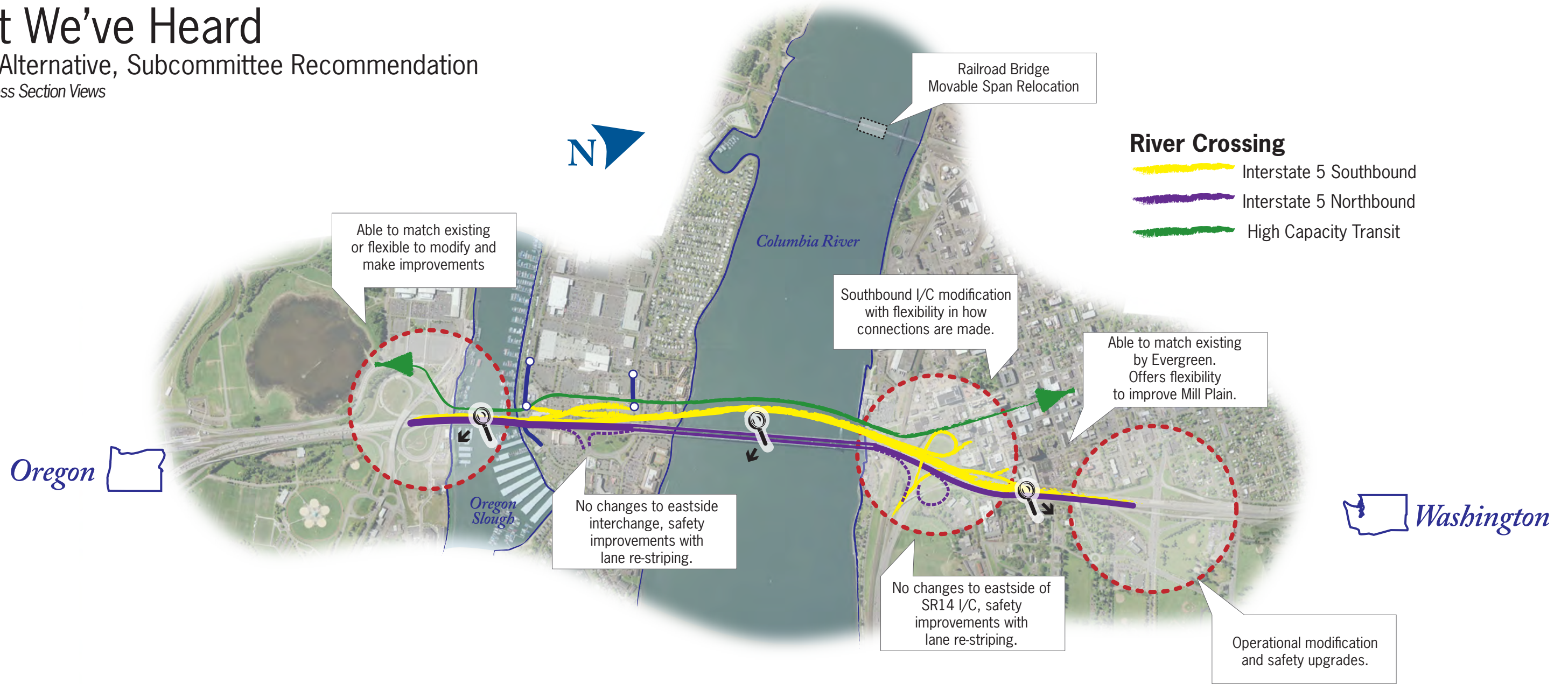
Fourth Alternative Subcommittee recommendation





# What We've Heard

Fourth Alternative, Subcommittee Recommendation  
Plan and Cross Section Views





# Oregon

Theodore R. Kulongoski, Governor

**Parks and Recreation Department**

State Historic Preservation Office

725 Summer St. NE, Suite C

Salem, OR 97301-1266

(503) 986-0707

FAX (503) 986-0793

[www.hcd.state.or.us](http://www.hcd.state.or.us)

March 6, 2007



Nature  
HISTORY  
Discovery

Hal Dengerink  
Henry Hewitt  
Columbia River Crossing Task Force  
700 Washington Street, Suite 300  
Vancouver, WA 98660

Dear Co-Chairs Dengerink and Hewitt:

I am writing to express our concerns about the Columbia River Crossing (CRC) staff recommendations considered by the CRC Task Force on February 27, 2007.

The recommendations do not appear to adequately address the cultural resource review process. The northbound bridge is listed in the National Register of Historic Places. The southbound bridge appears to be eligible for National Register designation. Yet there are no alternatives in the Draft Environmental Impact Statement (DEIS) that explore the re-use of either bridge for future use.

I believe that the CRC project and staff would be well served by including alternatives for both bridges in the DEIS. If a legitimate exploration of re-use options does not take place, and the reasons against re-using the bridges are not justified, then the entire project could be exposed to criticism and procedural challenges in the future. Various engineering and transportation studies have no doubt examined options for both bridges. I recommend including the results of those studies and the accompanying rationale for their viability in the DEIS.

We would welcome any discussions from the CRC staff regarding this issue. Our comments are offered with the intent of ensuring CRC's compliance with the cultural resource regulations as well as the spirit of preservation of these historic bridges, if possible. We look forward to a continued dialogue on this issue, and to assisting with an improved crossing over the Columbia River.

Sincerely,

Tim Wood

State Historic Preservation Officer

