NOTEBOOK 2

TAB G: THE LOCALLY PREFERRED ALTERNATIVE (SUMMER 2008)

SELECTING A LOCALLY PREFERRED ALTERNATIVE

In July 2008, local project partners selected a replacement bridge with light rail to Clark College as the Locally Preferred Alternative (LPA) from five alternatives analyzed in the Draft EIS. The LPA was chosen based on information in the Draft EIS, a recommendation from the 39-member Task Force and public comment. Having an LPA demonstrates regional consensus about continuing project development and refining the design of one alternative.

Project staff continually sought public input during the preparation of the Draft EIS. Following the publication of the Draft EIS on May 2, 2008, the project actively solicited public and stakeholder feedback on the Draft EIS during a 60-day comment period. Public comment was submitted via several methods, including email, postal mail, and public meetings that included two open houses. During this time, the project received over 1,500 written public comments.

In addition, during and following the public comment period on the Draft EIS, the elected and appointed boards/councils of the local agencies sponsoring the CRC project held hearings and workshops to gather public input on and discuss the alternatives, as part of their efforts to determine and adopt a locally preferred alternative. The LPA represents the alternative preferred by the local and regional agencies sponsoring the CRC project. Local agency elected boards and councils determined their preferences based on the results of the evaluation in the Draft EIS and on the public and agency comments received before and following its publication.

The following three elements of the LPA were adopted at that time:

- A replacement bridge as the preferred river crossing
- Light rail transit as the preferred high-capacity transit mode
- Clark College as the preferred northern terminus for the light rail extension

The preferences for a replacement crossing and for light rail transit were identified by all six local agencies. Only the agencies in Vancouver – C-TRAN, the City of Vancouver, and RTC – specified a preferred Vancouver light rail terminus. The adoption of the LPA by these local agencies does not represent a formal decision by the federal agencies leading the NEPA process or any federal funding commitment. A formal decision by FHWA and FTA regarding the preferred alternative and its design and mitigation, will follow this Final EIS in a Record of Decision.

Actions by the CRC Task Force and local partner agencies to select the LPA are described below:

- CRC Task Force met June 24, 2008, to hear public testimony and vote on an LPA recommendation.
- Portland City Council voted on their LPA resolution on July 9, 2008, after hearing public testimony.
- Metro Council held a public work session on May 27, 2008, a public hearing on June 5, 2008, and voted on July 17, 2008, on an LPA resolution.
- Vancouver City Council held a work session on June 23, 2008, a public hearing on June 30, 2008, and voted on July 7, 2008, on their LPA resolution
- The C-TRAN Board held a public hearing on June 10, 2008, and a public hearing and vote on July 8, 2008, on their LPA resolution.
- The TriMet Board conducted a public work session on May 28, 2008, and voted on July 9, 2008.
- Southwest Washington Regional Transportation Council held a public work session on June 3, 2008, a public hearing on July 9, 2008, and voted on July 22, 2008, on their LPA resolution.

Each board and council passed a resolution on the CRC Locally Preferred Alternative, a replacement bridge with light rail to Vancouver. Agencies attached a variety of issues and considerations to their resolutions, some of which were in conflict. CRC project staff has worked with agencies to incorporate areas of agreement and clarify areas of disagreement as the design of the project progressed.

As part of this process, the two regional transportation planning agencies – Metro and RTC – adopted the LPA into their Regional Transportation Plan and Metropolitan Transportation Plan in late summer 2008, respectively (Metro 08-3960A; RTC 07-08-10).

This section of the notebook includes the Task Force recommendation and the resolutions of each partner board and council. The list of issues raised by the partner agencies as part of this process is also included.

LOCALLY PREFERRED ALTERNATIVE FINCANCING PLAN

CRC cost estimates are determined though a risk based analysis that estimates the probability that actual construction costs will fall somewhere within the expressed range. Project cost estimates were refined as the Draft EIS alternatives were evaluated. In early 2009, the total preliminary capital cost estimate for the project “build” alternatives was $3.1 to $4.2 billion in year of expenditure dollars (assumes construction would take place between 2010 and 2017).

After the LPA was selected, staff estimated the project's component costs: $1.2 billion for the replacement bridge; $1.9 billion for the highway and interchange improvements; $850 million for light rail construction; and $100 million for bicycle and pedestrian path and facilities.

Financing discussions in June 2009, included assumptions that federal and state sources would cover approximately two thirds of the project costs; tolling would raise the other third. The CRC Tolling Study was just about to begin and it would provide more information about how tolls could affect revenue projections and traffic flow.

FINAL RESOLUTION: 6/24/08

Columbia River CROSSING

A RESOLUTION OF THE COLUMBIA RIVER CROSSING TASK FORCE TO PROVIDE DIRECTION TO THE COLUMBIA RIVER CROSSING PROJECT ON KEY DECISIONS FOR A LOCALLY PREFERED ALTERNATIVE

WHEREAS, the I-5 Interstate Bridge is one of only two Columbia River crossings between Vancouver, Washington and Portland, Oregon and approximately 150,000 people rely on crossing the I-5 Bridge daily by car, transit, bicycle and on foot; and

WHEREAS, the existing structures are aging and in need of seismic upgrade, and the closely-spaced interchanges are in need of safety improvements; and

WHEREAS, the movement of land and water-based freight is hindered by the current crossing, and

WHEREAS, high capacity transit does not currently connect Vancouver and Portland, and the bicycle and pedestrian paths do not meet current standards; and

WHEREAS, the I-5 Transportation and Trade Partnership Final Strategic Plan recommended congestion and mobility improvements within the I-5 Bridge Influence Area in 2002; and

WHEREAS, the Columbia River Crossing Task Force was established in February 2005, to advise the Oregon Department of Transportation and the Washington State Department of Transportation on project-related issues and concerns; and

WHEREAS, the Columbia River Crossing Task Force advised development of the project's Vision and Values Statement, alternatives development, and narrowing of the alternatives to five that would be studied in a Draft Environmental Impact Statement; and

WHEREAS, the Columbia River Crossing project is committed to implementing the principles of sustainability into project planning, design and construction in order to improve the natural and social environment and the regional economy whenever possible; and to minimize effects related to climate change; and

WHEREAS, the Oregon State Department of Transportation, Washington State Department of Transportation, Metro Council, Southwest Washington Regional Transportation Council, TriMet, C-TRAN, City of Portland and City of Vancouver have worked collaboratively on the development of the Draft Environmental Impact Statement; and

WHEREAS, the Columbia River Crossing project published a Draft Environmental Impact Statement on May 2, 2008, disclosing the potential environmental and community impacts and potential mitigation of the five alternatives; and

WHEREAS, the Columbia River Crossing project is seeking public comments on the Draft Environmental Impact Statement from the Columbia River Crossing Task Force as well as the public through outreach events, working sessions and hearings with sponsor agencies, and through two open houses and two public hearings during the comment period; and

WHEREAS, the Columbia River Crossing Task Force has opted to confirm Key Decisions that will lead to selection of a Locally Preferred Alternative.

NOW, THEREFORE, BE IT RESOLVED THAT THE COLUMBIA RIVER CROSSING TASK FORCE MAKES THESE RECOMMENDATIONS TO THE COLUMBIA RIVER CROSSING PROJECT:

1. In regards to the river crossing selection, the CRC Task Force supports the construction of a replacement bridge with three through lanes northbound and southbound as the preferred option.
2. In regards to the high capacity transit selection, the CRC Task Force supports light rail as the preferred mode.
3. In regards to the alignment and terminus of the high capacity transit line, and based on the information provided to date, the CRC Task Force
    - Recognizes that the selection of the alignment and terminus options should be determined through a combination of:
        i. Federal New Starts funding eligibility**,**
        ii. Public and local stakeholder involvement,
        iii. CRC project evaluation and technical determination of the terminus that allows for the greatest flexibility for future high capacity transit extensions and connections in Clark County, and
        iv. Outcome of the Vancouver City Council and C-TRAN votes on July 7 and July 8, respectively.
4. Creation of a formal oversight committee that strives for consensus and provides for a public process of review, deliberation and decision-making for outstanding major project issues and decisions.
5. The Freight Working Group, the Pedestrian and Bicycle Advisory Committee, the Urban Design Advisory Group, the Community and Environmental Justice Group, and the newly formed Sustainability Working Group, shall continue their advisory roles for refinement of the LPA. These advisory groups shall report findings and recommendations to the local oversight committee.

6. The CRC Task Force understands that several project elements have not been finalized at the time of this resolution. These elements will need to be satisfactorily resolved through a process that includes public involvement, recommendations from governing bodies of the sponsor agencies, and recommendations by a local advisory committee. The CRC Task Force supports the consideration of the attached list of Supplemental Positions for Future Project and Regional Consideration.

Columbia River Crossing Project
Supplemental Positions for Future Project and Regional Consideration

For Project Consideration:
The Columbia River Crossing Task Force presents these supplemental positions for consideration during the post-Locally Preferred Alternative (LPA) phase of the project development process. The Columbia River Crossing Task Force supports the following in association with the CRC project:

- The continued development of a mitigation plan, including avoidance of adverse impacts
- The continued development of a sustainability plan, including the formation of a sustainability working group
- Further study and analysis to determine the appropriate number of auxiliary lanes, necessary for safety and functionality in the project area, and consistent with minimizing impacts. The project should recognize that auxiliary lanes are for interchange operations, not for enhanced mainline throughput, and design the bridge width accordingly.
- The continued commitment to provide enhancements within potentially impacted communities
- As articulated in the final strategic plan of the I-5 Trade and Transportation Partnership, establish a community enhancement fund for use in the impacted areas of the project; such a fund would be in addition to any impact mitigation costs identified through the Draft EIS and would be modeled on the successfully implemented community enhancement fund of the I-5 Delta Park Project and subsequent Oregon Solutions North Portland Diesel Emissions Reduction Project.
- Continued work to design interchanges in the project area that meet the safety and engineering standards and requirements of the Federal Highway Administration, the departments of transportation for Oregon and Washington and the cities of Portland and Vancouver, in a way that is consistent with minimizing impacts.
- Continued work to ensure that interchanges are freight sensitive and provide enhanced mobility, in a way that is consistent with minimizing impacts.
- Imposing tolls on the existing I-5 bridge as soon as legally and practically permissible to reduce congestion by managing travel demand as well as to provide an ongoing funding source for the project
- A public vote where applicable, regarding the funds required to implement the light rail line
- The development of an aesthetically pleasing, sustainable and cost-efficient river crossing that provides a gateway to Vancouver, Portland and the Northwest

- Designing the project – river crossing, transit, and pedestrian and bicycle facilities – to be a model of sustainable design and construction that serves both the built and natural environment
- The development of light rail stations that meet the highest standards for operations and design. These stations would be designed to be safe and accessible to pedestrians, bicyclists, and people with disabilities.
- Continued development of a "world class" bicycle, pedestrian facility, as well as the consideration for provisions for low-powered vehicles such as scooters, mopeds and neighborhood electric vehicles, as part of the construction of a replacement river crossing
- Ensure that the preferred alternative solves the significant safety, congestion and mobility problems in the project area while meeting regional and statewide goals to reinforce density in the urban core and compact development that is both pedestrian friendly and enhances mobility throughout the project area and the region
- Development of an innovative transportation demand management (TDM) program to encourage more efficient use of limited transportation capacity
- Independent validation of the greenhouse gas and climate change analysis conducted in the Draft Environmental Impact Statement to determine the project's effects on air quality, carbon emissions and vehicle miles traveled per capita
- The inclusion of strategies aimed at reducing greenhouse gases and reducing vehicle miles traveled per capita. The Oregon Global Warming Commission or the Washington Climate Action Team should advise the CRC project on project related aspects that will help achieve both states greenhouse gas reduction goals set for 2020 and 2050.
- The development of a more detailed draft finance plan after the LPA is selected to define the funding and financing sources for this project from federal, state and local resources, while ensuring financial equity locally, within the region, and between the states of Oregon and Washington
- Independent review of the project's feasibility and risks, including the project's relationship to funding other transportation projects in the region
- Continued study of project health impacts such as those identified in the report submitted to the Task Force by the Multnomah County Health Department

For Regional Consideration:

There are system-wide transportation concerns that can only be resolved on a regional level and not by the Columbia River Crossing project. The Columbia River Crossing Task Force supports:

- Revisiting the remaining recommendations outlined in the *Strategic Final Plan* of the I-5 Transportation and Trade Partnership Study, dated September 2002
- Evaluating other bottlenecks within the system (e.g., I-405 / I-5 loop, Rose Quarter, etc.)
- Developing a regional plan for traffic demand management in the bi-state Portland-Vancouver region that promotes a reduction in vehicle miles traveled per capita

- Evaluating the effectiveness of a regional high occupancy vehicle (HOV) system
- Developing a regional plan for freight that considers the work of the I-5 Transportation and Trade Partnership and the CRC project's work with the CRC Freight Working Group
- Developing a web-based transit trip planning resource to plan transit trips in the Portland-Vancouver region

Columbia River CROSSING

City of Portland

Locally Preferred Alternative Resolution

July 2008

RESOLUTION No. 36618

Support a Replacement Bridge River Crossing with Light Rail Transit as the Locally Preferred Alternative for the Columbia River Crossing Project. (Resolution)

WHEREAS, I-5 is the only continuous north/south Interstate on the West Coast and provides a critical local, national and international transportation link for motor vehicles and truck-hauled freight in the western-most United States; and

WHEREAS, the I-5 Interstate Bridge is one of only two Columbia River crossings between Portland, Oregon and Vancouver, Washington and approximately 150,000 people rely on crossing the I-5 Bridge daily by car, transit, bicycle and on foot; and

WHEREAS, the existing structures are aging and in need of seismic upgrade, and the closely-spaced interchanges are in need of safety improvements; and

WHEREAS, the movement of land and water-based freight is hindered by the current crossing; and

WHEREAS, high capacity transit does not currently connect the Cities of Portland and Vancouver, and the bicycle and pedestrian paths do not meet current standards; and

WHEREAS, on June 18, 2002, the I-5 Transportation and Trade Partnership Final Strategic Plan recommended congestion and mobility improvements to address the identified bottlenecks within the I-5 Bridge Influence Area that include I-5 at the Columbia River and I-5 at Delta Park; and

WHEREAS, on January 29, 2003, the Portland City Council adopted Resolution No. 36120 to endorse the recommended Portland/Vancouver I-5 Transportation and Trade Study Strategic Plan which includes three-through lanes in each direction on 1-5 and an additional span or replacement bridge for the I-5 crossing of the Columbia River, with up to two additional lanes for merging traffic and two light rail tracks; and

WHEREAS, consistent with Resolution No. 36120, the Portland City Council on May 24, 2006, adopted Resolution No. 36414 to adopt the I-5 Delta Park to Lombard Hearing Panel recommendations for the Locally Preferred Alternative to widen I-5 to three lanes between Delta Park and Lombard; and

WHEREAS, in February 2005, the Columbia River Crossing Task Force was formed by the Oregon Department of Transportation and the Washington State Department of Transportation to advise on project-related issues, develop the Purpose and Need statement and key decision making criteria, and to develop project alternatives that would be studied in a Draft Environmental Impact Statement; and

WHEREAS, the Oregon State Department of Transportation, Washington State Department of Transportation, Metro Council, Southwest Washington Regional Transportation Council, TriMet, C-TRAN, City of Vancouver and City of Portland have worked collaboratively on the development of the Draft Environmental Impact Statement; and

WHEREAS, the Draft Environmental Impact Statement was developed with substantial public oversight including the guidance of the Columbia River Crossing Task Force, the Freight Working Group, the Pedestrian and Bicycle Advisory Committee, the Urban Design Advisory Group, and the Environmental Justice Working Group; and

WHEREAS, the Draft Environmental Impact Statement has been prepared in accordance with federal National Environmental Policy Act (NEPA) guidelines and was released for public comment on May 2, 2008; and

WHEREAS, the City of Portland has long pursued policies that promote sustainable transportation options, compact urban form, economic vitality, environmental justice, neighborhood livability, watershed health and the wise use and conservation of our limited natural resources; and

WHEREAS, consistent with Resolution No. 36120, the Portland City Council on April 5, 2007, adopted Ordinance No. 180871 to adopt the Transportation System Plan for the City of Portland that identifies the Columbia River Bridge Widening and the Light Rail Extension from the Expo Center to Vancouver as recommended major transportation improvements; and

WHEREAS, on November 1, 2007, the Portland City Council adopted Resolution No. 36548 that revised the joint City and Multnomah County Local Action Plan on Global Warming to identify strategies to reduce greenhouse gas emissions by 80 percent by 2050, and to incorporate the recommendations of the Peak Oil Task Force presented to the City Council in March, 2007; and

WHEREAS, in January, 2008, the Governor's Climate Change Integration Group published a final report entitled "A Framework for Addressing Rapid Climate Change" which includes a chapter that outlines actions that will reduce greenhouse gas emissions from the transportation sector; and

WHEREAS, on May 13, 2008, the Portland Planning Commission held a public hearing on the Draft Environmental Impact Statement for the purpose of soliciting public comment as part of the DEIS record; and

WHEREAS, based on the findings in the Draft Environmental Impact Statement, the Replacement Bridge with Light Rail Transit alternative best meets the Purpose and Need statement and evaluation criteria established by the CRC Task Force; and

WHEREAS, the Replacement Bridge with Light Rail Transit alternative on balance supports the land use, economic development, urban design and neighborhoods, transportation, and environmental and sustainability policies contained in the City's adopted Comprehensive Plan; and

WHEREAS, the Portland Office of Transportation has prepared a staff report based on the findings of the Draft Environmental Impact Statement, and the policies in the City's adopted Comprehensive Plan, and has recommended the Replacement Bridge with Light Rail Transit alternative as the Locally Preferred Alternative; and; and

WHEREAS, on June 24, 2008, the Columbia River Crossing Task Force passed a Resolution in support of the Replacement Bridge with Light Rail Transit alternative as the Locally Preferred Alternative; and

WHEREAS, on June 24, 2008, the Portland Planning Commission has prepared recommendations to the City Council based on the findings from public testimony, the Sustainability Development Commission, the Office of Transportation staff report; and comments received from other City Bureaus.

NOW, THEREFORE, BE IT RESOLVED, the City of Portland supports a locally preferred alternative that consists of a replacement bridge structure with no more than three through travel lanes in each direction and includes lightrail transit connecting Oregon and Washington as a basis for further study and evaluation in the next phase of the Columbia River Crossing Project; and

BE IT FURTHER RESOLVED, further evaluation by the City of Portland of the Columbia River Crossing Project will be done consistent with the City's policies and goals including: minority and women contracting, storm water management, conservation of the environment, access to transit, transportation management and options, peak oil and climate change; and

BE IT FURTHER RESOLVED, the City of Portland asserts its right to continue to comment on and participate in all major decisions in furtherance of the policies outlined in Exhibit A; and

BE IT FURTHER RESOLVED, this resolution shall not be interpreted as the City of Portland's final input or acceptance on the design and construction of the project.

Adopted by the Council,
July 9, 2008
Y-5 (Potter, Adams, Fish, Leonard, Saltzman)

GARY BLACKMER
Auditor of the City of Portland
By

Deputy

Commissioner Sam Adams
Prepared by: John Gillam
Date Prepared: July 1, 2008

Exhibit A

City of Portland Policy Statements on Columbia River Crossing
Locally Preferred Alternative (LPA)

Locally Preferred Alternative

LPA 1. The Replacement Bridge shall be the river crossing component of the LPA.

LPA 2. Light Rail Transit (LRT) shall be the high-capacity transit component of the LPA.

LPA 3. Further technical analysis and public involvement is needed to determine the "appropriately sized" bridge for all multi-modal components.

The City of Portland understands that the size bridge analyzed in the DEIS is a maximum-impact design for the purpose of NEPA and not a commitment on bridge size. The City of Portland recommends that the next phase focus on the smallest bridge possible to meet project needs.

LPA 4. The highest quality architecture for the project allowable by engineering limitations/reasonable cost shall be employed for both the Columbia River span and the Portland Harbor span.

Reconsider the constraints on bridge design related to navigation and airspace.

LPA 5. The project shall include a "World-Class" facility for pedestrians and bicyclists crossing the Columbia River and throughout the project area.

LPA 6. The CRC project shall provide the highest model of sustainability design and construction applications for a bridge of its proposed size and scale, including a comprehensive stormwater strategy and minimal impacts on fish, wildlife and watershed health.

LPA 7. A comprehensive transportation demand management (TDM) strategy shall be developed including the use of variable-priced tolling in perpetuity.

LPA 8. The CRC project shall contribute to a reduction of vehicle miles traveled (VMT) per capita in the bi-state metropolitan area.

LPA 9. The I-5 Columbia River Crossing project shall consider long-range plans for freight movement; both truck and rail, including improvements to the nearby rail bridge over the Columbia River and the connecting rail facilities in Vancouver and Portland.

LPA 10. The CRC project shall at a minimum follow the City of Portland requirements of employing MWESB contractors.

LPA 11. The CRC project shall develop a detailed financing plan showing costs and sources of revenue. The financing plan shall indicate how the use of the identified federal, state and local (if any) revenues would impact the financing of other potential transportation projects in the region. Any Oregon State gas tax revenues used to finance the CRC project shall come from the State's share of new gas tax revenues thereby not reducing the share of new gas tax revenues allocated to the counties and cities.

LPA 12. The CRC project shall contract for an independent analysis of the greenhouse gas and induced automobile travel demand forecasts for the project.

Hayden Island Interchange

HI 1. The CRC project must provide an ultra high-quality LRT station on Hayden Island that provides a community focal point. Safe, attractive and accessible pedestrian and bicycle facilities shall be incorporated into the station area design.

HI 2. CRC project arterial streets providing access to the interchange shall also serve community needs, and provide bicycle and pedestrian facilities and street trees. Smaller scale arterial streets than currently indicated in the DEIS should be considered.

HI 3. The western termini of the CRC project arterial street improvements on Hayden Island Drive and Jantzen Beach Drive should be extended to the planned primary north-south future public street (approximately 600 feet west of the freeway ramp intersections).

HI 4. The extension of Tomahawk Drive under the freeway shall be designed as a community main street highlighting the needs of pedestrians and bicyclists and local traffic access. Design issues to be resolved include the provision of acceptable vertical and horizontal clearances, property access, stormwater management and creating an attractive and safe environment under the freeway.

HI 5. The CRC project shall consider participating and allowing for the re-use of areas north of Hayden Island Drive that are disrupted by construction or used for construction activities, for open space, stormwater management and habitat restoration.

HI 6. The CRC project, ODOT and the City shall work cooperatively in the development and adoption of the required Interchange Area Management Plan (IAMP). The IAMP shall consider the principles of IAMP standards balanced with current and future property access and in coordination with a master street plan for Hayden Island.

Marine Drive Interchange

MD 1. The next phase of the CRC project development process should continue to evaluate the interchange design alternatives presented in the DEIS.

The evaluation should recognize that this is a freight priority interchange and also consider potential future land use opportunities, the current and future needs of Expo and the protection of the Vanport wetlands.

MD 2. Implement a network of pedestrian and bicycle facilities to improve connectivity in the interchange area, and connecting to Bridgeton and to Hayden Island under all interchange design options.

MD 3. The CRC project shall include an extension of the pedestrian and bicycle facilities to Bridgeton including a first phase construction of the Bridgeton Trail.

MD 4. Under all interchange design options the potential for a local street connection (non-freeway) to Kenton should be evaluated.

MD 5. The CRC project, ODOT and the City shall work cooperatively in the development and adoption of the required Interchange Area Management Plan (IAMP).

Pedestrian Bicycle Facilities

PB 1. A multi-use facility shall provide for three separated facilities and space dedicated for southbound bicycle travel, northbound bicycle travel, and pedestrians adjacent to the high-capacity transit facility. This facility should meet or exceed standards set by "World-Class" facilities.

PB 2. Bicycle and pedestrian facilities on the river crossing bridges should provide for occasional rest areas and look out points.

PB 3. The multi-use facility on the river crossing shall be of continuous design and connect to the Hayden Island transit station and the Expo station.

PB 4. An urban standard pedestrian facility shall be provided on the east side of the Portland Harbor bridge connecting Bridgeton to Hayden Island.

PB 5. Implement the pedestrian and bicycle improvements identified for the recommendations for the Hayden Island and Marine Drive interchanges.

Urban Design

UD 1. Engineering refinements for the bridges shall be undertaken to produce a signature distinctive design given physical limitations and cost considerations.

UD 2. An alternative reconfiguration of the Marine Drive interchange shall be considered to strengthen the adjacent publicly-owned properties' relationship to the North Portland Harbor waterway and provide redevelopment opportunities.

UD 3. The new Hayden Island interchange and transit station functions must be carefully integrated in design and be supportive of the Hayden Island Concept Plan recommendations.

UD 4. Iconic design elements over North Portland Harbor could be analogous to those used at the future iconic Evergreen Street "lid" north of State Route 14 in Vancouver.

Environmental Justice

EJ 1. The CRC project shall assess the impact of tolls on low-income people, including toll avoidance and limited access to technology for payment of tolls.

EJ 2. The CRC project shall assess the impact of the project on low income and minority populations in the region regarding access to affordable housing and employment.

EJ 3. The CRC project shall address project impacts on populations at or below the poverty level.

Post LPA Process

PR 1. The City of Portland asserts its right to comment on and participate in major post-LPA decisions including:

- The size, location, design and aesthetics of the bridges and highway facility in the project area
- The size, design and location of the bicycle and pedestrian facilities in the project area
- The location and design of the light rail transit facility including stations.
- The design of the Hayden Island and Marine Drive interchanges.
- Reconsideration of bridge design constraints related to navigation and airspace (see LPA 4)
- CRC project finance plan (see LPA 10)
- An independent analysis of greenhouse gas and induced automobile travel demand forecasts (see LPA 11)
- Investigate potential for tolling I-205 and for revenue to be applied to other highway projects in Portland.

The Portland City Council shall conduct public hearings on major post-LPA decisions.

The City of Portland believes it essential that the financial, greenhouse gas and review of design constraints be immediate priorities of the project. The City of Portland will need the results of this analysis to adequately consider revisions to the project and insure that these revisions can be completed in a timely manner.

PR 2. The existing advisory group for freight, pedestrian/bicycles, urban design and environmental justice should continue their roles, for post LPA activities. The CRC project process should also consider assembling a combined design advisory group.

PR 3. The Bi-State Coordinating Committee should continue to review post-LPA project recommendations and comment at important milestones. This group should also consider updating their land use accord to assure a stronger role in land use/transportation coordination matters particularly for high-capacity transit planning between the states.

Columbia River CROSSING

City of Vancouver

Locally Preferred Alternative Resolution

July 2008

7/7/08

RESOLUTION NO. M-3663

A RESOLUTION relating to selection of a Locally Preferred Alternative (LPA) for the Columbia River Crossing project (CRC), and authorizing action by the City of Vancouver's delegates to the C-TRAN Board and Regional Transportation Council Board, guided by the principles herein, in support of a regional LPA.

WHEREAS, Interstate 5 is a corridor of national significance that serves the entire west coast of the United States, as well as international commerce with Canada, Mexico, and all of the countries of the Pacific Rim that access US west coast sea ports; and

WHEREAS, Interstate 5 between Portland, Oregon and Vancouver, Washington experiences some of the worst congestion along the entire length of the Interstate 5 corridor; and

WHEREAS, the I-5 Interstate Bridge is one of only two Columbia River crossings between Vancouver, Washington and Portland, Oregon and approximately 138,000 people rely on crossing the I-5 Bridge daily by car, transit, bicycle and on foot; and

WHEREAS, the Vancouver-Portland Metropolitan Area is expected to grow by one million new residents by the year 2030; and

WHEREAS, the existing I-5 bridges are old and do not meet current seismic hazard avoidance standards; and

WHEREAS, the I-5 Transportation and Trade Partnership Final Strategic Plan recommended congestion and mobility improvements within the I-5 Bridge Influence Area in 2002; and

WHEREAS, the Governors of Oregon and Washington initiated the Columbia River Crossing Project (CRC) and appointed a 39 member task force with representation from both

states and representing a wide range of interests to guide the planning process for river crossing and corridor improvements; and

WHEREAS, the City of Vancouver staff and elected officials have collaboratively participated with the Washington State Department of Transportation, Oregon Department of Transportation, Southwest Washington Regional Transportation Council, Portland Metro Council, C-TRAN, Tri-Met, and the City of Portland on the development of the DEIS; and

WHEREAS, the CRC Project with guidance from the Taskforce and eight Partner Agencies evaluated a wide range of potential solutions; and

WHEREAS, Vancouver City Council has previously resolved to support further study of improvements to the I-5 Corridor in the Portland/Vancouver I-5 Transportation and Trade Partnership Task Force in Resolution M-3424, April 7, 2003; and

WHEREAS, the CRC five-mile project corridor serves as a key economic connector to two major ports, much of the Portland/Vancouver region industrial land, and the entire US west coast; and

WHEREAS, the movement of land and marine freight is significantly hindered by the existing CRC five-mile project corridor condition; and

WHEREAS, the CRC Draft Environmental Impact Statement (DEIS) identifies that the segment of I-5 in the vicinity of the Columbia River has extended peak-hour travel demand that exceeds capacity on bridge spans that are over 50 and 90 years old that do not meet current traffic safety standards; and

WHEREAS, the seven closely-spaced interchanges in the five-mile CRC project corridor do not meet current safety or traffic engineering standards and are therefore inefficient and contribute significantly to corridor congestion and collisions; and

WHEREAS, the bicycle and pedestrian facilities on the I-5 bridge and in the project corridor are undersized and do not meet current safety standards; and

WHEREAS, demand for bicycle and pedestrian facilities is increasing; and

WHEREAS, existing bi-state public transit service is inadequate to meet peak hour travel demand in the congested project corridor, not least because existing service operates in mixed traffic on the congested corridor; and

WHEREAS, high capacity transit does not currently connect Vancouver and Portland, and high capacity transit in an exclusive right-of-way would provide greatly improved transit service with much better schedule reliability and service than mixed-use traffic operation; and

WHEREAS, doing nothing is not an acceptable option because it would result in unpredictable and increasing travel delay in the I-5 corridor as a result of increased congestion and bridge lifts and collisions, and would leave in place the ever-present latent risk of bridge failure in a seismic event; and

WHEREAS, Vancouver's adopted comprehensive land use plan, including the transportation element, and the Vancouver City Center Vision plan each identify and plan for a comprehensive multi-modal project to relieve congestion on I-5 and call for connecting to the regional high capacity transit system in Portland; and

WHEREAS, Vancouver's adopted Comprehensive Land Use Plan and City Center Vision Plan identify the need to improve circulation in downtown and at the connecting interchanges in order to support efficient multi-modal travel and increased livability within the downtown core; and

WHEREAS, to be successful, the CRC project must improve the livability, attractiveness, and long term viability of Vancouver; to do otherwise would be inconsistent with our adopted plans, policies, and practices; and

WHEREAS, there has been broad and comprehensive public outreach and public comment on the project alternatives by the citizens of Vancouver; and

WHEREAS, the City of Vancouver's endorsement of an LPA is one "narrowing" step in a multi-step process and an important opportunity for Vancouver City Council to articulate concerns which need to be weighed at this and subsequent steps; and,

WHEREAS, the City of Vancouver has identified issues requiring further study and cumulative project impacts that exceed those identified in the DEIS and presents, in Attachment A to this Resolution, a framework for mitigations and enhancements to address those impacts; and

WHEREAS, the replacement bridge option provides the most congestion relief and best overall performance in terms of safety, marine and roadway freight benefit, seismic suitability, and bicycle and pedestrian environment; and

WHEREAS, the light rail transit option provides the most transit capacity, highest transit ridership, overall best transit performance, lowest long-term operating cost, and connects seamlessly to the regional light rail system; and

WHEREAS, the Clark College terminus is consistent with the City of Vancouver Comprehensive Plan, is the most cost-effective high capacity transit terminus option, and fosters a phase II eastward expansion, consistent with the Comprehensive Plan and the Council I-5 Partnership Resolution M-3424; and

WHEREAS, a Broadway/Washington light rail couplet in lower downtown and a McLoughlin alignment to Clark College accommodate roadway capacity for traffic and CTRAN bus service Vancouver and maximize the positive land use impact of light rail; and

WHEREAS, this resolution provides a prudent course of action,

NOW, THEREFORE,

BE IT RESOLVED BY THE CITY OF VANCOUVER:

Section 1. The foregoing recitals are adopted as legislative findings of the City Council of the City of Vancouver in support of this resolution.

Section 2. Based on the information and findings published in the DEIS, the City of Vancouver endorses a Locally Preferred Alternative consisting of:

a. A replacement bridge

b. Light rail transit

c. A transit terminus at Clark College

d. An alignment on a Washington / Broadway couplet in lower downtown and on McLoughlin Boulevard to the Clark College terminus.

Section 3. The following policy statements should guide further development of the project upon approval of a LPA:

a. Because of the national and international importance of the I-5 corridor for trade and national security, and because of the importance of and federal interest in Columbia River navigation, the federal government should play a very prominent role in project funding.

b. Vancouver's land use and economic development plan for the downtown core is built around revitalization and re-establishment of the historical links between the downtown core and both the Columbia River Waterfront and Fort Vancouver and the Historic

Reserve. Additionally, Vancouver's adopted Comprehensive Land Use Plan and Vancouver City Center Vision Plan are premised primarily on creating livable and sustainable human-scale environments that provide transportation mobility and accessibility for the entire range of travel modes. In practice, this calls for attention to the details of balancing pedestrian connectivity and safety, bicycle network system connections, automobile and freight capacity, safety, and functionality, and universal accessibility. These principals must guide every step of the CRC design process in order to be consistent with Vancouver's adopted plans. Deviation from these principals anywhere in the project influence area, which may include making it more difficult to achieve Vancouver's plans, in particular re-connecting downtown with the Historic Reserve and the Columbia River waterfront in the future, can only be characterized as a project impact that must be mitigated in order to be consistent with Vancouver's adopted long term plans.

c. The City of Vancouver Council directly supports a balanced multi-modal approach of highway, high capacity transit, transportation demand management, bicycle and pedestrian improvements to serve the City's and region's travel needs, and prefers the stacked bridge design option.

d. The City of Vancouver Council endorses the principles of sustainability within the City of Vancouver, and therefore the Columbia River Crossing project should implement principles of sustainability into project planning, design and construction in order to improve the natural and social environment and the regional economy and to minimize overall environmental impact and effects related to climate change.

e. The City of Vancouver Council communicates that the project mitigations identified in the DEIS, in Attachment A to this Resolution, and those submitted through the DEIS comment process, must be satisfactorily addressed as the LPA is refined into specific project elements, and final design plans are developed.

f. The City of Vancouver will continue to be centrally involved in project leadership in a post-LPA project management steering team capacity and will contribute to those decisions affecting design, financing and community mitigation of the proposed improvements. This team should consist of the eight directly affected government agencies (Cities of Vancouver and Portland, Tri-Met and CTRAN, WSDOT and ODOT, and Metro and Southwest Washington RTC). The City recognizes that many project elements have not been finalized at the time of LPA adoption, yet believes it is in the community's interest to move the process into the next design and financial planning phase.

Section 4. Vancouver City Councilors serving on the C-TRAN board and the Southwest Washington RTC Board should support and advocate for passage of a resolution supporting adoption of a LPA for the Columbia River Crossing Project as defined herein.

ADOPTED at regular session of the Council of the City of Vancouver, this 7th day of July, 2008.

Royce E. Pollard, Mayor

K8062501/MR:MW

Attest:

R. Lloyd Tyler, City Clerk
~~By Carrie Lewellen, Deputy City Clerk~~

Approved as to form:

Ted H. Gathe, City Attorney

Attachment A: Framework for Project Related Mitigation and Enhancements

ATTACHMENT A

Framework for Project Related Mitigation and Enhancements.

Policy Framework

Vancouver has great neighborhoods. The CRC project must positively contribute to ALL of Vancouver's neighborhoods and districts, consistent with Vancouver's adopted plans and policies, and consistent, to the extent possible, with duly adopted Neighborhood Action Plans where they are consistent with adopted City plans.

Vancouver's land use and economic development plan for the downtown core is built around revitalization and re-establishment of the historical links between the downtown core and both the Columbia River Waterfront and Fort Vancouver and the Historic Reserve. Vancouver has a rich and vibrant history that needs to be maintained and improved. Years of City resident, business and stakeholder initiatives have focused on connecting and enhancing the cultural, historic and interpretive landscape of Vancouver, and preserving historical resources and landscape elements. Much of that focus has been the process enhancing the resources and landscape through restorative efforts and creating physical connections which tie the individual elements into a cohesive interpretive experience. As one of the northwest's earliest settlements, honoring and preserving our history is a prominent and central purpose that the City has committed to through actions, adopted plans, and policies that will leave a legacy for future generations. The improvement of I-5 and implementation of light-rail-transit should promote and enhance this legacy.

Additionally, Vancouver's adopted Comprehensive Land Use Plan and Vancouver City Center Vision plan are premised primarily on creating livable and sustainable human-scale environments that provide transportation mobility and accessibility for the entire range of travel modes. In practice, this calls for attention to the details of balancing pedestrian connectivity and safety, bicycle network system connections, automobile and freight capacity, safety, and functionality, and universal accessibility. These principals must guide every step of the CRC design process in order to be consistent with Vancouver's adopted plans. Deviation from these principals anywhere in the project influence area, which may include making it more difficult to achieve Vancouver's plans, in particular re-connecting downtown with the Historic Reserve and the Columbia River waterfront in the future, can only be characterized as a project impact that must be mitigated in order to be consistent with Vancouver's adopted long term plans.

The City of Vancouver Council endorses the principles of sustainability for projects within the City of Vancouver, and therefore believes that the Columbia River Crossing project should implement principles of sustainability into project planning, design and construction in order to improve the natural and social environment and the regional economy and to minimize overall environmental impact and effects related to climate change.

Project Impacts and Potential Mitigations

Cumulative Impacts

This category covers those impacts that will have an impact on Vancouver which result from sum of incremental impacts of the CRC project. Cumulative impacts, when added to other past, present, and reasonably foreseeable future actions, would cause a direct impact or would preclude fulfillment of plans and goals as adopted by the City.

Staff review of the proposed DEIS alternatives find that plans and initiatives of the City's Plans could be precluded by the LPA project, and therefore will need to be addressed / mitigated prior to the completion of the final EIS. Staff identified specific issues that need to be addressed; including

- Physical barriers or other limitations that would be imposed to preclude the construction of the community connections in the Vancouver City Center Vision must be avoided. The footprint and presence (barrier effect) which I-5 creates between the heart of downtown and the historic Reserve must be minimized. Connecting the historical and interpretive artifacts and landscape elements, and preserving the landscape is a central goal of the City. Community connections identified in the plans and designed to connect the cultural landscape elements include:
    - Evergreen Blvd pedestrian and community enhancement (now referred to as the Evergreen freeway lid) connecting the existing and proposed development at Evergreen/C Street to West Vancouver Barracks
    - Main Street extension (5th Street to Columbia Way)
    - Columbia Way alignment at north river bank (open up and re-establish north river bank pre I-5 character)
    - Redevelopment or re-use of land unencumbered by physical structures for the bridge itself or supporting water treatment facilities (5th Street to north river bank)
    - Landbridge connection to Main Street extension (extended Main Street to Old Apple Tree park)
    - 5th Street pathway to Reserve (roughly Main/5th Street to 5th Street in Reserve)
    - 7th Street Heritage Bridge C Street to West Vancouver Barracks across I-5

- Construction disruption. A project of this size and complexity will require years of construction activity. This activity will occur on downtown streets, within neighborhoods and at the major interchange gateways to the City. The resultant impact, if left unmitigated, could impose severe hardships to the business and community environment within Vancouver. The project must dedicate resources and expertise the issue of managing construction disruption and alleviating direct and indirect impacts to travel access and business conditions.
    - Mitigations to be considered to address these issues should include: additional transit or other mobility services during the construction period; business support services in the form of marketing and business planning, funding support for a transportation

management association or other transportation advocacy group to help assist in detour planning and business marketing and general advocacy, and direct or indirect financial aid to minimize the disruption caused by the final project construction.

- Additionally, direct construction impacts such as pavement degradation have to be mitigated. Any degradation of pavement or roadway base that results from construction activity will be mitigated through restoration. As an alternative, the project could pre-mitigated by reconstructing a defined truck route prior to construction to an industrial roadway section.

Design Considerations

Many of the project's physical and aesthetic designs will be resolved during the refinement of the LPA project detailed planning and engineering phase. The City should reinforce through it's support for an LPA, the importance of context sensitive and aesthetically pleasing design solutions for each of the elements of the project (highway, transit, bicycle and pedestrian).

In support for context sensitive and well rounded urban design solutions, the Urban Design Advisory Group which the Mayor co-chairs will be issuing a preliminary report in June 2008. That report should serve as a starting point for refinement of the physical designs that should follow. Specific principles are to be documented in the report, and a few of the broad principles are generally summarized below.

- The highest quality bridge architecture allowable by engineering limitation and reasonable costs should be undertaken to produce a signature design.
- Iconic elements and design principles should be employed for the Columbia River span and all other bridges to be re-built or modified between SR-14 and SR-500
- The CRC project as a whole should provide the highest standard of sustainable design and construction methods to assure the least cost environmental footprint given the project's proposed scale and diversity of infrastructure.
- The design of the LRT system and structures should be of high-quality architectural and street design. The facilities must be designed for maximum rider and community safety and incorporate design principles and supplemental technology and achieve those ends.
- Given the functions of the main span bridge, the river crossing should be designed to a "world class" standard for pedestrians and bicyclists and should contemplate in its design non-auto vehicle classes that could utilize such a facility in the future.

The project sponsors will need to ensure that both the integrity of the project and integration within the surrounding communities is achieved. The following additional considerations help to further integrate the project within the surrounding community.

- Demand management must play a central role in helping to manage the auto demand during peak traffic periods and support downtown Vancouver's circulation goals.
- Pedestrian and bicycle linkages to the proposed transit stations should be provided and filled-in where currently missing. The final street and station designs for LRT should add to; and

not impede pedestrian circulation in the random manner which those activities occur within a dense urban environment.

- Transit stops and park and ride facilities must be designed to be active and secure facilities which support the surrounding community. This can take the form of ground floor retail or commercial functions and also joint-use agreements for ancillary parking activities. Generally, the principle of joint public/private development in and around the major transit facilities should be pursued as the opportunity exist.
- Safety and Security is a primary objective of the transit system and specific improvements, strategies and measures should be deployed to ensure maximum security and safety for transit patrons and the adjacent community.
- Transit park and ride facilities must be designed to integrate with surrounding neighborhoods; controlling and mitigating neighborhood traffic impacts and preventing neighborhood overflow parking.
- Transit park and ride facilities must be designed to facilitate non-park and ride traffic circulation, and to minimize the traffic, neighborhood, and environmental impacts of buses serving the park and ride stations as transfer facilities.
- Light rail station area planning must fully engage the Vancouver community, and be designed and constructed to the highest standard to create great urban places, and not just transit stops.
- Freeway access streets (ex. Washington, Columbia, Mill Plain, C Street, 4th Street, and 6th Street) should receive additional traffic management, intelligent transportation system, pedestrian and bicycle enhancements to integrate the freeway access function into the fabric of the downtown street network. Extra care and effort needs to be implemented at these locations to ensure maximum safety and efficient traffic operations to fulfill the operational function and complement the downtown street character.
- Intra and Inter-neighborhood multi-modal traffic circulation must be retained and enhanced throughout the project corridor; especially in the vicinity of freeway overcrossings.
- Project mitigation elements, such as sound walls, must be evaluated for impacts and alternatives, and any identified impacts must be mitigated consistent with the policies included herein.

Direct Impacts

The following areas have reflected direct impacts and those impacts must be mitigated to the full extent practicable and as required by prevailing federal, state or local laws and ordinances.

- Section 4F (including parklands and historic structures)
- Right-of-way impacts
- Noise impacts
- Water quality impacts
- Shoreline impacts
- Habitat impacts
- Air quality impacts
- Vibration impacts

- Light and glare impacts
- Transportation level-of-service, general circulation, access and parking impacts (covering auto, bicycle and pedestrian)
- Construction Disruption impacts (covering all the above listed categories including traffic circulation and business access)

Columbia River CROSSING

Metro

Locally Preferred Alternative Resolution

July 2008

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF PROVIDING METRO COUNCIL DIRECTION TO ITS DELEGATE CONCERNING KEY PRELIMINARY DECISIONS LEADING TO A FUTURE LOCALLY PREFERRED ALTERNATIVE DECISION FOR THE PROPOSED COLUMBIA RIVER CROSSING PROJECT	)	RESOLUTION NO. 08-3938B Introduced by Councilor David Bragdon

WHEREAS, the Oregon and Washington sides of the metropolitan region are linked by critical transportation infrastructure vital to each community along the Columbia River; and,

WHEREAS, the I-5 Interstate bridge carries approximately 130,000 people daily by car, truck, bus, bicycle and on foot; and,

WHEREAS, travel by transit between Portland and Vancouver currently must share a right-of-way with autos and trucks; and,

WHEREAS, the governors of Oregon and Washington initiated the Portland/Vancouver I-5 Transportation and Trade Partnership in January 2001; and,

WHEREAS, in November 2002 the Metro Council approved Resolution 02-3237A, For the Purpose of Endorsing the I-5 Transportation and Trade Study Recommendations, that supported a multi-modal project including light rail transit (LRT) and either a new supplemental or replacement I-5 bridge; and,

WHEREAS, the I-5 Transportation and Trade Study also included recommendations to widen I-5 to three lanes between Delta Park and Lombard, address finance issues, use travel demand tools including pricing (tolls), address environmental justice through use of a community enhancement fund, coordinate land use to avoid adverse impacts to transportation investments and improve heavy rail; and,

WHEREAS, the Metro Council selected and approved the 5.8 mile Interstate MAX light rail line extension to the Expo Center as the region's Locally Preferred Alternative, which now terminates on the Oregon side of the river adjacent to I-5 and within about one mile of Vancouver, Washington, and has been in operation since May, 2004; and,

WHEREAS, the states of Oregon and Washington have both established aggressive climate change strategies that include significant reductions in vehicle miles traveled and/or greenhouse gas emissions during the expected life of either a supplemental or replacement bridge; and,

WHEREAS, in Washington State the goal is to reduce vehicle miles traveled by 50 percent by 2050 and in Oregon the goal is to reduce greenhouse gas emissions by 75 percent below 1990 levels by 2050; and,

WHEREAS the Oregon Governor's climate change integration group in its final report dated January 2008 stated that "reducing vehicle miles traveled is the single most effective way to reduce greenhouse gas emissions"; and,

WHEREAS, in 2003, the Metro Council approved Resolution No. 03-3388, For the Purpose of Endorsing a Bi-State Coordination Committee to Discuss and Make Recommendations about Land Use, Economic Development, Transportation and Environmental Justice Issues of Bi-State Significance, authorizing a committee charter for the Bi-State Coordination Committee and adding land use and economic development of bi-state significance to the committee charge; and,

WHEREAS, in February 2005, a Columbia River Crossing Task Force was formed by the Oregon Department of Transportation and the Washington State Department of Transportation for the purpose of performing a transportation investment alternatives analysis and an environmental analysis in order to select a Locally Preferred Alternative for the I-5 corridor in the bridge influence area; and,

WHEREAS, in 2007, the Metro Council endorsed the analysis of a wide range of alternatives for the Columbia River Crossing Draft Environmental Impact Statement through approval of Resolution No. 07-3782B, For the Purpose of Establishing Metro Council Recommendations Concerning the Range of Alternatives to Be Advanced to a Draft Environmental Impact Statement for the Columbia River Crossing Project, which included a request for fresh analysis of rehabilitating and continuing to use the existing spans which were built in 1917 and 1958; and,

WHEREAS, the Final Report of the Portland/Vancouver I-5 Trade Corridor study recommended "instituting measures that would promote transportation-efficient development, including a better balance of housing and jobs on both sides of the river"; and,

WHEREAS, in its October 19, 2006, letter to the CRC Task Force, the Council stated that "all transportation alternatives be evaluated for their land use implications … [because] added lanes of traffic … will have an influence on settlement patterns and development," and,

WHEREAS, the Metro Council is mid-stream in updating the regional framework plan to shift the focus of transportation decision-making to achievement of the 2040 Growth Concept as it updates the Regional Transportation Plan; and,

WHEREAS, in its October 19, 2006 letter to the CRC Task Force, the Council stated Metro "will need to work closely with you as your project proceeds and as the RTP policies are developed to ensure that your proposals are consistent with our new policies," and,

WHEREAS, the CRC alternatives have been analyzed in a Draft Environmental Impact Statement (DEIS) which has been distributed for public review and comment; and,

WHEREAS, the Metro Council's delegate to the CRC Task Force will soon be required to convey the Council's opinions and concerns regarding the DEIS as part of the task force's deliberation on the Locally Preferred Alternative (LPA); and,

WHEREAS, the task force's endorsement of an LPA is one "narrowing" step in a multi-step process and an important opportunity for the Metro Council to articulate its concerns which will be weighed at this and subsequent steps; and,

WHEREAS, the Metro Council will vote directly on several subsequent steps in this multi-step process including the LPA itself and amendment of the Regional Transportation Plan, and therefore wishes to signal now what its considerations will be as the project proposal evolves; and,

WHEREAS, the CRC DEIS analysis found that the segment of I-5 in the vicinity of the Columbia River has extended peak-hour travel demand that exceeds capacity, includes bridge spans that are over 50 and 90 years old and that do not meet current traffic safety or seismic standards, and,

WHEREAS, the CRC DEIS states that in the absence of tolls, absence of effective high-capacity transit service, and absence of safe bicycle and pedestrian facilities, automobile traffic and its resulting emissions and impact on climate change would continue to grow faster with the "no build" option than such automobile traffic and emissions would grow with the replacement bridge option that does include tolls, effective transit, and safe bicycle and pedestrian facilities; and,

WHEREAS, the greatest inhibition to the predictable flow of truck freight is single-occupancy automobile commuting, and according to the CRC analysis, in the absence of tolling, other demand management, and good public transit service the growth of such automobile commuting will contribute to the costs of truck delay; and,

WHEREAS, the current bridge designs impede commercial river traffic; and,

WHEREAS, the CRC analysis confirmed that current bus transit service in the I-5 corridor between Portland and Vancouver is also constrained by the limited highway capacity and congestion in the bridge influence area, greatly limiting peak hour bus transit reliability and speed and therefore discouraging ridership; and,

WHEREAS, the bicycle and pedestrian facilities for crossing the Columbia River along I-5 do not meet current standards, that demand for such facilities is expected to increase, and that experience on Portland bridges has proven that when safe bicycle facilities are provided, ridership grows dramatically; and,

WHEREAS, a Replacement Bridge, unlike a Supplemental Bridge and/or rehabilitating and keeping the existing bridges, could improve safety by providing travel lane designs that meet safety standards including improved sight distance, greater lane widths, improved road shoulders and would eliminate bridge lifts which are indirectly a major cause of rear end accidents on and near the bridge; and

WHEREAS, a Replacement Bridge, unlike a Supplemental Bridge, would reduce auto and truck delays that result from bridge openings; and,

WHEREAS, a Replacement Bridge, unlike a Supplemental Bridge, could improve the seismic safety of those crossing the river by auto and truck, reducing the potential for economic disruption as a result of restricted truck freight movement from seismic damage as well as reduce the potential for river navigation hazards created by seismic events; and,

WHEREAS, a Replacement Bridge, unlike a Supplemental Bridge, would improve river navigation allowing for a design that reduces ship and barge maneuvering in the river channel and eliminating the need for ships and barges to schedule or wait for bridge lifts; and,

WHEREAS, the current 1960's-era design of I-5 at Hayden Island is highly detrimental to urban livability; and,

WHEREAS, a Replacement Bridge and related interchanges could encourage urban redevelopment opportunities on Hayden Island which are discouraged by the current design, and would require less property acquisition on Hayden Island than a Supplemental Bridge; and,

WHEREAS, high capacity transit in an exclusive right-of-way would provide greatly improved transit service with much better schedule reliability and service than mixed-use traffic operation; and,

WHEREAS, LRT would produce higher total transit ridership in the corridor than BRT; and,

WHEREAS, LRT is more cost effective than Bus Rapid Transit (BRT), and is about one-half as expensive to operate per transit rider crossing the river; and,

WHEREAS, the potential for private investment and development in proximity to nearby transit stops or stations is greater with LRT than BRT; and,

WHEREAS, any of the bridge alternatives could result in greatly improved bicycle and pedestrian facilities for crossing the Columbia River; and,

WHEREAS, because of high demand and because only two road crossings of the Columbia exist in the metropolitan region, the I-5 and I-205 corridor is very well-situated for tolling, a revenue source and management tool currently not feasible for many other projects vying for public funds; and,

WHEREAS, because of its strategic interstate function, the CRC may be eligible for categories of federal funds which would not be applicable to other projects in the region; and,

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

WHEREAS, the Metro Council desires to establish policy guidance for its representative on the Task Force concerning an upcoming vote on key issues which will lead to a future decision about which alternative should be selected as the locally preferred alternative; and; now therefore,

BE IT RESOLVED, that the Metro Council recommends the following policy guidance to its CRC Task Force representative:

1. The Metro Council continues to support a balanced multi-modal approach of highway, high capacity transit, transportation demand management, bicycle and pedestrian improvements in the Columbia River Crossing corridor, as well as compact land use development patterns with a mixture of uses and types of housing which minimize long commutes and reduce our citizens' automobile dependence.

2. Subject to the satisfaction of the conditions in Exhibit A, the Metro Council indicates it would support a CRC project that includes: a) Light rail transit (LRT) extended to Vancouver, Washington, b) a Replacement Bridge with three through lanes with the number of auxiliary lanes to be determined through a subsequent process and amendment to the Regional Transportation Plan and, c) Tolls designed to manage travel demand as well as provide an ongoing funding source for bridge construction, operations and maintenance.

3. The Metro Council provides notice to the project management team that the project considerations included in item 2, above and in Exhibit A, will need to be satisfactorily addressed as elements of a Locally Preferred Alternative (LPA) are prepared, and that those considerations will be major factors when the Metro Council weighs approvals or disapprovals at subsequent steps of this process.

4. The Metro Council recognizes that significant project elements will not have been finalized at the time of LPA adoption, including many of the issues described in Exhibit A. The Council believes it is appropriate to move this process into the next design and financial analysis phase so that those issues can be satisfactorily resolved prior to a final "build / no build" decision point being presented to the involved governing bodies including the Metro Council.

5. The Metro Council recognizes that the Columbia River Crossing Project evaluated the environmental justice effects of the proposed alternatives in the DEIS. The Metro Council recommends that the Task Force and Oversight Committee identify and propose mitigation for any potential adverse human health impacts related to the project and also identify and propose mitigation of existing health impacts in the project area where feasible. The Metro Council recommends that the Task Force and Oversight Committee address environmental justice through a community enhancement fund similar to that created as part of the I-5 Delta Park project.

6. The Metro Council will require an independent analysis of greenhouse gas emissions and prominent display of the results of that analysis in the Final Environmental Impact Statement.

7. The Metro Council respectfully suggests the following guiding principles for the project as it moves forward; commitment to develop state-of-the art demand management techniques in addition to tolls that would influence travel behavior and reduce greenhouse gas emissions, commitment to ensure that sufficient capacity on transit and through bicycle and pedestrian facilities is available to meet the demand generated by demand management strategies, commitment to support reductions in greenhouse gas emissions associated with the project to achieve economic and livability goals, and commitment to reduce vehicle miles traveled to support stated greenhouse gas reduction targets as expressed by legislation in Oregon and Washington.

8. The Metro Council respectfully requests the Oregon Global Warming Commission or the Washington Climate Action Team to advise it regarding whether or not any of the alternatives analyzed by the CRC Task Force, including those considered at an earlier phase of the project or aspects of the alternatives, would help achieve or frustrate the greenhouse gas reduction goals set for 2020 and 2050, and the lifetime carbon impacts of the alternatives, including greenhouse gas impacts associated with demolition, construction and construction related congestion. The Council encourages the Global Warming Commission or the Washington Climate Action Team to advise Metro about additional analysis that provides better information on this subject.

9. Tolls on the existing I-5 bridge designed to reduce congestion by managing travel demand as well as to provide an ongoing funding source for the project should be imposed as soon as legally and practicably permissible.

10. The Metro Council will consider approval of the LPA after consideration of public comment, the CRC Task Force, local jurisdiction and Joint Policy Advisory Committee on Transportation (JPACT) recommendations, and evaluation of how items 1 through 3 of this resolution and Exhibit A are addressed by any final proposal. An amendment of the 2035 Regional Transportation Plan may be considered concurrent with the LPA decision. The Metro Council's action on this current resolution (08-3938B) is made without prejudice to future Metro Council action on subsequent steps when the Council will exercise its role.

ADOPTED by the Metro Council this 5th day of June 2008.

David Lincoln Bragdon, Council President

Approved as to Form:

Daniel B. Cooper, Metro Attorney

Officially Approved Approvato Ufficialmente Consiglio Metropolitano Metro Council METRO COUNCIL

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RESOLUTION 08-3938B
Exhibit A

Metro Council Concerns and Considerations
Columbia River Crossing "Locally Preferred Alternative"

The Metro Council recognizes that endorsement of a "Locally Preferred Alternative" is one important narrowing step that enables the project management team to proceed with further analysis of a reduced range of alternatives. The Council is cognizant that many important issues are generally still unresolved at the time of endorsement of an LPA, but that clear articulation of concerns is required to make sure that such unresolved issues are appropriately resolved during the next phase of design, engineering, and financial planning, with proper participation by the local community and its elected representatives. If those sorts of outstanding issues are not satisfactorily resolved during that post-LPA selection phase, then the project risks failing to win the approval of necessary governing bodies at subsequent steps of the process.

While instructing its delegate to endorse the general outlines of the LPA (Replacement Bridge with Light Rail and Tolls) as described in Resolution 3938B, the Metro Council simultaneously finds that the following issues will need to be satisfactorily addressed in the upcoming refinement of design, engineering and financial planning:

LOCAL OVERSIGHT DURING PLANNING, DESIGN, ENGINEERING, FINANCE AND CONSTRUCTION:

The Governors of the two states are respectfully requested to convene a Local Oversight Committee consisting of the following local agencies to make all major planning, design, engineering, finance and construction decisions in partnership with the two state governments:

- City of Vancouver and City of Portland
- Metro Council and R.T.C.
- C-Tran and TriMet

The decisions which would be made by this six-party group should include but would not be limited to:

- Number of total lanes ("through" and "auxiliary") on the replacement bridge across the Columbia River and throughout the bridge influence area.
- Size and design of the bicycle and pedestrian facilities on the replacement bridge across the Columbia River and throughout the bridge influence area.
- Design of the light rail transit facility across the Columbia River and throughout the bridge influence area.

Decisions about the foregoing three items should be by consensus among the six local agencies. Additional decisions which should require some level of official concurrence by the local governments on the respective sides of the river include but would not be limited to:

- Design of interchanges within the bridge influence area relative to their impact on urban development potential.

The two Governors are respectfully requested to propose a description and scope for the activities of this Local Oversight Committee prior to official consideration of the LPA.

FINANCING PLAN

A detailed financing plan showing costs and sources of revenue must be proposed and presented to the partner agencies and to the public. The proposed financing plan should indicate how the federal, state and local (if any) sources of revenue proposed to be dedicated to this project would impact, or could be compared to, the funds required for other potential expenditures in the region.

The purpose and use of the previously-introduced enhancement fund should also be addressed.

CAPACITY CONSIDERATIONS, INDUCED DEMAND AND GREENHOUSE GASES

An independent analysis is required of the greenhouse gas and induced automobile demand forecasts for this project. The results of the analysis must be prominently displayed in the Final Environmental Impact Statement. The analysis should include comparisons related to the purpose and function of the so-called "auxiliary" lanes.

PRESERVATION OF FREIGHT ACCESS

The design and finance phase of the CRC project will need to describe specifically what physical and fiscal (tolling) methods will be employed to ensure that trucks are granted a priority which is commensurate with their contributions to the project and their important role in the economy relative to single-occupancy automobile commuting.

LIGHT RAIL

As indicated in the Item 2 "resolved" in the body of the resolution, the Metro Council's endorsement of the LPA categorically stipulates that light rail must be included in the package. During the upcoming design, planning and finance period, light rail will need to be formally and irrevocably confirmed as a project element by all project partners.

DESIGN OF BICYCLE AND PEDESTRIAN FACILITIES

More detailed design of bicycle and pedestrian facilities is required to inform the decisions of the local oversight panel described above.

URBAN DEVELOPMENT IMPACTS AT RE-DESIGNED INTERCHANGES

More design of the interchanges related to the CRC is required to more fully evaluate their community impact.

The Metro Council is also concerned that the Marine Drive access points preserve and improve the functionality of the Expo Center.

BRIDGE DESIGN

Aesthetics of the final design should be an important consideration in the phase of study that follows approval of the LPA and precedes consideration of the final decision.

Columbia River CROSSING

C-TRAN

Locally Preferred Alternative Resolution

July 2008

C-TRAN

BOARD RESOLUTION BR-08-019

A RESOLUTION OF THE CLARK COUNTY PUBLIC TRANSPORTATION BENEFIT AREA AUTHORITY (C-TRAN) BOARD OF DIRECTORS ENDORSING A LOCALLY PREFERRED ALTERNATIVE (LPA) FOR THE PROPOSED COLUMBIA RIVER CROSSING (CRC) PROJECT, ESTABLISHING POLICY FOR FUTURE CRC PROJECT DECISIONS, AND PROVIDING DIRECTION TO C-TRAN'S REPRESENTATIVE ON THE SOUTHWEST WASHINGTON REGIONAL TRANSPORTATION COUNCIL (RTC) BOARD OF DIRECTORS REGARDING THE CRC LPA.

RECITALS

WHEREAS, the Clark County Public Transportation Benefit Area Authority (dba C-TRAN), as a municipal corporation organized under Ch. 36.57A RCW, is empowered to provide public transportation services; and

WHEREAS, C-TRAN is authorized under Ch. 81.104 RCW, to plan, develop, and implement High Capacity Transit (HCT) services; and

WHEREAS, the I-5 Interstate Bridge is one of only two Columbia River crossings between Vancouver, WA and Portland, OR and approximately 150,000 people rely on crossing the I-5 Bridge daily by car, transit, bicycle and on foot; and

WHEREAS, the existing structures are aging and in need of seismic upgrade, and the closely-spaced interchanges are in need of safety improvements; and

WHEREAS, HCT does not currently connect Vancouver and Portland, and the bicycle and pedestrian paths do not meet current standards; and

WHEREAS, the I-5 Transportation and Trade Partnership Final Strategic Plan recommended congestion and mobility improvements within the I-5 Bridge Influence Area in 2002; and

WHEREAS, The CRC Task Force was established in February 2005 to advise the Oregon Department of Transportation and Washington State Department of Transportation on project related issues and concerns; and

WHEREAS, the CRC Task Force advised development of the project's Purpose and Need Statement, alternatives development, and narrowing of the alternatives to five that would be studied in a Draft Environmental Impact Statement (DEIS); and

WHEREAS, the CRC project published a Draft DEIS on May 2, 2008 disclosing the environmental and community impacts and potential mitigation of the five alternatives; and

WHEREAS, the CRC project held two open houses and two public hearings during the DEIS comment period, and received over 700 comments within the DEIS comment period ending July 1, 2008; and

WHEREAS, the Oregon State Department of Transportation, Washington State Department of Transportation, Metro Council, Southwest Washington Regional Transportation Council, TriMet and C-TRAN, as sponsor agencies, are co-lead agencies in the issuance of the Draft Final Environmental Impact Statement ; and

WHEREAS, on June 24, 2008 the CRC Task Force adopted a resolution recommending a replacement bridge with three through lanes northbound and three through lanes southbound; light rail transit; and a high capacity transit alignment and terminus that is agreed to by the City of Vancouver and C-TRAN and meets technical and federal funding requirements; and

WHEREAS, the CRC project is committed to implementing the principles of sustainability into project planning, design and construction in order to improve the natural environmental and the regional economy whenever possible; and to minimize effects related to climate change; and

WHEREAS, endorsement of an LPA is one "narrowing" step in a multi-step process and an important opportunity for the C-TRAN Board of Directors to articulate both support for the project and concerns and consideration for future decision making, which will be weighed at this and subsequent steps; and

WHEREAS, the C-TRAN Board of Directors will vote directly on several subsequent steps in this multi-step process as the project proposal evolves.

NOW, THEREFORE, BE IT RESOLVED that the C-TRAN Board of Directors, incorporating by reference herein the above Recitals:

1. Endorses an LPA for the CRC Project as follows:

   A. RIVER CROSSING: A replacement bridge on two structures of three through lanes in each direction with a minimum number of auxiliary lanes needed for functionality.

   B. HIGH CAPACITY TRANSIT (HCT) MODE: Light rail transit between the Oregon side of the river and the northern HCT terminus in Clark County.

   C. HCT TERMINUS: Clark College in Clark County without use of satellite park-and-ride lots.

D. HCT ALIGNMENT:

1. The CRC HCT terminus, station placement, alignment and design must be flexible and allow for future HCT extensions and connections in Clark County.

2. The HCT alignment must permit local bus route access along the HCT alignment in downtown Vancouver.

E. HCT FINANCING:

1. Capital financing of the HCT component of the CRC Project shall be structured in such a way that C-TRAN is not required to ask voters for capital construction funding.

2. Any means chosen to finance operations of the HCT component of the CRC project shall be submitted to impacted C-TRAN voters for approval.

3. Initiation of HCT service in Clark County should provide a net service benefit to existing C-TRAN patrons, without diverting existing revenues from C-TRAN's current operating and capital costs.

4. CRC Project construction, operation and maintenance costs should be divided between Washington and Oregon according to the proportion of the project within each state. For HCT capital, operation and maintenance costs the proportions shall be calculated by dividing the length of the HCT corridor in Washington and the length of the HCT corridor in Oregon, as determined by the State DOT's acknowledged state line in the Columbia River, by the total length of the HCT corridor from the Expo Center Station to the terminus in Clark County.

F. SUSTAINABILITY: Highway, bridge and HCT design and construction should reflect principles of sustainability, cost efficiency, context sensitivity, and avoid and minimize adverse impacts.

2. We support creation of a formal oversight committee that strives for consensus and provides for a public process of review, deliberation and decision-making for outstanding major project issues and decisions; which committee shall be composed of one top level elected or appointed representative from the Washington State Department of Transportation, Oregon Department of Transportation, cities of Portland and Vancouver, Metro, Southwest Washington Regional Transportation Council, TriMet, C-TRAN, and two representatives of the public.

3. Directs its representative serving on the Southwest Washington Regional Transportation Council Advisory Board to support and advocate for the CRC LPA consistent with this resolution.

ADOPTED at the regular session of the Board of the Clark County Public Transportation Benefit Area Authority, this 8th day July of 2008.

AYES: Marc Boldt, Linda Dietzman, Bill Ganley, Jim Irish, Betty Sue Morris Jeanne Stewart, Steve Stuart, Chair Tim Leavitt

NAYS: Jeanne Harris

ABSENT:

Tim Leavitt, Chair

Attest:

Debbie Jermann, Clerk of the Board

7/1/2008 dj
Board:BR CRC Endorcement.doc

Columbia River CROSSING

TriMet

Locally Preferred Alternative Resolution

July 2008

TRIMET

Memo

Date: July 9, 2008

To: Board of Directors

From: Fred Hansen

Subject: **RESOLUTION 08-07-58 OF THE TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON (TRIMET) RECOMMENDING CONFIRMATION OF THE LOCALLY PREFERRED ALTERNATIVE FOR THE COLUMBIA RIVER CROSSING PROJECT INCLUDING AN EXTENSION OF THE SOUTH/NORTH LIGHT RAIL CORRIDOR**

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1. Issue or Purpose of the Item.

The purpose of this item is to request that the TriMet Board of Directors ("Board") approve a resolution recommending that the Metro Council amend the Locally Preferred Alternative ("LPA") for the Columbia River Crossing project including an extension of the South/North light rail corridor ("Project" or "CRC").

2. Reason for Board Action.

Metro, the metropolitan planning organization ("MPO") for the Oregon potion of the Portland metropolitan region, requests endorsement by TriMet and other local jurisdictions before adopting an amended LPA for the Project. Demonstration of local support for the Project by TriMet and local jurisdictions is very important for moving the Project forward into Preliminary Engineering. Such support is necessary because it both ensures consensus for the Project at the local level, and demonstrates to the Federal Transit Administration ("FTA") that there is both local consensus and support for the Project. C-TRAN adopted an LPA on July 7 and will forward the Project LPA to the MPO in Clark County, Washington.

3. Background.

The Metro Council adopted the South/North Locally Preferred Alternative ("S/N LPA") on July 23, 1998 and amended the S/N LPA for Interstate MAX on June 24, 1999. On March 26, 2003, the TriMet Board approved Resolution 03-03-22, recommending further amendment of the Locally Preferred Strategy for the South/North Corridor. That action was followed on April 17, 2003 by the adoption of an amended S/N LPA by Metro Council to include the I-205 Project as this region's LPA and a *Preliminary* Locally Preferred Alternative ("PLPA") for the Portland Mall Light Rail Transit alignment. That action also identified Light Rail to Milwaukie as a separate second phase of the South Corridor project. The Board also adopted Resolution 03-12-78 on December 10, 2003 to amend the S/N LPA to include the Portland Mall Project.

The CRC consists of a bridge across the Columbia River for vehicular, bike, pedestrian, and light rail transit with up to five miles of interchange improvements associated with the bridge and a light rail extension from the current terminus of the Yellow Line at Expo Center into downtown Vancouver. The Project is designed to reduce congestion and improve safety on a five-mile segment of Interstate 5, enhancing mobility and reliability for all modes across and near the Columbia River. The Project area stretches from State Route 500 in Vancouver, Washington, to approximately Columbia Boulevard in Portland, Oregon, including the Interstate Bridge across the Columbia River.

The CRC is a joint project of the Oregon Department of Transportation and the Washington State Department of Transportation, with local project partners Southwest Washington Regional Transportation Council, Metro, C-TRAN, TriMet, the City of Vancouver, and the City of Portland.

The CRC's 39-member Project Task Force includes leaders from Oregon and Washington's business, civic, neighborhood, freight, commuter and environmental agencies and groups. The Oregon and Washington departments of transportation formed the Task Force in 2005 to obtain input on a variety of issues in the project area, including congestion, freight mobility, high capacity transit, environmental protection and funding. Project staff coordinates with state and local agencies in both Oregon and Washington, and also collaborates with federal agencies and tribal governments. The Project has also formed citizen advisory groups to ensure the values and interests of the community are reflected in alternatives under study. These groups provide a critical link between the Project and the community.

A thorough analysis of each alternative occurred and is summarized and documented in the Draft Environmental Impact Statement ("Draft EIS"), as required by federal law. The Draft EIS was published on May 2, 2008, which commenced a formal comment period that ended, July 1, 2008. This public comment period was used to gain public input for local decision-makers and to shape a solution that meets the community's needs. The Project's Task Force provided its recommendation on a Locally Preferred Alternative ("LPA") on June 24. Project sponsors take formal action to adopt the LPA this summer. TriMet will be represented on a Project Sponsors Council, which will be appointed by the governors of the Washington and Oregon, and will provide policy direction to the future key decisions of the Project.

The LPA for the Project includes:

- Construction of a replacement I-5 bridge with incorporation of spaces for light rail transit as well as pedestrian and bicycle use; and

- Extending light rail across the Columbia River with an alignment adjacent to I-5 on Hayden Island consistent with the City of Portland's adopted Hayden Island Concept Plan; and

- The light rail terminus in Vancouver, WA.

Issues still to be addressed by CRC project include:

- **Oversight Committee.** Creation of a formal oversight committee that strives for consensus and provides for a public process of review, deliberation and decision-making for outstanding major project issues and decisions.

- **LPA Refinement.** Refinement of the LPA through continued advisory support from the Freight Working Group, the Pedestrian and Bicycle Advisory Committee, the Urban Design Advisory Group, the Community and Environmental Justice Group, and the soon-to-be-formed Sustainability Working Group (all reporting their findings and recommendations to the formal oversight committee).

- **Downtown Vancouver alignment.** CRC staff will continue to develop options and define impacts and costs of the downtown alignment, with further detail developed in time for analysis under the FEIS. The analysis will balance long-term development opportunities, with transit safety and efficiency, traffic movement, and construction costs and impacts.

- **Park and Rides.** Further analysis will be conducted on appropriate size and design for park and rides, taking the following factors into account: ridership and cost-effectiveness; impacts on downtown Vancouver street network; integration with surrounding land uses. Detailed impacts will be explored and mitigation strategies identified for the FEIS.

- **Downtown alignment design and treatments.** Stations, furnishings, roadwork and any sidewalk or other adjacent enhancements should be of a character appropriate to downtown Vancouver.

- **Station Locations.** Station locations will be generally consistent with those shown in the DEIS and will be finalized prior to the FEIS, taking into account safety; compatibility with surrounding uses; cost-effectiveness and efficiency of operations.

4. Options.

The Board could choose to amend the draft LPA language or choose alternative priorities. However, the proposed Project as described in the draft LPA is expected to be endorsed by other jurisdictions and substantial changes at this point would significantly slow the Project, jeopardizing optimal timing to seek federal funding for the Project, and disrupt regional consensus on the Project.

5. Recommendation.

The General Manager recommends that the Board approve the Resolution.

RESOLUTION 08-07-58

RESOLUTION OF THE TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON (TRIMET) RECOMMENDING CONFIRMATION OF THE LOCALLY PREFERRED ALTERNATIVE FOR THE COLUMBIA RIVER CROSSING PROJECT INCLUDING AN EXTENSION OF THE SOUTH/NORTH LIGHT RAIL CORRIDOR

WHEREAS, TriMet is authorized by Oregon statute to plan, construct and operate fixed guideway light rail systems; and

WHEREAS, on May 2, 2008, the Federal Highway Administration, the Federal Transit Administration, in partnership with the Washington State Department of Transportation, Oregon Department of Transportation, C-TRAN, TriMet, the Southwest Washington Regional Transportation Commission and Metro published the Draft Environmental Impact Statement (the "DEIS"), disclosing the potential environmental and community impacts and potential mitigation of a new Columbia River Crossing; and

WHEREAS, the public was invited to comment on the DEIS during the public comment period from May 2, 2008 through July 1, 2008, and comments received during the comment period, including at two public hearings, two open houses, and four question and answer sessions, in addition to individual jurisdictions' public meetings and hearings, will be documented in the *Public Comment Report on the Columbia River Crossing Draft Environmental Impact Statement* (July 2008), with comments favorable toward light rail and favorable toward the alignment, stations and terminus proposed; and

WHEREAS, the Columbia River Task Force has recommended that the Locally Preferred Alternative ("LPA") for the Columbia River Crossing project including an extension of the South/North light rail corridor be confirmed;

NOW, THEREFORE, IT IS HEREBY RESOLVED:

1. **THAT** the Board of Directors recommends to Metro Council the adoption of a resolution confirming the LPA for the Columbia River Crossing project including an extension of the South/North light rail corridor as shown in Attachment A hereto, and that Metro Council amend the South/North Locally Preferred Strategy to reflect this change.

2. **THAT** the General Manager is authorized to support the project sponsors' request for authority from the Federal Transit Administration to enter into preliminary engineering in support of light rail on the Columbia River Crossing.

Dated: July 9, 2008

Presiding Officer

Attest:

Kelly Russion
Recording Secretary

Approved as to Legal Sufficiency:

M B Playfair
Legal Department

RESOLUTION 08-07-58
Attachment A

The Locally Preferred Alternative ("LPA") for the Columbia River Crossing Project includes:

- Construction of a replacement I-5 bridge with incorporation of spaces for light rail transit as well as pedestrian and bicycle use; and
- Extending light rail across the Columbia River with an alignment adjacent to I-5 on Hayden Island consistent with the City of Portland's adopted Hayden Island Concept Plan; and
- The light rail terminus in Vancouver, WA.

Columbia River CROSSING

SW Regional Transportation Council

Locally Preferred Alternative Resolution

July 2008

July 22, 2008

BEFORE THE SOUTHWEST WASHINGTON
REGIONAL TRANSPORTATION COUNCIL BOARD OF DIRECTORS
RESOLUTION 07-08-10

FOR THE PURPOSE OF ENDORSING THE LOCALLY PREFERRED ALTERNATIVE FOR THE COLUMBIA RIVER CROSSING PROJECT AND AMENDING THE 2008 METROPOLITAN TRANSPORTATION PLAN.

WHEREAS, the Metropolitan Transportation Plan (MTP) for Clark County is the long-range, regional transportation plan.

WHEREAS, the MTP is a part of the required federal transportation planning process and represents the collective strategy for developing a regional transportation system to provide mobility and accessibility for person trips as well as freight and goods movement

WHEREAS, the transportation plan is based on the Comprehensive Growth Management Plan for Clark County and supports local land uses and the region's economic development

WHEREAS, the MTP identifies future travel needs, recommends policies/strategies, projects and identifies implementation programs to meet future transportation needs

WHEREAS, the Columbia River Crossing (CRC) is a proposed multimodal bridge, transit, highway, bicycle and pedestrian improvement project sponsored by the Oregon and Washington transportation departments in coordination with Metro, TriMet and the City of Portland as well as the Regional Transportation Council of Southwest Washington, C-TRAN and the City of Vancouver, Washington

WHEREAS, the CRC project is designed to improve mobility and address safety problems along a five-mile corridor between State Route 500 in Vancouver, Washington, to approximately Columbia Boulevard in Portland, Oregon, including the Interstate Bridge across the Columbia River

WHEREAS, the capital costs of the project would be funded by a combination of Federal Transit Administration (FTA) New Starts funding for the transit component, Federal Highway Administration (FHWA) funding for highway, freight, bicycle and pedestrian improvements, with additional funds provided by the states of Oregon and Washington

WHEREAS, tolls are also proposed for the new I-5 bridge to pay for a portion of the capital project and to manage transportation demand

WHEREAS, On June 24, the CRC Task Force initiated the LPA process by approving the following recommendation

- A replacement bridge with three through lanes northbound and southbound.
- Light rail as the preferred high capacity transit mode with an alignment and terminus based on FTA funding, technical considerations and Vancouver City Council and C-TRAN votes in early July 2008.
- Formation of a formal oversight committee.

- Continuation of existing advisory committees dealing with freight, pedestrians and bicycles, urban design, community and environmental justice and creation of a new sustainability working group.
- A list of project and regional elements that have not been made final at this time, but which the CRC Project recognizes the need for consideration.

WHEREAS, the Regional Transportation Advisory Committee (RTAC) reviewed and gave their technical recommendation to the proposed Columbia River Crossing Locally Preferred and amendment to the MTP at their July 18 meeting

WHEREAS, the CRC Draft Environmental Impact Statement has been through extensive public review

WHEREAS, the LPA has been recommended by the following: 1) CRC Task Force, 2) Vancouver City Council, 3) C-TRAN Board of Directors, 4) Tri-Met Board of Directors, 5) City of Portland Council, 6) JPACT, and Metro Council

WHEREAS, RTC Board action on this Resolution will meet the federally-required MTP amendment and will complete the adoption of the LPA by all of the Sponsor Agencies. RTC's and Metro's amended MTP's will be forwarded to the Federal Transit Administration and thereby allow the project to apply for FTA New Starts funding

THEREFORE BE IT RESOLVED, based on the information findings and public comment, this resolution finds that the RTC Board supports a locally preferred alternative for the Columbia River Crossing project as follows:

- I-5 replacement bridge with three through lanes in each direction. The number of auxiliary lanes (two to three) are to be determined through further analysis. The project also includes reconstructed interchanges within the bridge influence area.
- Light rail transit as the high capacity transit mode.
- Clark College terminus with a Vancouver alignment that travels south/north on the Washington-Broadway couplet, then turns east on McLoughlin with a terminus at the Clark College vicinity.

FURTHERMORE, as the project moves forward through the EIS process and to a Record of Decision, the following policy issues need to be addressed.

- The sum of the CRC project elements need to be interwoven to produce a balanced multi-modal project that includes highway, high capacity transit, freight movement, transportation demand management, and bicycle and pedestrian improvements.
- Creation of a formal oversight committee that works as equal partners, striving for consensus and providing for a public process of review, deliberation and decision-making for outstanding major project issues and decisions. The Governors of Washington and Oregon issued a joint letter on June 19, 2008, calling for the committee to include representatives of WSDOT and ODOT, RTC and Metro, C-TRAN and TriMet, and Vancouver and Portland. The Governors' letter also called for the Council to be chaired by two citizens, one from each state.
- Direct the Bi-State Coordination Committee to evaluate the other bottlenecks within the system (e.g. I-405 / I-5 loop, Rose Quarter, etc.)

- Reflecting prior agreements between Oregon and Washington the costs for the design and construction of the I-5 replacement bridge should be shared equally between Oregon and Washington. The costs for the roadway and interchanges in each state would be covered by the respective state. For the HCT capital, operation, and maintenance costs the proportions shall be calculated by dividing the length of the HCT corridor in Washington and the length of the HCT corridor in Oregon, as determined by the State DOT's acknowledged state line in the Columbia River, but the total length of the HCT corridor from the Expo Center Station to the terminus in Clark County.
    - Given the projected inequity between States in the funding derived from tolls, we ask that the oversight committee consider alternate methods to achieve greater funding equity, such as providing Washington residents working in Oregon a deduction on their Oregon Income Taxes for tolls paid.
- A detailed financing plan including costs and sources of revenue must be proposed and presented to partner agencies and the public.
- With regards to possible tolling as a revenue source for the CRC Project, we give the following direction:
    - First, set up a process that works with and educates the public on potential tolls, modeled after (and learning from) the tolling implementation committee created by the Legislature and Governor in House Bill 3096 (creating the same for tolling the SR-520 bridge and reporting to the Governor and Legislature by January 2009)
    - Second, limit the costs of tolls to funding for the local share of the construction costs of the CRC Project within the Bridge Influence Area, and only after all other sources of Federal and State revenue are exhausted.
- Any means chosen to finance operations of the HCT component of the CRC project shall be submitted to impacted C-TRAN voters for approval
- The design of the highway interchanges, bridge, and transit facilities should reflect the principles of sustainability, cost efficiency and context sensitivity. Further analysis should be undertaken of the greenhouse gases from the project.

NOW, THEREFORE, BE IT FURTHER RESOLVED that the RTC Metropolitan Transportation Plan be amended to include the Locally Preferred Alternative as stated herein.

ADOPTED by the RTC Board of Directors this 22nd day of July 2008.

Royce E. Pollard, Chair of the Board

ATTEST:

Dean Lookingbill, RTC Transportation Director

Attachment: RTC Board Memorandum "2008 Metropolitan Transportation Plan Amendment: Columbia River Crossing Locally Preferred Alternative"

MEMORANDUM

TO: Southwest Washington Regional Transportation Council Board of Directors

FROM: Dean Lookingbill, Transportation Director

DATE: July 15, 2008

SUBJECT: **2008 Metropolitan Transportation Plan Amendment: Columbia River Crossing Locally Preferred Alternative**

BACKGROUND - MTP

The Metropolitan Transportation Plan (MTP) for Clark County is the long-range, regional transportation plan and is made available on RTC's web site at http://www.rtc.wa.gov/programs/mtp/outline.htm. The MTP is a part of the required federal transportation planning process and represents the collective strategy for developing a regional transportation system to provide mobility and accessibility for person trips as well as freight and goods movement. The transportation plan is based on the Comprehensive Growth Management Plan for Clark County and supports local land uses and the region's economic development. The MTP identifies future travel needs, recommends policies/strategies, projects and identifies implementation programs to meet future transportation needs.

BACKGROUND - COLUMBIA RIVER CROSSING PROJECT

The Columbia River Crossing (CRC) is a proposed multimodal bridge, transit, highway, bicycle and pedestrian improvement project sponsored by the Oregon and Washington transportation departments in coordination with Metro, TriMet and the City of Portland as well as the Regional Transportation Council of Southwest Washington, C-TRAN and the City of Vancouver, Washington. (More detailed project information may be found at: http://www.columbiarivercrossing.org/.) The CRC project is designed to improve mobility and address safety problems along a five-mile corridor between State Route 500 in Vancouver, Washington, to approximately Columbia Boulevard in Portland, Oregon, including the Interstate Bridge across the Columbia River.

The capital costs of the project would be funded by a combination of Federal Transit Administration (FTA) New Starts funding for the transit component, Federal Highway Administration (FHWA) funding for highway, freight, bicycle and pedestrian improvements, with additional funds provided by the states of Oregon and Washington. Tolls are also proposed for the new I-5 bridge to pay for a portion of the capital project and to manage transportation demand.

On June 24, the CRC Task Force initiated the LPA process by approving the following recommendation.

CRC Task Force June 24, 2008, Recommendation

- A replacement bridge with three through lanes northbound and southbound.

- Light rail as the preferred high capacity transit mode with an alignment and terminus based on FTA funding, technical considerations and Vancouver City Council and C-TRAN votes in early July 2008.
- Formation of a formal oversight committee.
- Continuation of existing advisory committees dealing with freight, pedestrians and bicycles, urban design, community and environmental justice and creation of a new sustainability working group.
- A list of project and regional elements that have not been made final at this time, but which the CRC Project recognizes the need for consideration.

The Regional Transportation Advisory Committee (RTAC) will review and provide their technical recommendation on the proposed Columbia River Crossing Locally Preferred Alternative at their July 18 meeting. In addition, the CRC Draft Environmental Impact Statement has been through extensive public review. To date, the LPA has now been recommended by the following: 1) CRC Task Force, 2) Vancouver City Council, 3) C-TRAN Board of Directors, 4) Tri-Met Board of Directors, 5) City of Portland Council, and 6) JPACT. RTC Board action on Resolution 07-08-10 will meet the federally-required MTP amendment and will complete the adoption of the LPA by all of the Sponsor Agencies. RTC's and Metro's amended MTP's will be forwarded to the Federal Transit Administration and thereby allow the project to apply for FTA New Starts funding.

Attached for your information are the resolutions from the City of Vancouver, C-TRAN and Metro's JPACT committee.

LOCALLY PREFERRED ALTERNATIVE

The approval of a locally approved alternative is an action that describes the project to be advanced into further analysis, engineering, financing, and impact mitigation. The final project to be proposed for construction will not be fully defined until the final EIS and the Record of Decision are completed.

Based on the information, findings and public comment, the RTC Board supports a locally preferred alternative for the Columbia River Crossing project as follows:

- I-5 replacement bridge with three through lanes in each direction. The number of auxiliary lanes (two to three) are to be determined through further analysis. The project also includes reconstructed interchanges within the bridge influence area.
- Light rail transit as the high capacity transit mode.
- Clark College terminus with a Vancouver alignment that travels south/north on the Washington-Broadway couplet, then turns east on McLoughlin with a terminus at the Clark College vicinity.

As the project moves forward through the EIS process and to a Record of Decision, the following policy issues need to be addressed.

- The sum of the CRC project elements need to be interwoven to produce a balanced multi-modal project that includes highway, high capacity transit, freight movement, transportation demand management, and bicycle and pedestrian improvements.
- Formation of a Project Sponsors Council to continue to guide the development of the project through the EIS process. The Governors of Washington and Oregon issued a joint letter on June 19, 2008 calling for the Project Sponsors Council to include representatives from WSDOT and ODOT, RTC and Metro, C-TRAN and TriMet, and Vancouver and Portland.

The Governors' letter also called for the Council to be chaired by two citizens, one from each state. The committee is charged with advising the two state transportation departments and two transit agencies on a consensus basis to the greatest extent possible regarding the major project development issues.

- A detailed financing plan including costs and sources of revenue must be proposed and presented to partner agencies and the public.
- The design of the highway interchanges, bridge and transit facilities should reflect the principles of sustainability, cost efficiency and context sensitivity. Further analysis should be undertaken of the greenhouse gases from the project.

METROPOLITAN TRANSPORTATION PLAN AMENDMENT

The currently adopted MTP (December 2007) includes the CRC project in the Strategic Plan section of illustrative projects. The CRC project is not currently included in the "fiscally-constrained" portion of the MTP. Approval of Resolution 07-08-10 would amend the fiscally-constrained MTP to include the CRC locally preferred alternative. This federal requirement means that there is a reasonable expectation that revenues will be available to provide for the list of projects and transportation strategies contained within the MTP. The CRC project has developed a project funding strategy that outlines a range of potential project revenues and funding for the $3.5-3.7 billion project.

The CRC project meets the federal and state process requirements for MTP amendment. The CRC project has been developed with extensive public participation opportunities. The CRC project team has also consulted with resource agencies and tribes throughout the DEIS and project development process. Regional air quality conformity analysis is no longer required for update and amendment to the MTP, given the air quality status of the Clark County region.

A Federal Transit Administration New Starts application for the transit portion of the CRC project will be submitted in mid-August. One of the required elements for the New Starts submittal is for the project to be in the region's approved metropolitan transportation plan.

Amending the MTP to include the CRC locally preferred alternative involves changes to Chapter 3: Regional Transportation System, Chapter 4: Finance Plan, Chapter 5: System Improvement and Strategy Plan, Chapter 7: Plan Development and Implementation and Appendices A and B.

The full set of chapters and page locations for amending the MTP are listed below:

- Chapter 3 Regional Transportation System – page 3-6, 3-7, 3-10
- Chapter 4 Finance Plan – page 4-18, 4-19, 4-30, 4-31, 4-33
- Chapter 5 System Improvement and Strategy Plan – page 5-2, 5-14 and 5-21
- Chapter 7 Plan Development and Implementation – page 7-11
- Appendices A and B – page A-2, and B-3

One of the key pages that describes the CRC LPA amendment is Table 4-3: List of Fiscally Constrained Projects 2007-2030. This table is in Chapter 4: Financial Plan. The LPA would amends the table to state that the I-5 Columbia River Crossing from SR-500 in Vancouver to Columbia Boulevard in Portland would include a "Replacement I-5 river crossing and reconstructed interchanges within the bridge influence area. Light Rail Transit with terminus in Clark College vicinity." Two other key references to the amended CRC project are also attached for the Board's

reference. These include, a project description map, and page 4-33 in the Financial Plan chapter which describes the funding assumptions for the project.

POLICY IMPLICATION

The MTP represents the framework plan and policies for development of the regional transportation system. Projects must first be identified in the MTP before they can be programmed for federal funding in the Metropolitan Transportation Improvement Program (MTIP).

Affirmative action on Resolution 07-08-10 amends the locally preferred alternative for the Columbia River Crossing Project into RTC's Metropolitan Transportation Plan.

BUDGET IMPLICATION

Regular update and amendment of the adopted MTP is a requirement for the receipt of federal transportation funds. Federal regulations require that the MTP contain a financial plan that demonstrates consistency between proposed transportation investments and available and projected revenues. One of the federal requirements of an MTP is that it be "fiscally constrained" meaning there should be a reasonable expectation that revenues will be available to provide for the list of projects and transportation strategies contained in the MTP and to support the operations and maintenance of a safe, multimodal, transportation system. The MTP's financial plan is in Chapter 4. Based on analysis of potential revenues and cost estimates the CRC project meets the federal requirement for "fiscal constraint".

Issues Raised by Project Partners in LPA Resolutions - Discussion Draft

Date	#	Resolution #	Request From	Issue	CRC Area
6/24/08	1	n/a	Task Force	Auxiliary Lanes - determine number for safety and functionality	Traffic
6/24/08	2	n/a	Task Force	Ped/Bike - should be world class, meet or exceed standards	Traffic
6/24/08	3	n/a	Task Force	Ped/Bike - study low powered scooters, mopeds, neighborhood electric vehicles	Traffic
6/24/08	4	n/a	Task Force	Bridge Design - aesthetically pleasing, cost efficient, sustainable	Design
6/24/08	5	n/a	Task Force	Environmental Justice - establish community enhancement fund in addition to impact mitigation costs	Policy
6/24/08	6	n/a	Task Force	Financial Plan - create a detailed plan of funding/financing sources and equity between the states	Financial
6/24/08	7	n/a	Task Force	Financial Plan - public vote to approve funding required to implement light rail	Financial
6/24/08	8	n/a	Task Force	Financial Plan - independent review of feasibility, risks, and relationship to other regional projects	Financial
6/24/08	9	n/a	Task Force	Greenhouse Gas - independent validation, including climate change, air quality, carbon emissions and VMT	Environmental
6/24/08	10	n/a	Task Force	Interchanges - design to meet state(s), federal safety standards, minimize impacts	Engineering
6/24/08	11	n/a	Task Force	Interchanges/Freight - design to be freight sensitive	Engineering
6/24/08	12	n/a	Task Force	Urban Design - ensure LPA reinforces density in urban core and pedestrian-friendly, compact development	Policy
6/24/08	13	n/a	Task Force	Mitigation - develop a mitigation plan with avoidance of adverse impacts where possible	Environmental
6/24/08	14	n/a	Task Force	Environmental Justice - continued study of health impacts indentified in Multnomah County Health Department submittal to Task Force	Environmental
6/24/08	15	n/a	Task Force	Sustainability - be a model of design and construction	Environmental
6/24/08	16	n/a	Task Force	Sustainability - create plan and form a working group	Environmental
6/24/08	17	n/a	Task Force	Sustainability - seek advice from Washington Climate Action Team and Oregon Global Warming Committee about how to achieve state goals	Environmental
6/24/08	18	n/a	Task Force	TDM - develop program to encourage more efficient use of road capacity	Traffic
6/24/08	19	n/a	Task Force	Tolls - on existing bridge as soon as legally & practicably permissible	Policy
6/24/08	20	n/a	Task Force	VMT - independent analysis of VMT per capita	Traffic
6/24/08	21	n/a	Task Force	Regional - Revisit recommendations in Strategic Final Plan of I-5 Transportation and Trade Partnership Study (Sept 2002)	n/a
6/24/08	22	n/a	Task Force	Regional - evaluate other system bottlenecks	n/a
6/24/08	23	n/a	Task Force	Regional - develop plan for bi-state TDM	n/a
6/24/08	24	n/a	Task Force	Regional - evaluate regional HOV lane system effectiveness	n/a
6/24/08	25	n/a	Task Force	Regional - develop regional freight plan that considers work of CRC Freight Working Group	n/a
6/24/08	26	n/a	Task Force	Regional - develop regional web-based transit trip planning resource	n/a
7/7/08	27	M-3663	City of Vancouver	Financial Plan - Federal funding should be prominent share	Financial
7/7/08	28	M-3663	City of Vancouver	Urban Design - project should support downtown development plans, neighborhood plans, VCCV - improve historical legacy, access for all travel modes, and community connections for seven key streets or corridors named in resolution Attachment A	Policy
7/7/08	29	M-3663	City of Vancouver	Bridge Design - preference for stacked transit-highway bridge	Engineering
7/7/08	30	M-3663	City of Vancouver	Sustainability - highest standard in design and construction	Environmental
7/7/08	31	M-3663	City of Vancouver	Advisory Committees - support creation of formal oversight committee including city participation	Policy
7/7/08	32	M-3663	City of Vancouver	Mitigation - continue to develop mitigation plan; City plans and initiatives that are precluded must be addressed/mitigated	Environmental
7/7/08	33	M-3663	City of Vancouver	Mitigation - construction disruption must be mitigated with dedicated resources and expertise such as additional transit or other mobility services, business support services, funding support for a transportation management association, and direct or indirect financial aid to minimize construction disruption; pavement degradation to be addressed	Environmental
7/7/08	34	M-3663	City of Vancouver	Urban Design - use Urban Design Advisory Group report as starting point for refinement	Engineering
7/7/08	35	M-3663	City of Vancouver	Bridge Design - highest quality bridge design given engineering and cost limitations	Engineering
7/7/08	36	M-3663	City of Vancouver	Ped/Bike - shall include world class facilities and consider non-auto vehicle classes	Traffic
7/7/08	37	M-3663	City of Vancouver	Light Rail - high quality design that provides maximum rider comfort and community safety	Transit
7/7/08	38	M-3663	City of Vancouver	TDM - must be a central principle	Traffic
7/7/08	39	M-3663	City of Vancouver	Ped/Bike - access to transit stations should be facilitated	Traffic
7/7/08	40	M-3663	City of Vancouver	Light Rail - stations/park and rides must be active, secure facilities; consider multi-use and public/private development	Transit
7/7/08	41	M-3663	City of Vancouver	Light Rail - park and rides must integrate into surrounding facilities	Transit
7/7/08	42	M-3663	City of Vancouver	Light Rail - station area planning must engage the Vancouver community	Transit
7/7/08	43	M-3663	City of Vancouver	Interchanges - freeway access streets need additional traffic management/ITS	Engineering
7/7/08	44	M-3663	City of Vancouver	Traffic Forecasting - maintain multi-modal traffic circulation	Traffic
7/7/08	45	M-3663	City of Vancouver	Mitigation - mitigate direct impacts to the full extent practicable as required by laws and ordinances	Environmental
7/8/08	46	BR-08-019	C-TRAN	Auxiliary Lanes - seek the minimum number needed for functionality	Traffic
7/8/08	47	BR-08-019	C-TRAN	Bridge Design - preference for stacked transit-highway bridge	Engineering
7/8/08	48	BR-08-019	C-TRAN	Financial Plan - light rail construction financing should be structured to not require a public vote	Financial
7/8/08	49	BR-08-019	C-TRAN	Financial Plan - light rail operation funding shall be submitted to C-TRAN voters	Financial
7/8/08	50	BR-08-019	C-TRAN	Financial Plan - light rail cost share proportional to length of track in each state	Financial
7/8/08	51	BR-08-019	C-TRAN	Light Rail - provide net service benefit, without diverting revenue from existing revenues	Financial
7/8/08	52	BR-08-019	C-TRAN	Light Rail - permit local bus access along alignment	Transit
7/8/08	53	BR-08-019	C-TRAN	Light Rail - do not use satellite park and ride lots	Transit
7/8/08	54	BR-08-019	C-TRAN	Light Rail - stations/terminus/alignment should be flexible and allow for future extensions and connections	Transit
7/8/08	55	BR-08-019	C-TRAN	Sustainability - project design should reflect principals of sustainability, cost efficiency and context sensitivity; avoid/minimize impact	Environmental
7/8/08	56	BR-08-019	C-TRAN	Advisory Committees - support creation of formal oversight committee	Policy
7/9/08	57	36618	City of Portland	Arterials - extend project arterial 600 ft. west of freeway ramp extension on Hayden Island/Jantzen Beach Drive (HI3)	Engineering
7/9/08	58	36618	City of Portland	Arterials - serve community needs and consider smaller versions (HI2)	Engineering
7/9/08	59	36618	City of Portland	Arterials - Tomahawk Lane designated as a community main street. Resolve clearances, access, stormwater, safety and aesthetics (HI4)	Engineering
7/9/08	60	36618	City of Portland	Auxiliary Lanes - "Further technical analysis and public involvement is needed to determine the 'appropriately sized' bridge for all multi-modal components." (LPA 3)	Traffic
2/29/00	61	36618	City of Portland	Ped/Bike - provide three separated, continuous facilities (north and south bound bike lanes and pedestrian) (PB1)	Traffic
7/9/08	62	36618	City of Portland	Ped/Bike - construct Bridgeton Trail (MD 3)	Traffic
7/9/08	63	36618	City of Portland	Ped/Bike - should meet or exceed standards set by world class facilities (LPA5, PB1)	Traffic
7/9/08	64	36618	City of Portland	Ped/Bike - should include rest areas or look out points on the bridge (PB2)	Traffic
7/9/08	65	36618	City of Portland	Ped/Bike - facilities should be continuous, and connect to the Hayden Island and Expo Center transit stations (PB3)	Traffic
7/9/08	66	36618	City of Portland	Ped/Bike - improve interchanges, connect Bridgeton to Hayden Island on east side of Portland Harbor with "urban standard" pedestrian facility (PB4, MD2)	Traffic
7/9/08	67	36618	City of Portland	Ped/Bike - implement the pedestrian and bicycle improvements identified for the recommendations for the Hayden Island and Marine Drive interchanges (PB5)	Traffic
7/9/08	68	36618	City of Portland	Bridge Design - consider iconic design elements for North Portland Harbor span (UD4)	Design
7/9/08	69	36618	City of Portland	Bridge Design - reconsider constraints related to navigation and airspace (LPA4)	Design
7/9/08	70	36618	City of Portland	Bridge Design - signature distinction design given engineering and cost limitations (LPA4,UD1)	Design
7/9/08	71	36618	City of Portland	Contracting - at a minimum follow City MWESB requirements (LPA10)	Policy

Issues Raised by Project Partners in LPA Resolutions - Discussion Draft

Date	#	Resolution #	Request From	Issue	CRC Area
7/9/08	72	36618	City of Portland	Environmental Justice - assess impact of tolls on low-income people (EJ1)	Policy
7/9/08	73	36618	City of Portland	Environmental Justice - assess access to affordable housing and employment for low-income and minority populations (EJ2)	Policy
7/9/08	74	36618	City of Portland	Environmental Justice - assess impacts on populations at or below poverty level (EJ3)	Policy
7/9/08	75	36618	City of Portland	Freight - consider long range plans for truck and rail improvements, including rail bridge and connection facilities (LPA9)	Traffic
7/9/08	76	36618	City of Portland	Interchange/Freight - develop Marine Drive with priority for freight, needs of Expo Center and wetland protection (MD1)	Engineering
7/9/08	77	36618	City of Portland	Financial Plan - discuss impact on other transportation projects' financing (LPA11)	Financial
7/9/08	78	36618	City of Portland	Financial Plan- present costs and sources of revenue (LPA11)	Financial
7/9/08	79	36618	City of Portland	Financial Plan - use State of Oregon share of gas tax revenue, not city or county allocation	Financial
7/9/08	80	36618	City of Portland	Greenhouse Gas - require an independent analysis (LPA12, PR1)	Environmental
7/9/08	81	36618	City of Portland	Interchange - adopt an interchange area management plan (HI6, MD5)	Engineering
7/9/08	82	36618	City of Portland	Interchange - reconfigure Marine Drive to strengthen property access to waterways (UD2)	Engineering
7/9/08	83	36618	City of Portland	Interchange - Evaluate a local connection to Kenton from Marine Drive (MD4)	Engineering
7/9/08	84	36618	City of Portland	Light Rail - Hayden Island station must be ultra high-quality & community focal point with safe/accessible ped/bike facilities, support Hayden Island Concept Plan (HI1, UD3)	Transit
7/9/08	85	36618	City of Portland	Mitigation - allow for reuse of areas north of Hayden Island Drive for stormwater, open space or habitat (HI5)	Engineering
7/9/08	86	36618	City of Portland	Sustainability- design and construction shall provide highest model including stormwater, fish, wildlife and watershed impacts (LPA6)	Environmental
7/9/08	87	36618	City of Portland	TDM - strategy should be comprehensive, including variable-priced tolls in perpetuity (LPA7)	Traffic
7/9/08	88	36618	City of Portland	Tolls - use variable-priced tolling in perpetuity (LPA7)	Policy
7/9/08	89	36618	City of Portland	Tolls - investigate potential to toll I-205 and apply revenue to other highway projects in Portland (PR1, sub-bullet 8)	Policy
7/9/08	90	36618	City of Portland	Traffic Forecasting - require an independent analysis (LPA12)	Traffic
7/9/08	91	36618	City of Portland	VMT - project should contribute to a reduction per capita in bi-state metro area (LPA8)	Traffic
7/9/08	92	36618	City of Portland	Advisory Committees - continue existing advisory groups, consider combine design advisory group (PR2)	Policy
7/9/08	93	36618	City of Portland	Advisory Committees - Bi-state coordinating committee should review post-LPA project recommendations, update land use accord (PR3)	Policy
7/9/08	94	08-07-58	TriMet	Advisory Committees - create formal oversight committee that strives for consensus, public process	Policy
7/9/08	95	08-07-58	TriMet	Advisory Committees - LPA refinement through continued advisory group support (FWG, PBAC, UDAG, CEJG, and a new sustainability group)	Policy
7/9/08	96	08-07-58	TriMet	Light Rail - continue to develop downtown Vancouver alignment options and define impacts/costs in FEIS; balance long-term development opportunities with transit safety, efficiency, traffic movement and construction costs/impacts	Transit
7/9/08	97	08-07-58	TriMet	Light Rail - conduct further analysis on park and ride size and design	Transit
7/9/08	98	08-07-58	TriMet	Light Rail - stations, roadwork and other enhancements should be of a character consistent to downtown Vancouver	Transit
7/9/08	99	08-07-58	TriMet	Light Rail - station locations generally consistent with DEIS and finalized prior to FEIS; take into account safety, compatibility with surroundings, cost-effectiveness, efficiency	Transit
7/9/08	100	08-07-58	TriMet	Light Rail - adjacent alignment on Hayden Island to be consistent with Hayden Island Concept Plan	Transit
7/17/08	101	08-3960B	Metro	Interchanges - design must take into account impact on urban development potential	Traffic
7/17/08	102	08-3960B	Metro	Auxiliary Lanes - to be determined in separate process and amendment to Regional Transportation Plan	Traffic
7/17/08	103	08-3960B	Metro	Ped/Bike - prepare a more detailed plan of "world class" facilities	Traffic
7/17/08	104	08-3960B	Metro	Bridge Design - aesthetics is an important consideration	Design
7/17/08	105	08-3960B	Metro	Environmental Justice - propose mitigation for any potential adverse health impacts (existing and future/induced), including community enhancement projects	Policy
7/17/08	106	08-3960B	Metro	Freight - describe specific physical and fiscal methods to give trucks priority over SOVs	Traffic
7/17/08	107	08-3960B	Metro	Freight/Interchanges - ensure capacity at interchanges is not diminished by industrial land conversion	Engineering
7/17/08	108	08-3960B	Metro	Financial Plan - prepare and present to partners details with costs and revenues	Financial
7/17/08	109	08-3960B	Metro	Greenhouse Gas - require an independent analysis & display results in the Final EIS, including impact of auxiliary lanes	Environmental
7/17/08	110	08-3960B	Metro	Interchanges - preserve and improve functionality of Marine Drive and Expo Center	Engineering
7/17/08	111	08-3960B	Metro	Sustainability - ensure sustainable design and construction	Engineering
7/17/08	112	08-3960B	Metro	TDM Plan - develop state of the art techniques in addition to tolling	Traffic
7/17/08	113	08-3960B	Metro	Tolls - on existing bridge as soon as legally & practicably permissible	Policy
7/17/08	114	08-3960B	Metro	Tolls - Consideration given to traffic diversion to I-205 and potential for tolling both I-5 and I-205	Policy
7/17/08	115	08-3960B	Metro	Tolls - use for TDM & ongoing funding for construction and operations	Policy
7/17/08	116	08-3960B	Metro	Traffic Forecasting - independent analysis of induced automobile demand	Traffic
7/17/08	117	08-3960B	Metro	VMT Reduction - commitment to pursue to meet state greenhouse gas goals	Environmental
7/17/08	118	08-3960B	Metro	Advisory Committees - Create local oversight committee to succeed the Task Force	Policy
7/17/08	119	08-3960B	Metro	Light Rail - must be included in any alternative that is constructed	Transit
7/22/08	120	07-08-10	RTC	Auxiliary Lanes - number of lanes (2-3) to be determined through further analysis	Traffic
7/22/08	121	07-08-10	RTC	Financial Plan - prepare and present to partners/public details with costs and revenues	Financial
7/22/08	122	07-08-10	RTC	Financial Plan - funding for light rail operations shall be submitted for C-TRAN voter approval	Financial
7/22/08	123	07-08-10	RTC	Financial Plan - roadway and interchange costs in each state covered by each state	Financial
7/22/08	124	07-08-10	RTC	Financial Plan - bridge design and construction cost shared equally between the states	Financial
7/22/08	125	07-08-10	RTC	Financial Plan - light rail cost share proportional to length of track in each state	Financial
7/22/08	126	07-08-10	RTC	Greenhouse Gas - further analysis should be undertaken	Environmental
7/22/08	127	07-08-10	RTC	Light Rail - Vancouver alignment that travels south/north on the Washington/Broadway couplet, then turns east on McLoughlin with a terminus at the Clark College vicinity	Transit
7/22/08	128	07-08-10	RTC	Multi-modal - interweave components to produce a balanced multi-modal project that includes highway, HCT, freight movement, TDM, and bicycle and pedestrian improvements	Policy
7/22/08	129	07-08-10	RTC	Sustainability - design of CRC should reflect principals of sustainability, cost efficiency and context sensitivity	Environmental
7/22/08	130	07-08-10	RTC	Tolls - limit revenue to fund the local share of construction of the CRC within the Bridge Influence Area	Policy
7/22/08	131	07-08-10	RTC	Tolls - model a process after House Bill 3096/SR 520 to inform the public	Policy
7/22/08	132	07-08-10	RTC	Tolls - The Project Sponsor's Council should consider alternative methods to achieve greater funding equity	Policy
7/22/08	133	07-08-10	RTC	Advisory Committees - create formal oversight committee according to letter from governors	Policy
7/22/08	134	07-08-10	RTC	Direct Bi-State Coordination Committee to evaluate other bottlenecks within the system (e.g. I-405/I-5 loop, Rose Quarter, etc.)	Policy