CITY OF VANCOUVER RESOLUTION

July 7, 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

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)

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SOUTHWEST WASHINGTON
REGIONAL TRANSPORTATION COUNCIL

July 22, 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"

RTC

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".

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CLARK COUNTY PUBLIC
TRANSIT BENEFIT AREA AUTHORITY

July 14, 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

CITY OF PORTLAND

July 14, 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.

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METROPOLITAN REGIONAL GOVERNMENT

July 17, 2008

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ENDORSING THE LOCALLY PREFERRED ALTERNATIVE FOR THE COLUMBIA RIVER CROSSING PROJECT AND AMENDING THE METRO 2035 REGIONAL TRANSPORTATION PLAN WITH CONDITIONS	))))))	RESOLUTION NO. 08- 3960B Introduced by Councilor Burkholder

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 is a key transportation link that has national and international importance for freight and auto movement; and,

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

WHEREAS, the CRC Draft Environmental Impact Statement (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, techniques to improve peak truck freight movement times along with bridge and highway improvements would help support and improve the economy of the region and beyond; 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, travel by transit between Portland and Vancouver currently must share a right-of-way with autos and trucks; 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, 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, because of high demand and because only two road crossings of the Columbia River 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, consideration should be given to potential diversion of traffic from tolling I-5 alone to I-205 and should consider tolling I-5 and I-205 with use of the revenue for both I-5 and I-205 in the Portland-Vancouver metropolitan area; 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 a CRC project; 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 state that "reducing vehicle miles traveled is the single most effective way to reduce greenhouse gas emissions", and,

WHEREAS, the reduction of greenhouse gas emissions is a regional goal that the Metro Council has directed that methods of decreasing such emissions be identified and pursued; and,

WHEREAS the Metro Council has concurred with the Governor's Climate Change Integration Group that reducing vehicle miles traveled is the single most effective means of reducing greenhouse gas emissions; and,

WHEREAS, high capacity transit, as well as walking and biking reduce vehicle miles travelled and reduce greenhouse gas emissions; and,

WHEREAS, the Metro region and the Federal Transit Administration have made extensive investments in high capacity transit, especially light rail transit, as the preferred high capacity transit mode in most corridors in the region, including the Interstate MAX LRT line to the Expo Center, about 1 mile from Vancouver, Washington and adjacent to Interstate 5; and,

WHEREAS, on November 14, 2002 the Metro Council approved Resolution 02-3237A, For the Purpose of Endorsing the I-5 Transportation and Trade Study Recommendations, that supported a multimodal 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, 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 CRC Task Force's endorsement of a locally preferred alternative is one "narrowing" step in a multi-step process and is an important opportunity for the Metro Council to articulate its concerns which will be weighed at this and subsequent steps; and,

WHEREAS, in its October 19, 2006 letter to the CRC Task Force, the Council stated that 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 Task Force, a 39 member advisory committee, has met regularly for over two years creating a project purpose and need, evaluation criteria and alternatives; and,

WHEREAS, a draft environmental impact statement has been completed that assesses the potential impacts of the project alternatives including a No Build, replacement and supplemental bridge options and bus rapid transit and light rail transit as well as bicycle and pedestrian facilities; 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, 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 Metro Council held a public hearing about the CRC project alternatives on June 5, 2008 and,

WHEREAS, on June 5, 2008, the Metro Council approved Resolution No. 08-3938B 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 and that the Metro Council concluded in this resolution its support for a Columbia River Crossing (CRC) Project with light rail, a replacement bridge with three through lanes and tolls for travel demand management and ongoing funding but also included substantial conditions; and,

WHEREAS, the CRC Task Force has recommended a locally preferred alternative that includes light rail transit and a replacement bridge; and,

WHEREAS, on December 13, 2007, the Metro Council approved Resolution No. 07-3831B, For the Purpose of Approving the Federal Component of the 2035 Regional Transportation Plan (RTP) Update, Pending Air Quality Conformity Analysis, and the adopted 2035 Regional Transportation Plan (RTP), Financially Constrained System Project list includes Metro project number 10866, "Improve I-5/Columbia River bridge (Oregon share)" with $74 million year of expenditure reserved for preliminary engineering and right-of-way acquisition, but does not include funds for project construction; and,

WHEREAS, on February 28, 2008, the Metro Council adopted Resolution No. 08-3911, For the Purpose of Approving the Air Quality Conformity Determination for the Federal Component of the 2035 Regional Transportation Plan and Reconforming the 2008-2011 Metropolitan Transportation Improvement Program, and this air quality conformity included the CRC project, highway and light rail transit; and,

WHEREAS, the CRC Project is projected to cost between $3.5 and 3.7 billion dollars; and,

WHEREAS, a revenue forecast has been completed using best available information that shows revenue sources that could fund the project; and,

WHEREAS, the Metro 2035 RTP does not currently include a description of the proposed locally preferred alternative for the CRC Project as supported by the Metro Council; and,

WHEREAS, state law provides for land use final order to address meeting the potential land use impacts of light rail and related highway improvements in the South/North corridor of which the I-5 bridge is a part; and,

WHEREAS, at its meeting on July 10, 2008, the Joint Policy Advisory Committee on Transportation recommended approval of the following; now therefore,

BE IT RESOLVED that the Metro Council:

1. Continues to support a balanced multi-modal approach of highway, high capacity transit, freight movement, transportation demand management and 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 citizen's automobile dependence.
2. Supports a Columbia River Crossing locally preferred alternative:
    a. a replacement bridge with three northbound and three southbound through lanes, with tolls used both for finance and for demand management, as the preferred river crossing option,

    b. light rail as the preferred high capacity transit option, extending light rail from the Expo Center in Portland, Oregon across Hayden Island adjacent to I-5 to Vancouver, Washington,

    c. a light rail terminus in Vancouver, Washington.
3. Finds that the following concerns and considerations will need to be addressed as described in Exhibit A, attached. Metro will invite public review and discussion on the issues raised in Exhibit A.
4. Amends the Metro 2035 Regional Transportation Plan, Appendix 1.1, Financially Constrained System, Project Number 10866 to read: "Improve I-5/Columbia River bridge in cooperation with

ODOT and WSDOT with light rail transit, reconstructed interchanges and a replacement bridge with three through lanes in each direction and tolls designed to manage travel demand as well as provide an ongoing funding source for project construction, operations and maintenance." Further, amends the Project amount to read: "A range of between $3.5 and $3.7 billion."

5. Amends the Metro Appendix 1.2, "2035 RTP Other Projects Not Included in the Financially Constrained System", deleting Project number 10893, "Improve I-5/Columbia River bridge (Oregon Share)" and deleting Project number 10902, "CRC – Expo to Vancouver, north on Main to Lincoln", as these projects are now included in the Financially Constrained System.
6. Amends the Metro 2035 RTP, Chapter 5, Financial Plan, by adding Section 5.3.4, CRC Funding Assumptions, attached as Exhibit B.
7. Amends the Metro 2035 RTP, Chapter 7, Implementation, amending Section 7.7.5, Type I- Major Corridor Refinements, Interstate-5 North (I-84 to Clark County) as described in Exhibit C, attached.
8. Defers the determination of the number of auxiliary lanes to a subsequent amendment of the 2035 RTP, based on additional analysis.
9. Acknowledges that a land use final order for addressing land use consistency for the Oregon side of the Project is being prepared and will be submitted to the Council for approval in Fall 2008.

ADOPTED by the Metro Council this 17th day of July, 2008.

David Bragdon, Council President

Approved as to Form:

Daniel B. Cooper, Metro Attorney

Officially Approved Approvato Ufficialmente
Consiglio Metropolitano
METRO COUNCIL
Metro Council

RESOLUTION O8-3960B
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 the Metro Council endorses the LPA, Replacement Bridge with Light Rail and Tolls, as described in Resolution 08-3960A, 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:

FORMATION OF A LOCAL OVERSIGHT COMMITTEE TO SUCCEED THE TASK FORCE

The Metro Council concluded on June 5, 2008 through Resolution 08-3938B that further oversight of the project is needed once the Task Force's work is concluded. The Council suggested that the Governors of Oregon and Washington convene such a local oversight group. On June 19, 2008, the Governors issued a joint letter that concluded there is a need to reconvene the CRC Project Sponsor's Council as the oversight committee to succeed the Task Force, including representatives from Washington State Department of Transportation, the Oregon Department of Transportation, cities of Portland and Vancouver, Metro, the Southwest Washington RTC, TriMet and CTRAN. The Governors charged the committee with advising the two departments of transportation and two transit agencies on a consensus basis to the greatest extent possible regarding the major issues requiring further oversight and resolution.

PROJECT ISSUES REQUIRING LOCAL OVERSIGHT DURING PLANNING, DESIGN, ENGINEERING, FINANCE AND CONSTRUCTION

The Governors have charged the Project Sponsors Council with project oversight on the following issues, milestones and decision points:

1) Completion of the Environmental Impact Statement (EIS),
2) Project design, including, but not limited to: examining ways to provide an efficient solution that meets safety, transportation and environmental goals,
3) Timelines associated with project development,
4) Development and use of sustainable construction methods,
5) Ensuring the project is consistent with Oregon and Washington's statutory reduction goals for green house gas emissions, and
6) A finance plan that balances revenue generation and demand management, including the project capital and operating costs, the sources of revenue, impact to the funds required for other potential expenditures in the region.

The Metro Council has identified additional areas of concern that need to be addressed by the Project Sponsors Council as the project moves forward:

A. TOLLING
Implementation of tolls on the existing I-5 Bridge should be undertaken as soon as legally and practically permissible. Consideration should be given to potential diversion of traffic to I-205 and potential tolling I-5 and I-205 with those revenues potentially used for projects on these two facilities in the Portland-Vancouver metropolitan area.

B. NUMBER OF AUXILIARY LANES
Determine the number of auxiliary lanes in addition to the three through lanes in each direction on the replacement bridge across the Columbia River and throughout the bridge influence area.

C. IMPACT MITIGATION AND COMMUNITY ENHANCEMENT
Identify proposed mitigation for any potential adverse human health impacts related to the project and existing human health impacts in the project area, including community enhancement projects that address environmental justice.

D. DEMAND MANAGEMENT
Develop of state-of-the-art demand management techniques in addition to tolls that would influence travel behavior and reduce greenhouse gas emissions.

E. 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.

F. CAPACITY CONSIDERATIONS, INDUCED DEMAND AND GREENHOUSE GASES
Further 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. A reduction in vehicle miles traveled should be pursued to support stated greenhouse gas reduction targets as expressed by legislation in Oregon and Washington and by the Governors.

G. 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. Ensure that freight capacity at interchanges is not diminished by industrial land use conversion.

H. 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 any phasing package that may move forward for construction.

I. 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. The project should design "world class" bicycle and pedestrian facilities on the replacement bridge, bridge approaches and throughout the bridge influence area that meet or exceed standards and are adequate to meet the demand generated by tolls or other demand management techniques.

J. URBAN DEVELOPMENT IMPACTS AT RE-DESIGNED INTERCHANGES

More design of the interchanges related to the CRC is required to fully evaluate their community impact. The design of interchanges within the bridge influence area must take into account their impact on urban development potential. The Metro Council is also concerned that the Marine Drive access points preserve and improve the functionality of the Expo Center.

K. BRIDGE DESIGN

The bridge type and 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.

Chapter 5, Financial Plan of the Metro 2035 RTP, Federal Component is amended by adding the following new section:

5.3.4 Columbia River Crossing Funding Assumptions

The Columbia River Crossing (CRC) Project is a collaboration of Oregon Department of Transportation, Washington State Department of Transportation, Metro, the Southwest Washington Regional Transportation Council, TriMet and CTRAN as well as the cities of Portland and Vancouver.

The CRC Project is a national transportation priority as it has been designated a "Corridor of the Future" by the Federal Highway Administration (FHWA). The Project will seek FHWA funding from this program category and other appropriate sources. Accordingly, the FHWA has indicated that it is a high priority to address the safety and congestion issues related to the segment of Interstate 5 between Columbia Boulevard north to State Route 500 in Vancouver, Washington.

The Federal Transit Administration (FTA) awards transit capital construction grants on a competitive basis. The CRC project will be submitting an application to the FTA for entry into Preliminary Engineering and eventually for a full funding grant agreement. The Metro region has been highly successful in securing FTA funds and it is considered reasonable, based on early cost-effectiveness rating analyses, that the high capacity transit component of the CRC Project will secure the $750 million in federal transit funding shown in the table below.

In addition, the Governors of Oregon and Washington have stated their commitment to work with their respective state legislatures to provide state funds to add to federal funding.

Also, tolling is another unique source of funding for the project. It would be a substantial transportation demand management tool as well as providing a significant revenue source. The DEIS states that tolls may supply 36 – 49% of the capital revenues for the highway elements of the project.

Finally, the state of Washington has accumulated credits from tolls imposed on other projects in the state that can be used as local match for federal funds. The state has indicated support for using a portion of these credits for the transit component of this project.

These funding sources for the total project may be summarized as follows (all figures in millions of dollars):

Columbia River Crossing – Total Project Costs
(both Oregon and Washington sides)

Costs		Low	High
Highway		$2,773	$2,920
Transit		750	750
	Total	$3,523	$3,670

Revenues	Low	High
Toll Bond Proceeds	$1,070-$1,350	$1,070 - 1,350
Federal Discretionary Highway	400- 600	400 - 600
State Funds	823-1,303	970 - 1,450
New Starts	750	750
Toll Credits	188	188
Total	$3,523	$3,670

Chapter 7, Implementation of the Metro 2035 Regional Transportation Plan, (Federal Component), Implementation (page 7-34) is amended as follows:

Interstate-5 North (I-84 to Clark County)

This heavily traveled route is the main connection between Portland and Vancouver. The Metro Council has approved a Locally Preferred Alternative for the Columbia River Crossing (CRC) project that creates a multi-modal solution for the Interstate 5 corridor between Oregon to Washington to address the movement of people and freight across the Columbia River. A replacement bridge with three through lanes in each direction, reconstructed interchanges, tolls priced to manage travel demand as well as provide financing of the project construction, operation and maintenance, light rail transit to Vancouver, and bicycle and pedestrian investments have been identified for this corridor. As project details are evaluated and implemented in this corridor, the following shall be brought back to JPACT and the Metro Council for a subsequent RTP amendment for this Project:

- the number and design of auxiliary lanes on the I-5 Columbia River bridge and approaches to the bridge, including analysis of highway capacity and induced demand.

More generally in the I-5 corridor, the region should:

- consider the potential adverse human health impacts related to the project and existing human health impacts in the project area, including community enhancement projects to address environmental justice.

- consider managed lanes

- maintain an acceptable level of access to the central city from Portland neighborhoods and Clark County

- maintain off-peak freight mobility, especially to numerous marine, rail and truck terminals in the area

- consider new arterial connections for freight access between Highway 30, port terminals in Portland and port facilities in Vancouver, Wa.

- maintain an acceptable level of access to freight intermodal facilities and to the Northeast Portland Highway

- construct interchange improvements at Columbia Boulevard to provide freight access to Northeast Portland Highway

- address freight rail network needs

- develop actions to reduce through-traffic on MLK and Interstate to allow main street redevelopment

- provide recommendations to the Bi-State Coordination Committee prior to JPACT and Metro Council consideration of projects that have bi-state significance.

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 08-3960B, FOR THE PURPOSE OF ENDORSING THE LOCALLY PREFERRED ALTERNATIVE FOR THE COLUMBIA RIVER CROSSING PROJECT AND AMENDING THE METRO 2035 REGIONAL TRANSPORTATION PLAN WITH CONDITIONS

Date: June 26, 2008

Prepared by: Richard Brandman
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BACKGROUND

Overview

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, CTRAN 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 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 local match being provided by the states of Oregon and Washington through toll credits and other funding. Tolls are also proposed for a new I-5 bridge to pay for a portion of the capital project and manage transportation demand.

Guiding the project is a 39 member CRC Task Force, of which Councilor Burkholder serves as the Metro representative. On June 5, 2008, the Metro Council approved policy guidance for Councilor Burkholder as its CRC Task Force member in the formulation of the draft locally preferred alternative (LPA) (after consideration of public testimony and review of options for a LPA). On June 24, the CRC Task Force approved recommendations for a LPA for the project sponsor agencies (including Metro) consideration.

Accordingly, the attached Resolution No. 08-3960B will provide for Metro Council consideration of:

1) Adoption of a CRC LPA.
2) Amendment of the federal component of the Metro 2035 Regional Transportation Plan (RTP).
3) Statement of additional Metro Council concerns and considerations regarding the Project.

Project History

The CRC Project history began in 1999, with the Bi-State Transportation Committee recommendation that the Portland/Vancouver region initiate a public process to develop a plan for the I-5 Corridor based on four principles:

- Doing nothing in the I-5 Corridor is unacceptable;
- There must be a multi-modal solution in the I-5 Corridor - there is no silver bullet;

- Transportation funds are limited. Paying for improvements in the I-5 Corridor will require new funds; and,
- The region must consider measures that promote transportation-efficient development.

Accordingly, the twenty-six member I-5 Transportation and Trade Partnership was constituted by Governors Locke and Kitzhaber, including a Metro Council representative.

In June 2002, the Partnership completed a *Strategic Plan* and on November 14, 2002, the Metro Council, through Resolution No. 02-3237A, For the Purpose of Endorsing the I-5 Transportation and Trade Study Recommendations, endorsed the *Strategic Plan* recommendations including:

- Three through lanes in each direction on I-5, one of which was to be studied as an High Occupancy Vehicle (HOV) lane, as feasible;
- Phased light rail loop in Clark County in the vicinity of the I-5, SR500/4th Plan and I-205 corridors;
- An additional or replacement bridge for the I-5 crossing of the Columbia River, with up to two additional lanes for merging plus two light rail tracks;
- Interchange improvements and additional auxiliary and/or arterial lanes where needed between SR 500 in Vancouver and Columbia Boulevard in Portland, including a full interchange at Columbia Boulevard;
- Capacity improvements for freight rail;
- Bi-state coordination of land use and management of the transportation system to reduce demand on the freeway and protect corridor improvement;
- Involving communities along the corridor to ensure final project outcomes are equitable and committing to establish a fund for community enhancement;
- Developing additional transportation demand and system strategies to encourage more efficient use of the transportation system.

Several of the recommendations from the Strategic Plan have been completed. For example, construction of the I-5 Delta Park Project has begun.

The I-5 bridge element began in February 2005 with the formation of a 39 member Columbia River Crossing (CRC) Task Force. This Task Force, which includes a Metro Council representative, developed a vision statement, purpose and need statement and screening criteria.

The adopted project purpose is to: 1) improve travel safety and traffic operation on the I-5 crossing of the Columbia River; 2) improve the connectivity, reliability, travel times and operations of public transit in the corridor, 3) improve highway freight mobility and interstate commerce, and 4) improve the river crossing's structural integrity.

More specifically, the following issues concerning the existing conditions were cited as need:

- Safety - the bridge crossing area and approach sections have crash rates more than two times higher than statewide averages for comparable urban highways. Contributing factors are interchanges too closely spaced, weave and merge sections too short contributing to sideswiping accidents, vertical grade changes that restrict sight distance and very narrow shoulders that prevent avoidance maneuvers or safe temporary storage of disabled vehicles.
- Seismic - neither I-5 bridges meet seismic standards, leaving the I-5 corridor vulnerable in the event of a large earthquake;
- Bridge Alignment - the alignment of the I-5 bridges with the downstream railroad bridge contributes to hazardous barge movements;

- Cost - rehabilitation of the existing bridges, bringing them to current standards would be more costly, both in money and some environmental impacts, such as water habitat conditions, than a replacement bridge;
- Traffic Impact - an arterial bridge would bring unacceptable traffic congestion to downtown Vancouver, Washington.

The CRC Project analyzed 37 distinct bridge, transit, highway and transportation demand management modes/designs, which the CRC Task Force narrowed to twelve. These twelve options then received even more analysis.

In November 2007, CRC staff, after further consideration of technical analyses and using the approved screening criteria and project purpose and need, recommended three alternatives be advanced to a draft environmental impact statement (DEIS). These included:

- Alternative 1) No Action;
- Alternative 2) A Replacement Bridge and Bus Rapid Transit with Complementary Express Bus Service; and
- Alternative 3) A Replacement Bridge and Light Rail Transit with Complementary Express Bus Service.

Open houses were held to take public comment about whether these three alternatives should be advanced to analysis in the DEIS. The Metro Council, other project sponsors and some members of the public expressed interest in a less expensive, smaller project alternative. Accordingly, two supplemental bridge alternatives (one with bus rapid transit, the other with light rail transit) were proposed to be added to the alternatives studied in the DEIS.

The Metro Council concurred with these five alternatives in adopting 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," on February 22, 2007.

On December 13, 2007, the Metro Council adopted the federal component of the 2035RTP. The RTP included funds for preliminary engineering and right-of-way purchase in the financially constrained system project list for a new bridge across the Columbia River. This item was reconfirmed with the adoption of the air quality conformity determination in February 2008 that assumed a new bridge with light rail transit to Vancouver.

In a meeting of the CRC Task Force in January 2008, an informal poll was taken that initiated discussion of the LPA. Strong support was found for:

- A replacement bridge with tolls;
- Light rail transit extended to Vancouver, Washington;
- Bicycle and pedestrian path improvements.

(Councilor Burkholder, the Metro Council representative, deferred comment in this survey citing the need to confer with the full Metro Council).

On May 2, 2008, a DEIS addressing the five CRC alternatives was released for a 60-day public comment period. During that time, the CRC project received 1,120 comments on the DEIS. The CRC also held two open houses attended by 425 people and held four question and answer sessions.

Later in May 2008, review and discussion of the CRC alternatives and the potential benefits and adverse impacts as disclosed in the CRC Draft Environmental Impact Statement were discussed by the Metro Council. After consideration of the CRC documents, Metro Council work session discussions and public testimony received at a Metro Council public hearing June 5, the Metro Council approved policy guidance by adopting Resolution No. 08-3938B, "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," on June 5, 2008.

Resolution 08-3938B included the following major points:

- A multimodal approach that includes:
  - light rail transit extended to Vancouver;
  - A replacement bridge with three through lanes in each direction and the number of auxiliary lanes to be determined;
  - Tolls to manage travel demand as well as provide an ongoing funding source for bridge construction, operations and maintenance;
  - Improved bicycle and pedestrian facilities;
  - Compact land use development patterns with a mixture of housing types to minimize long commutes and reduce automobile dependence.
- Recognition that the above elements and others identified in an exhibit to the resolution will need to be satisfactorily addressed as part of the LPA or at later decision points, prior to a final decision.
- Need to address potential and existing health impacts and using a community enhancement fund to address environmental justice.
- Independent analysis of greenhouse gas emissions and whether the project alternatives would help achieve or frustrate greenhouse gas emission reduction goals for 2020 and 2050.
- Charging tolls as soon as legally and practicably possible and use of state-of-the-art demand management tool to influence travel behavior and reduce greenhouse gas emissions and reduce vehicle miles traveled.
- Recognition of the need for the Metro Council to consider an LPA adoption and an RTP amendment and that the two decisions could be made concurrently.

On June 24, 2008, the CRC Task Force, by a vote of 37-2, recommended the following:

- 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 CTRAN 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. (see Attachment 1 to this staff report)

In addition to the Metro Council public hearing on the project on June 5, 2008 and the CRC Task Force hearing on June 24, 2008, there were numerous public meetings, open houses, and mailings regarding the project. Additionally, the LPA and the need for an RTP amendment were discussed at the Transportation Policy Advisory Committee's (TPAC) May 30, 2008 meeting and both the RTP amendment and the LPA resolution were recommended at its June 27, 2008 meeting. The proposed RTP amendments and LPA were also discussed at the Joint Policy Advisory Committee on Transportation's (JPACT) June 12, 2008 meeting and approved at its July 10, 2008 meeting.

This proposed Resolution No. 08-3960B, For the Purpose of Endorsing the Locally Preferred Alternative for the Columbia River Crossing Project and Amending the Metro 2035 Regional Transportation Plan with Conditions, is generally consistent with the June 24 CRC Task Force recommendations. In addition, proposed Resolution No 08-3960B addresses the following:

1) A list of project concerns to be addressed and resolved (attached as Exhibit A to Resolution No. 08-3960B).
2) Amendment of the 2035 RTP to:
    - revise the Financially Constrained Project List (appendix 1.1);
    - revise the "Other RTP Projects not included in the Financially Constrained list" (appendix 1.2);
    - amend Chapter 5, Financial Plan of the RTP, to include a section on the funding of the CRC project (and included as Exhibit B to Resolution No. 08-3960B);
    - amend Chapter 7, Implementation of the RTP, to revise the description of the I-5 North corridor (and included as Exhibit C to Resolution No. 08-3960B).

(A separate RTP amendment that would revise the state component of the RTP and include land use findings is not proposed at this time and would be addressed once more information and analysis is available concerning auxiliary lanes and other issues identified in Resolution No 08-3960B.)

In addition to these immediate decisions, the following actions will take place in Fall 2008 and beyond include:

- Number of auxiliary travel lanes
- Bridge design details (such as bridge type, whether Stacked Highway/Transit design would work, be cost-effective and whether this aspect of the bridge should be pursued)
- Transportation Demand Management (TDM) specifics
- Interchange design specifics
- Bicycle and pedestrian design details
- More specificity on finance plan

The CRC Task Force's June 24 recommendations to consider a Locally Preferred Alternative (LPA) will also be brought to the cities of Portland and Vancouver, TriMet and CTRAN, and Metro and the Regional Transportation Council of Southwest Washington for adoption and corresponding transportation plan amendments. These actions will allow ODOT and WSDOT to submit to the FTA an application to enter preliminary engineering to prepare a final environmental impact statement (FEIS).

[1] By July 8, the City of Vancouver and CTRAN are scheduled to conclude the alignment and terminus of the LRT line in Vancouver, Washington. In order to facilitate the bi-state transportation aspects of this draft resolution, these southwest Washington project partner decisions will be provided to the Joint Policy Advisory Committee (JPACT), which meets on July 10 to consider this resolution and to the Metro Council that meets on July 17 also to consider this resolution. Accordingly, draft Metro Resolution No. 08-3960B may be proposed for revision in July as a result.

ANALYSIS/INFORMATION

1. **Known Opposition** The CRC is a very large and complex transportation project. There are strong feelings – pro and con – associated with the project. Opposition to the project includes concerns raised regarding the need for the project, greenhouse gas emissions that could be generated by the project, costs, tolls and light rail extension to Vancouver, Washington.

2. **Legal Antecedents**

Federal

- National Environmental Policy Act
- Clean Air Act
- SAFETEA-LU
- FTA New Starts Process

State

- Statewide Planning Goals
- State Transportation Planning Rule
- Oregon Transportation Plan
- Oregon Highway Plan
- Oregon Public Transportation Plan
- Oregon Bicycle and Pedestrian Plan

Metro

- Resolution No. 02-3237A, "For the Purpose of Endorsing the I-5 Transportation and Trade Study Recommendations," adopted on November 14, 2002.
- 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," adopted on February 22, 2007.
- Ordinance No. 07-3831B, "For the Purpose of Approving the Federal Component of the 2035 Regional Transportation Plan (RTP) Update, Pending Air Quality Conformity Analysis," adopted on December 13, 2007.
- Resolution No. 08-3911, "For the Purpose of Approving the Air Quality Conformity Determination for the Federal Component of the 2035 Regional Transportation Plan and Reconforming the 2008-2011 Metropolitan Transportation Improvement Program," adopted on February 28, 2008.
- Resolution No. 08-3938B, "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," adopted on June 5, 2008.

3. **Anticipated Effects** The approval of this resolution would allow the submission of a New Starts application for light rail transit to Vancouver Washington as well as include proceeding with the next steps towards a replacement bridge with tolls and light rail transit. It would not resolve the number of auxiliary lanes or other issues and considerations listed in the resolution but which will need to be addressed in the future once additional information and analysis is completed.

4. **Budget Impacts** If there is a role for Metro to play in the completion of the CRC Final Environmental Impact Statement (this could be additional updated travel forecasting, for example), the CRC project would reimburse Metro for any costs incurred for such work.

RECOMMENDED ACTION

Adopt Resolution No. 08-3960B, For the Purpose of Endorsing the Locally Preferred Alternative for the Columbia River Crossing Project and Amending the Metro 2035 Regional Transportation Plan with Conditions.

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

TRI-COUNTY METROLPOLITAN TRANSPORTATION DISTRICT

July 9, 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.

ATTACHMENT

LPA Resolutions Conditions and Status

C-TRAN Conditions from Resolution BR-08-019

Overall Status Classification:

- Issue is settled or on track to be settled with the conclusion of the FEIS and ROD
- Issue is settled or on track to be settled with the conclusion of the FEIS and ROD but further refinement and decision-making after the FEIS/ROD will be required
- Conflict or inconsistency between jurisdictions; or issue is unresolved; or issue needs additional work

OVERALL STATUS CATEGORY	NUMBER	ISSUE	EXPLANATION OF STATUS
	1	River Crossing – Construct two bridges with three through lanes and the minimum number of auxiliary lanes in each direction.	The plan being advanced consists of two bridges with three through lanes and two auxiliary lanes in each direction. Under the direction of PSC and IPS, additional studies were conducted during summer 2010 to evaluate the number of auxiliary lanes.
	2	High Capacity Transit – Select light rail transit as the high capacity transit mode.	Light rail transit was selected as the high capacity transit mode.
	3	High Capacity Transit Northern Terminus – Select Clark College as the northern terminus without use of satellite park-and-ride lots.	Clark College was selected as the northern terminus of the light rail transit system. Satellite park-and-ride lots are not being proposed.
	4	High Capacity Transit Alignment – Develop the terminus, station placement, alignment and design to allow for future extensions and connections.	Extensive analysis and planning has been conducted for the light rail alignment in Vancouver and each light rail station. The Vancouver Working Group, the Vancouver Transit Advisory Committee have been involved in helping develop and refine the Vancouver portion of the LRT system. The project has sought to coordinate with C-TRAN's plan for bus rapid transit.
	5	High Capacity Transit Alignment – Design the system to permit local bus route access along the high capacity transit alignment in downtown Vancouver.	The project has been developed to accommodate local bus operations. Certain operational issues can occur if local buses operate on the light rail transit alignment and will need to be addressed as operations planning continues.
	6	High Capacity Transit Financing (Capital) – Structure the high capacity transit component of the project such that C-TRAN is not required to ask voters for capital construction funding.	The project's Financial Plan does not anticipate voter approval for capital funding for the light rail transit component of the project. An application for $850 million has been submitted under the FTA's New Starts program.
	7	High Capacity Transit Financing (Operations) – Seek voter approval for any means of financing high capacity transit operations.	C-TRAN has scheduled a vote for operating funding in August or November 2012.

C-TRAN Conditions from Resolution BR-08-019

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OVERALL STATUS CATEGORY	NUMBER	ISSUE	EXPLANATION OF STATUS
	8	High Capacity Transit Financing (General) – Provide a net service benefit to existing C-TRAN patrons with the initiation of high capacity transit service.	The project's ridership forecasts, preliminary operations planning, and Financial Plan indicate there will be an overall benefit to C-TRAN patrons. Further details and refinement of C-TRAN's operations will be required as the project progresses toward construction and operations.
	9	High Capacity Transit Financing (Cost Sharing between States) – Divide construction, operations and maintenance costs in proportion to the length of the new high capacity transit corridor in each state.	The project's Financial Plan has not gone to this level of detail. The cost sharing between C-TRAN and TriMet will be subject to further negotiations.
	10	Sustainability and Other Principles – Design and construct the project following principles of sustainability, cost efficiency, context sensitivity, and avoidance and minimization of impacts.	The project seeks to follow these principles. Key participants include a sustainability working group with members from the partner agencies, the Urban Design Advisory Group, and other committees that have helped advance the project. Further details will be developed following these principles as the project proceeds toward construction.
	11	Formal Oversight Committee – Create a formal oversight committee with representatives from the partner agencies and two representatives of the public.	The Project Sponsors Council with representatives from the partner agencies was established and is guiding the project.

Metro Conditions from Exhibit A to Resolution No. 08-3960B

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OVERALL STATUS CATEGORY	NUMBER	ISSUE	EXPLANATION OF STATUS
	A	Tolling – Implement tolling on I-5 as soon as legally and practically permissible; consider diversion to I-205 and tolling of that facility with revenues used for projects in the region.	The project has undertaken various analyses of tolls and the impact of tolling, though additional studies and analysis will need to be undertaken as the project advances. At the direction of the governors of Oregon and Washington, the project is working with the treasurers and legislators of both states to review and refine the financing plan and toll assumptions to minimize financial risk and provide accountability and oversight as the project moves toward construction. At this point, tolling of I-5 is an essential element of the project, both to manage congestion and as part of the funding package for the CRC project along with federal and state funding. Tolling of interstate facilities must be consistent with the provisions of Title 23 U.S.C. Section 129, the federal law that specifies the circumstances under which interstate facilities may be tolled. The CRC project qualifies, though tolling of I-205 does not because federal regulations allow tolling of existing facilities only if a project involves reconstruction or replacement of that facility. Reconstruction or replacement of I-205 is not being proposed as part of the CRC project nor is tolling being proposed for I-205 in connection with the CRC project. At this time, tolling is not being considered to fund other projects in the region. Further information on federal requirements can be found at: http://www.ops.fhwa.dot.gov/tolling_pricing/toll_agreements.htm Tolling of I-5 during construction of a new facility is permissible under federal statutes, but no recommendations or decisions about tolling during construction have been made. Tolling during construction could serve as a demand reduction measure to reduce traffic during the construction phase. An aggressive construction phase Transportation Demand Management (TDM) program has been developed and tolling during construction is still a possibility. Specific decisions on tolling, including the possibility of advance tolling as well as toll rates and toll structure, will be made by the appropriate bodies after consultation with the project's local partners (including the Metro Council) and a public outreach and education process. Under current statutory authority, the Washington Transportation Commission and the Oregon Transportation Commission have tolling authority in their respective states. In Washington, the legislature reserves the authority to impose tolls on any state route or facility. The issues of tolling and tolling authority may also be explored in the forthcoming discussions on governance related to the project. If the decision is made to implement tolling during construction, this condition will be satisfied. If the project is considering not implementing tolling during construction, the project will engage the Metro Council prior to the tolling decision. Analyses conducted for the CRC project included using the regional traffic forecasting model to assess the impact of various tolls on total traffic and diversion to I-205. The Tolling Study Report, released in January 2010, included analyses of a no-build scenario, a no-toll build scenario, and ten other scenarios with varying toll structures and some with tolling of the I-205 and I-5 bridges. Key findings from the analysis undertaken for the CRC project included:

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OVERALL STATUS CATEGORY	NUMBER	ISSUE	EXPLANATION OF STATUS
			• The regional travel forecasting models project that under the base tolling scenario, the CRC project will reduce auto travel on I-5 across the Columbia River, as compared to the No Build. The CRC project will also reduce overall person trips on I-5, as compared to the No Build due to the effect tolls have on shifting some cross river trip origins and destinations. • When looking at the tolled vs. no toll scenarios, tolling and transit improvements reduce auto travel across the river on I-5 by approximately 40,000 trips per day for the base tolling scenario (the numbers of trips vary by tolling scenario). • At the Columbia River, there is an approximate 4.5% shift of auto trips on an all day basis from I-5 to I-205 as compared to the Build No-Toll scenario. More diversion to I-205 is predicted in the off-peak hours when capacity is available than during peak hours. On I-205 south of I-84, the models estimate that diversion will be approximately 1% on an all day basis as compared to the no build. The Tolling Study Report had three principal conclusions about diversion: • For most of the I-5 only toll scenarios, the majority of drivers would not change their travel patterns. Some would choose a new destination or a non-tolled route. Additional diversion to transit is minimal due to the already significantly increased ridership associated with project improvements. • Higher tolls on I-5 would cause more route diversion; however, the percentage of diversion tends to be lower during peak periods when travelers' willingness to pay tolls may be higher and/or alternative routes are congested, and thus, time-consuming and diversion during off-peak periods occurs when available capacity can accommodate the diversion. • For scenarios that toll both the I-5 and I-205 bridges, traffic levels would be higher on I-5 and lower on I-205 compared to tolling only the I-5 bridge. However, compared to the No Toll "No Build" project scenario, total cross-river traffic demand would be less on both the I-5 and I-205 bridges as many trips would divert to transit or not be made across the Columbia River. The No Toll "No Build" scenario would result in the most significant congestion in the I-205 corridor due to diversion from the I-5 corridor due to the severe congestion bottleneck in that corridor. Additional information about the impact of tolling and diversion to I-205 can be found in The Tolling Study report at: http://www.columbiarivercrossing.org/FileLibrary/Tolling/CRC_TollingStudyCommitteeReport.pdf

Metro Conditions from Exhibit A to Resolution No. 08-3960B

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	B	Number of Auxiliary Lanes – Determine the number of auxiliary lanes across the Columbia River.	During summer 2010, additional study was undertaken through the Integrated Project Staff (IPS) and the Project Sponsors Council (PSC). Developing performance measures and a more robust Transportation Demand Management Plan were among the actions considered to reduce the need for auxiliary lanes. The IPS recommendation forwarded to the PSC on August 5, 2010 was for a configuration with three through lanes and two auxiliary lanes in each direction and with standard 12-foot shoulders. The new recommendation results in narrower bridges and two fewer lanes than were previously recommended. PSC concurred and forwarded its recommendation to the Governors on August 13, 2010. The decision on the number of lanes will be confirmed and finalized with the publication of the Final EIS and the issuance of the Record of Decision. Both are expected in 2011.
	C	Impact Mitigation and Community Enhancement – Mitigate for adverse human health impact of the project or existing health impacts in the project area; implement community enhancement projects that address environmental justice.	The project is committed to providing users and the surrounding neighborhoods with a safe and reliable transportation facility. The project is working with and within the surrounding communities to help build upon and support their community goals. The CRC project has been working with and will continue to work with the community to blend the transportation system enhancements and improvements into the fabric of the community. The project's goals include designing and constructing the project with as little disruption to the community as possible and developing the project such that it enhances the transportation and livability of the community and preserves the environmental, scenic, aesthetic, historic, natural and social resources of the area. The philosophy of the project is to leave the area better off and to provide enhancements within the community as part of the overall project design rather than providing an enhancement fund for future enhancements separate and disjointed from the rest of the project. Many enhancements are included in the project, such as improved local street connections in downtown Vancouver and Hayden Island, the provision of light rail transit in the corridor, replacement of substandard facilities for bicyclists and pedestrians with new "world class" facilities, local auto access from North Portland to Hayden Island on a separate arterial bridge and a safer highway network for all users and inclusion of public art in the transit element of the project. In addition to these features that are part of the project's responsibility, there is agreement to continue to explore creation of a community enhancement fund as an on-going responsibility of the Departments of Transportation. This will require consideration of alternative funding mechanisms, establishment of criteria for administration and decision-making and definition of the conditions that support creation of such a fund. Human health issues are embedded in the National Environmental Policy Act's intent and in its implementation. The analyses conducted for the Columbia River Crossing DEIS, and further updates for the FEIS, address all potentially significant human health impacts that could reasonably result from the proposed action. The project, with planned mitigation, would not have adverse health impacts. Key findings leading to the conclusion that the project would not have

Metro Conditions from Exhibit A to Resolution No. 08-3960B

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			adverse health impacts include analyses related to air quality, noise and vibration, climate change and greenhouse gases, and water quality. These four areas are highlighted below: • All criteria air pollutants and mobile source air toxins will be lower, in some cases significantly lower, in 2030 than they are today. Some pollutants will be slightly higher in some areas with the project than with the no-build, but emissions will be substantially below today's levels and will be well within relevant standards established to promote public health and welfare. Long-term mitigation for air quality impacts is not proposed. The FEIS will describe measures to reduce impacts from construction emissions. • Noise impacts from highway traffic will be lower with the project than without due to proposed mitigation, primarily sound walls. All light rail noise can be mitigated. • The project will reduce greenhouse gas (GHG) emissions compared to the no-build. The project will implement recommendations from the Governor's Climate Change Integration Group regarding how transportation in Oregon can reduce GHG emissions. • Currently, all runoff from the river crossing and most runoff from I-5 in the project area discharges untreated into the Columbia River and other surface waters. The project will provide water quality treatment for 115 percent of the new impervious surface, including the entire river crossing and most of I-5 in the project area that is currently untreated. These changes are beneficial to the health of aquatic species and people. The Draft EIS included and the Final EIS will include more detailed information, including analysis, applicable standards, conclusions, and mitigation where appropriate on the following topics related to human health: · Air Quality · Noise and Vibration · Land Use and Economics · Neighborhoods · Pedestrians and bicycles · Traffic and Transit · Visual and Aesthetics · Parks and recreation · Public services · Environmental justice · Hazardous materials

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			· Water Quality The major steps to the impact analysis that followed or occurred simultaneously with data collection were: neighborhood resource mapping, the completion of displacement surveys, review of potential impacts and benefits from other disciplines (such as air quality), evaluation of potential impacts to low-income housing developments, and a robust outreach and communication program. In response to questions raised by various parties commenting on the DEIS, including the Multnomah County Health Department, the project team did undertake additional analyses including assessing greenhouse gases, additional air quality and noise studies. The Final EIS will include substantially more documentation than the DEIS related to health impacts. The CRC website will provide access to the FEIS and technical reports upon their publication.
	D	Demand Management – Develop state-of-the-art demand management techniques in addition to tolls to influence travel behavior and reduce greenhouse gas emissions.	The TDM Working Group developed both a Construction Phase and a Post-Construction Phase TDM program. The recommended Construction Phase program is a bi-state, multi-pronged approach that seeks to maximize use of alternative modes of travel through targeted marketing and additional services. The IPS has also endorsed a Post-Construction TDM Program with the goal of shifting as much as an additional 11 percent of peak person trips to non-SOV modes above the level assumed in the travel forecasts generated for the project, resulting in a non-SOV mode share that could exceed 50 percent. The Construction Phase TDM Plan was endorsed by the PSC. Additional follow-on work has been recommended to move toward implementation. To facilitate the active management of the corridor, the PSC adopted the concept of a Mobility Council on March 6, 2009. The Mobility Council would regularly assess all aspects of the corridor and the direct and indirect impacts. The PSC vision of the Mobility Council would include active management in four areas: the toll rate structure, the use of through and auxiliary lanes; transit policies; and transportation demand management strategies. During 2009 and 2010, the PSC oversaw the development and endorsed the TDM plans. TDM Plans were presented to and endorsed by the PSC on January 22, 2010 and on August 9, 2010.The PSC also established a Performance Measures Advisory Group to help establish performance measures, targets and strategies to help inform the design of the CRC project and to manage the system after construction. Key performance measures focused on the following goal areas: 1) System Access, Mobility and Reliability, 2) Financial Responsibility and Asset Management, 3) Climate, Energy Security and Health, 4)Safety and Security, 5) Economic Vitality, and 6) Land Use. The Performance Measures Advisory Group recommendations were presented to and endorsed by the PSC on January 22, 2010 and August 9, 2010. The Governance Committee of the IPS is developing recommendations for consideration by the PSC on governance

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			structures to implement the Mobility Council and establish its charge and authority. Further consultation will be required with the Metro Council on coordination of roles and responsibilities of the Mobility Council with Metro transportation and land use policy direction.
	E	Financing Plan – Develop a financing plan for presentation to the project partners and the public that indicates federal, state and local funding and how the project could impact other expenditures in the region.	A Conceptual Finance Plan was developed and shared with the PSC on January 22, 2010. The plan illustrates how the project could be funded using a combination of federal and state funds and toll revenues. On May 14, 2010, the PSC received additional presentations related to tolling and federal funding priorities. The funding plan in the FEIS is based on these concepts and will be updated as appropriate. At the direction of the governors of Oregon and Washington, the project is working with the treasurers and legislators of both states to review and refine the financing plan and toll assumptions to minimize financial risk and provide accountability and oversight as the project moves toward construction. The funding plan will be continually reviewed with the PSC as it evolves and will be finalized prior to the Federal Transit Administration (FTA) approval of entry into final design, which is anticipated in 2012. The federal funding sources being sought for the project are principally those for which no other projects in the region are eligible. The funding contribution from each state is intended as a state contribution in recognition of the statewide significance of the project and is not intended to be the region's share of a broader state funding package. The region's continued support for the project finance plan is predicated on the federal and state funding contributions accordingly. Financing issues will continue to evolve with consultation among the project partners. Additional work remains on the financing plan with each additional step requiring more detailed analyses in accordance with requirements of the Federal Transit Administration and Federal Highway Administration. After the approval of the Final EIS, additional financial analysis and commitment will be required before federal agencies authorize entering into final design. An even more detailed financial analysis and a higher level of commitment will be required before federal agencies enter into a full funding grant agreement. Since issuance of bonds for the construction of the project is envisioned, a formal investment grade bond revenue analysis and a determination of bonding capacity will be required in the future. The Tolling Study can be found at: http://www.columbiarivercrossing.org/FileLibrary/Tolling/CRC_TollingStudyCommitteeReport.pdf Information presented to the PSC about funding from federal sources can be found at: http://www.columbiarivercrossing.org/FileLibrary/MeetingMaterials/PSC/PSC_WorkshopMaterials_051410_1of2.pdf

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	F	Capacity Considerations, Induced Demand and Greenhouse Gases – Conduct additional analysis of GHG and induced automobile demand; prominently display the results in the FEIS; include comparisons of the auxiliary lanes; pursue reductions in VMT in support of targets established by the states.	In November 2008, the Greenhouse Gas Emissions Expert Review Panel was convened to review the GHG and climate change methodology used in the project's Draft EIS. In its report issued on January 8, 2009, the panel validated the methodology and confirmed the findings in the Draft EIS - that the CRC project would be expected to reduce GHG emissions relative to the No-Build. They made suggestions for future analyses that will be incorporated into the FEIS. This updated analysis has been completed including use of the latest EPA MOVES model, taking into account mode shift to transit, bike and pedestrian, the effect of speeds on emission rates and the reduction of emissions due to crashes and bridge lifts. This analysis shows similar results to the DEIS analysis but with even greater GHG reductions than previously estimated. Additionally, the GHG and Climate Change analysis in the CRC Draft EIS received the 2009 NEPA Excellence Award from the National Association of Environmental Professionals. The Greenhouse Gas Expert Review Panel's report can be found at: http://www.columbiarivercrossing.org/FileLibrary/TechnicalReports/GHG_PanelReport_010809.pdf Since release of the DEIS, several groups, including the Transportation Demand Working Group, the Performance Measures Advisory Group, and the IPS, have worked on strategies designed to enhance mobility, especially through promotion of alternative modes of travel that reduce both GHG emissions and VMT. The strategies and plans of each of these groups have been endorsed by PSC. Additional work relating to implementation of these strategies and plans will be needed as the project advances. Further discussion relating to the recommendations and implementation of transportation demand management strategies can be found in Issue D, above. A qualitative analysis of the potential for induced travel demand was conducted by the Travel Demand Expert Review Panel. In its report dated November 25, 2008, the panel concluded that "the CRC project finding that the project would have a low impact to induce growth is reasonable for this corridor because the project is located in a mature urban area." The report can be found at: http://www.columbiarivercrossing.org/FileLibrary/TechnicalReports/TravelDemandModelReview_PanelReport.pdf An additional study of induced growth was conducted by Metro during summer 2010 using its Metroscope model. This quantitative study also concluded "that the proposal would have negligible impact on population and employment growth in Clark County, when comparing the projected growth that would occur with the project with the projected growth that would occur even with no change to the existing bridge." According to Metro, the three main conclusions from its summer 2010 analysis using Metroscope were: • The CRC project produces a minor difference in regional growth relative to the no-build alternative and almost no change compared to the No-Build if tolls are imposed on I-5.

Metro Conditions from Exhibit A to Resolution No. 08-3960B

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			• The results using Metroscope reinforce the previous qualitative analysis with its quantitative approach. • The no-build and build scenarios result in basically the same growth patterns for population and employment and confirm the validity of the approach used for forecasting traffic volumes in the Draft and Final EIS involving holding population and employment forecasts constant between the Build and No-Build scenarios. Results of the Metroscope analysis were summarized by Metro in its news release that can be found at: http://news.oregonmetro.gov/1/post.cfm/metro-finds-columbia-river-crossing-toll-bridge-with-light-rail-would-have-negligible-impact-on-growth
	G	Preservation of Freight Access – Describe the physical improvements and tolling methods that will be used to ensure trucks are granted priority due to their importance relative to single-occupant autos; ensure that freight capacity at interchanges is not diminished by industrial land use conversion.	The importance of freight has been recognized throughout the project. The Freight Working Group provided key input to the design process, including the design of key interchanges such as the Marine Drive interchange. The design standards used for the project seek to accommodate trucks used in commerce. The ramp terminals, ramps, and interchanges have been sized to provide needed capacity for trucks. Freight-only lanes and ramps were considered, but were not recommended by the Freight Working Group. The project's plan for the Marine Drive interchange includes a flyover ramp from eastbound Marine Drive to northbound I-5 and braided ramps on southbound I-5 between the Marine Drive and Interstate/Victory Boulevard interchanges. Analyses conducted for the project indicate that neither of these is required short-term and can be delayed until after year 2030. Both projects, however, are considered part of a long-term solution because of the importance of accommodating freight movements, particularly those associated with the Port of Portland and other industrial uses along Marine Drive. The revised plan for the Hayden Island Interchange includes provision of an arterial bridge across the Portland Harbor, connecting Hayden Island to North Interstate Avenue and Martin Luther King Blvd in lieu of ramp connections through the I-5/Hayden Island interchange complex to the Marine Drive interchange. This has a beneficial impact for freight by removing this auto traffic from the key freight access interchange, the Marine Drive interchange. Electronic tolling is planned for the project. It is currently assumed that trucks will pay more based on number of axles or weight. Both DOTs share the concern about capacity being used up by unplanned non-industrial development, but must rely upon the partners with land use authority to prevent industrial lands from being converted to other uses with unacceptable transportation impacts. One of the relatively new methods of protecting the capacity of interchanges being used in Oregon is an Interchange Area Management Plan (IAMP). An IAMP identifies long-range improvements, access management strategies, and land use tools that are used to protect the interchange. IAMPs are adopted by the local jurisdiction and by the Oregon Department of Transportation. Development of IAMPs is underway for both the Hayden

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			Island and Marine Drive interchanges and will include provisions dealing with limits on conversion of industrially zoned land to commercial. In addition, changes to industrially zoned land is controlled by Metro's Urban Growth Management Functional Plan (Title 4) which limits non-industrial uses in areas designated Regionally Significant Industrial area which applies to significant areas near the interchanges in the CRC bridge influence area. Adoption by the City of Portland and the Oregon Transportation Commission are expected sometime during 2011.
	H	Light Rail Transit – Implement light rail transit as a required element in any plan that moves forward.	Light rail transit was selected as the high capacity transit mode and is being advanced as a key element of the project. Confirmation of the selection of light rail transit as a project element will be with the publication of the Final EIS and the issuance of the Record of Decision. Both actions are expected in 2011. The project will pursue final design in 2012 contingent on the FTA's approval of a capital and operating financing plan. In addition, C-TRAN is considering referral of a measure to the voters for operating support for LRT.
	I	Design of Bicycle and Pedestrian Facilities – Undertake additional design to include "world class" bicycle and pedestrian facilities on the bridge, approaches and throughout the bridge influence area; meet or exceed standards; be adequate to meet the demand considering tolls and other transportation demand measures.	A "world class" facility for pedestrians and bicyclists is being advanced. It will feature a facility for bicyclists and pedestrians on the main span with more width than other facilities in the Portland-Vancouver region and far exceeds minimum standards. The capacity of the facility is calculated to be more than adequate for the predicted use. The Pedestrian and Bicycle Advisory Committee (PBAC) spent considerable effort helping develop a complete system that features a river crossing using one of the lower-level sections of the bridge for the main river crossing. PBAC helped develop appropriate connections at both ends of the project and for Hayden Island. PBAC also recommended development of a future maintenance and security plan that has been endorsed by PSC and committed to by the Oregon and Washington DOTs to include reliable funding for maintenance and security, programming of activity space to create "eyes on the pathway," visible and regular monitoring by security personnel with cameras and call boxes, appropriate lighting and posting of laws and ordinances. Connections for bicyclists and pedestrians to the local network in downtown Vancouver, Hayden Island, and streets and multi-use paths in the vicinity of Marine Drive and Delta Park are still undergoing refinement. The project is committed to providing good connections that meet or exceed all applicable standards, such as width and grade, that avoid or minimize conflicts among modes of travel, and that seeks to improve the existing circuitous routing patterns in the area. Many features needed to implement this vision for a world class facility in the corridor, such as the precise locations, widths, grades, etc will be determined in the final design phase including consultation with local agencies and stakeholders.
	J	Urban Development Impacts at Re-designed Interchanges – Undertake additional	Several of the interchanges, especially the Marine Drive and Hayden Island interchanges, have undergone considerable additional analyses. Key participants in these evaluations have been the Marine Drive Stakeholder Group and the Portland Working Group.

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		evaluation of the impact of redesigned interchanges and urban development potential; preserve and improve access to the Expo Center.	Several options for the Marine Drive interchange were explored. Key issues considered in the designs for the Marine Drive interchange included the impact on freight movements, access to existing industrial uses in the area, access to the Expo Center, and the creation of parcels that could be put to beneficial uses. The Hayden Island interchange also underwent additional study designed to further the Hayden Island Plan and implement features that are supportive of transit, seek to implement a "main street" for Tomahawk Island Drive, and minimize the footprint of the project on Hayden Island. Additional analyses led to a new concept (known as Concept D) utilizing an arterial bridge to provide access between Hayden Island and N. Expo Road with a corresponding elimination of direct freeway ramps within the project design between Hayden Island and the Marine Drive interchange. Efforts are currently underway to incorporate this into a design that will be included as the preferred option in the Final EIS. Additional refinement work addressing urban design characteristics will continue as the project advances toward construction. The Portland Working Group and other stakeholders will be consulted as the project seeks to advance the design and final design details for the local streets, trails, sidewalks, and crosswalks are subject to approval by the City of Portland. Overall, the combination of improvements at and around the Marine Drive and Hayden Island interchanges substantially improves local connectivity and access apart from the freeway improvements and the resulting removal of the congestion bottleneck. Access to/from Expo is substantially improved and representatives from Expo have been involved in the process.
	K	Bridge Design – Consider bridge type and aesthetics before the final design.	In seeking to achieve a quality design meeting aesthetic values, the project has made extensive use of advisory groups including the Urban Design Advisory Committee (UDAG), a Sustainability Working Group, the Independent Review Panel (IRP), the Hayden Island Design Group, and a constructability working group. The Urban Design Advisory Committee (UDAG) developed design guidelines and recommended a two-level, two-bridge concept that is being advanced. Overall guidance has been provided by the IPS and PSC to meet these objectives. UDAG's recommended guidelines are currently being developed into "architectural standards" to be adopted by WSDOT and CRC staff to use as the project moves into final design. These standards will be shared with UDAG, the cities of Portland and Vancouver, Metro, and other stakeholders and will be used for the bridge and other elements of the project. Beginning on November 3, 2010, the Bridge Expert Review Panel began reassessing bridge types, and constraints. In its final report on February 3, 2011, the Panel offered three more feasible bridge type alternatives for consideration, a tied arch, cable-stayed and deck truss. The panel found all three options less expensive and more suitable for the crossing over the Columbia River than the open web box bridge type that had been advanced. At the direction of the governors of

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			Oregon and Washington, the two state DOTs reviewed the Panel's recommendation and reported back to the governors with project findings on February 25, 2011. On April 25, 2011, the governors of Oregon and Washington announced the selection of the deck truss bridge type for the replacement bridge. The governors cited several reasons for the selection including reducing and eliminating risks to schedule and budget; affordability; and the ability to secure funding. The Bridge Panel's final report can be found at: http://www.columbiarivercrossing.com/FileLibrary/GeneralProjectDocs/BRP_Report.pdf The Washington and Oregon DOT's findings can be found at: http://www.columbiarivercrossing.org/FileLibrary/GeneralProjectDocs/DOTs_Draft%20Recommendation.pdf The Governors' announcement can be found at: http://www.columbiarivercrossing.com/FileLibrary/GeneralProjectDocs/DeliverCRC_GovPR.pdf The governors recognized the importance of design and aesthetic considerations and committed to specific actions. They committed to engaging the design community and stakeholders in the design process. They directed the project to add an architect to the project team and establish architectural specifications for the contractor to follow. Details of these actions are being developed and will be announced and advertised by the project. The Governors' April 25, 2011 announcement of the "Next Steps" can be found at: http://www.columbiarivercrossing.org/FileLibrary/GeneralProjectDocs/Gov_BridgeRecommend.pdf

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	LPA 1	Replacement Bridge – Select the replacement bridge option.	The replacement bridge concept with two structures is being advanced.
	LPA 2	Transit Component – Select light rail transit.	Light rail transit is being advanced.
	LPA 3	Facility Size – Conduct additional analysis and seek public involvement focusing on selecting the smallest bridge to meet project needs.	Considerable effort has been undertaken focusing on selecting the most appropriately sized bridge. The efforts have included the formation of the TDM Working Group to craft strategies to reduce travel demand; the formation of a Performance Measures Advisory Committee to develop performance measures to help inform the size and design of the facility; a special study commissioned by the City of Portland to review CRC work and develop other alternatives for Hayden Island and the river crossing; a review of the project conducted by the Independent Review Panel; and additional work focusing on Hayden Island by the Hayden Island Design Group and the Portland Working Group. Public input has been included in key work efforts including the Independent Review Panel and the Hayden Island efforts. In addition, ongoing work is being conducted by the IPS and overseen by the PSC. The PSC recommendation forwarded to the Governors in August 2010 is a facility with 3 through lanes and two auxiliary lanes in each direction and 12-foot shoulders on the main span.
	LPA 4	Architectural Design – Employ the highest quality architectural design allowed by engineering and cost constraints for the North Portland Harbor Bridge and Columbia River Main span; and reconsider the navigation and airspace constraints.	The Urban Design Advisory Group (UDAG) developed design guidelines that have been used to develop design standards employed for the project. UDAG reviewed various bridge features and design elements and recommended a two-bridge, two-level bridge configuration consistent with the design being advanced for the Columbia River main span. Key factors leading to UDAG's recommendation included fewer piers in the river, a narrower corridor, a lesser environmental footprint, more desirable views, and aesthetic opportunities. Driven by cost considerations, the project is advancing a concept that seeks to reuse, rather than replace, the North Portland Harbor span. Beginning on November 3, 2010, the Bridge Expert Review Panel began reassessing constraints, including airspace and navigational requirements, and the feasibility of bridge types. In its final report on February 3, 2011, the Panel offered three more feasible bridge type alternatives for consideration, a tied arch, cable-stayed and deck truss. The panel found all three options less expensive and more suitable for the crossing over the Columbia River than the open web box bridge type that had been advanced. At the direction of the governors of Oregon and Washington, the two state DOTs reviewed the Panel's recommendation and

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			reported back to the governors with project findings on February 25, 2011. On April 25, 2011, the governors of Oregon and Washington announced the selection of the deck truss bridge type for the replacement bridge. The governors cited several reasons for the selection including reducing and eliminating risks to schedule and budget; affordability; and the ability to secure funding. The Bridge Panel's final report can be found at: http://www.columbiarivercrossing.com/FileLibrary/GeneralProjectDocs/BRP_Report.pdf The Washington and Oregon DOT's findings can be found at: http://www.columbiarivercrossing.org/FileLibrary/GeneralProjectDocs/DOTs_Draft%20Recommendation.pdf The Governors' announcement can be found at: http://www.columbiarivercrossing.com/FileLibrary/GeneralProjectDocs/DeliverCRC_GovPR.pdf The governors recognized the importance of design and aesthetic considerations and committed to specific actions. They committed to engaging the design community and stakeholders in the design process. They directed the project to add an architect to the project team and establish architectural specifications for the contractor to follow. Details of these actions are being developed and will be announced and advertised by the project. The Governors' April 25, 2011 announcement of the "Next Steps" can be found at: http://www.columbiarivercrossing.org/FileLibrary/GeneralProjectDocs/Gov_BridgeRecommend.pdf
	LPA 5	Pedestrian/Bicyclist Facility – Provide a "world class" facility for pedestrians and bicyclists across the river and throughout the area.	A "world class" facility for pedestrians and bicyclists is being advanced. It will feature a facility for bicyclists and pedestrians on the main span with more width than other facilities in the Portland-Vancouver region and far exceeds minimum standards. The Pedestrian and Bicycle Advisory Committee (PBAC) spent considerable effort helping develop a complete system that features a river crossing using one of the lower-level sections of the bridge for the main river crossing. PBAC helped develop appropriate connections at both ends of the project and for Hayden Island. PBAC also recommended development of a future maintenance and security plan that has been endorsed by PSC and committed to by the Oregon and Washington DOTs. Refinement work is continuing in cooperation with the Portland Working Group on connections through the Hayden Island transit station area, to Hayden Island's roads and paths, across North Portland Harbor and to the street network and paths south of North Portland Harbor. Refinements are being explored to minimize circuitous travel and conflicts with motor vehicles. The location and design of facilities for pedestrians' and bicyclists' access across North Portland Harbor and for access to the main bridge span is still being explored through the work of the Portland Working Group.

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	LPA 6	Sustainability – Provide the highest level of sustainability design and construction including a stormwater strategy and minimal impact on fish, wildlife, and watershed health.	The project will implement a multi-modal solution in the corridor that will reduce greenhouse gases and energy consumption, thus adding to the sustainability of the entire region. The project has made extensive use of advisory groups relating to design elements, modes of transportation, and sustainability practices. The project's sustainability strategy document, including a section on sustainable construction practices, is currently undergoing refinement. The project's stormwater management approach seeks to meet or exceed all applicable requirements. Additional consultation with permitting agencies and increased emphasis on threatened and endangered species and the regulatory agencies was recommended by the Independent Review Panel (IRP) in its July 2010 report.
	LPA 7	Transportation Demand Management and Tolling – Develop a comprehensive TDM program that includes variable-price tolling in perpetuity.	The TDM Working Group developed both a Construction Phase and a Post-Construction Phase TDM program. The recommended program is a bi-state, multi-pronged approach that seeks to maximize use of alternative modes of travel through targeted marketing and additional services. The IPS has also endorsed a Post-Construction TDM Program to shift an additional 11 percent of peak person trips to non-SOV modes. The TDM Construction Phase Plan has been endorsed by the PSC. Additional follow-on work has been recommended to move toward implementation. The project assumes variable-price tolling that can have an impact on travel demand, but decisions on tolling structure will be decided at a later date. At the direction of the governors of Oregon and Washington, the project is working with the treasurers and legislators of both states to review and refine the financing plan and toll assumptions to minimize financial risk and provide accountability and oversight as the project moves toward construction.
	LPA 8	VMT Reduction – Contribute to a reduction in VMT per capita in the bi-state region.	Meeting state and regional goals for VMT reduction will require comprehensive state and regional strategies. The CRC Locally Preferred Alternative has incorporated aggressive TDM strategies into the project and will more than double transit ridership compared to the no-build scenario, as well as reduce vehicle travel across the Columbia River as compared to the no-build scenario. However, there will need to be a broader strategy adopted by Metro and RTC to accomplish the overall VMT reduction goal, as any one project has a limited effect on a goal of this magnitude. A VMT analysis was conducted to assess the difference between the LPA and the No-Build. Calculations of the regional, 9-hour VMT (4-hour AM peak, the one-hour mid-day peak, and the 4-hour PM peak) showed that the LPA reduced regional travel by 0.78 percent relative to the No-Build. This can be attributed to the use of congestion pricing, extension of light rail, and improved interchange performance would draw vehicles back to the interstate that would have otherwise traveled greater distances on local street networks to avoid heavily congested segments of I-5.

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	LPA 9	Freight Movement – Consider long-range plans for freight movement by truck and rail including improvements to rail facilities.	Improving conditions for freight movement was one of the original elements of the project's Purpose and Need. Early work for the CRC project included developing a technical memorandum "Feasibility of Diverting Truck Freight to Rail in the Columbia River Corridor." This memorandum provided analysis of freight characteristics in the region and identified constraints that are expected to cause trucks to carry an increasing share of regional freight. Freight continues to be a priority and accommodating trucks at the key interchanges and on the mainline has been included in the project being advanced. The LPA has been shown to significantly reduce freight travel times in the corridor. The Freight Working Group met twelve times to consider and address freight issues. The impact of the existing Burlington Northern Santa Fe Railroad (BNSF) bridge, just downstream from the I-5 corridor, has been considered, as well. The scope of the project does not include improvements to privately-owned railroad facilities, including the BNSF bridge, other than mitigation for direct impacts.
	LPA 10	MWESB Contracting – At a minimum, follow City of Portland requirements for employing MWESB contractors.	The project expects to exceed federal requirements for contracting and will be working with the project partners to implement more aggressive contracting strategies. MWESB contracting opportunities have been considered in the development of construction contract packages. Outreach to MWESB contractors has begun and will be intensified with the help of the project partners as the project moves toward construction.
	LPA 11	Financing Plan – Develop a detailed financial plan with federal, state and local sources; identify impact on other transportation projects in the region; develop Oregon gas tax increases that do not detract from allocations to cities and counties.	A Conceptual Financial Plan has been developed and shared with PSC. It illustrates how the project could be funded using a combination of federal funds, state funds, and toll revenues. The project is seeking federal funding from discrete programs for which other projects in the region are not eligible. The federal funding anticipated for the project include the Federal Transit Administration's "New Starts" program and US Department of Transportation's "Projects of National Significance," which has provided some of the funding for planning conducted thus far. The mechanism for the State of Oregon's contribution to the project will be determined by the legislature. Historically, increases in Oregon's gas tax have resulted in more, not less, revenue being allocated to cities and counties. At the direction of the governors of Oregon and Washington, the project is working with the treasurers and legislators of both states to review and refine the financing plan and toll assumptions to minimize financial risk and provide accountability and oversight as the project moves toward construction.
	LPA 12	Greenhouse Gases and Induced Travel Demand – Contract for independent analyses of GHG and induced travel demand for the project.	A Greenhouse Gas Expert Review Panel was convened (report January 8, 2009) and found the "CRC analysis and findings to be reasonable and commends the efforts of the staff to conduct a greenhouse gas analysis for a single project." and that the "Panel agrees with the CRC finding that the locally preferred alternative would generate lower greenhouse gas emissions than the no build alternative." During summer 2010, the Independent Review Panel also reviewed the GHG analyses and concluded CRC had responded appropriately in undertaking GHG analyses. Additional GHG analyses are currently being conducted and will be included in the FEIS.

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			A Travel Demand Model Review Panel was convened (report November 25, 2008) and found the results of the CRC VMT analysis to be reasonable. During summer 2010, the project contracted with Metro to conduct additional analysis with additional runs of its Metroscope model. In July 2010, Metro released the results of its study in which they concluded "the Columbia River Crossing toll bridge with light rail would have negligible impact on growth."
	HI 1	Hayden Island LRT Station – Provide ultra high-quality LRT station that provides a community focal point and safe, attractive and accessible pedestrian and bicycle facilities.	Considerable effort has been focused on the Hayden Island station location and design. Many alternatives and refinements have been considered. Refinement work continues as the project seeks to incorporate the Concept D design for access to Hayden Island and to meet the goals of the Hayden Island Plan adopted by the City of Portland. The Hayden Island Design Group and Portland Working Group are among those that have contributed to the effort. Public outreach has been an important part of the refinement process. IPS and PSC have received status reports on the work related to Hayden Island and the LRT station.
	HI 2	Hayden Island Street Network – Develop arterials accessing the interchange that serve community needs, accommodate bicycles, pedestrians and street trees; consider smaller scale arterials than in the DEIS.	Development of the street network serving Hayden Island continues as the project seeks to advance Concept D for access to Hayden Island. Concept D features an arterial connection from Hayden Island to Portland's street network in the vicinity of Marine Drive. The extension of Tomahawk Drive as an east-west connection serving pedestrians, bicyclists, and autos on Hayden Island is another key feature of the Hayden Island street network. Participation in the development of the transportation network for Hayden Island has included the Hayden Island Design Group and the Portland Working Group. Public outreach has been an important part of the refinement process. Many alternatives have been developed and refined. All concepts have included accommodations for bicyclists and pedestrians and refinement of traffic forecasts has led to the advancement a design that has smaller scale streets in many areas than that presented in the DEIS. Work is continuing on detailed street design of local streets, including those associated with the arterial bridge connection between Hayden Island and streets in the vicinity of Marine Drive. This effort is being conducted with participation by the City of Portland and stakeholders.
	HI 3	Hayden Island Drive and Janzen Beach Drive – Extend both arterial streets to the planned north-south arterial street 600 feet west of the interchange ramp terminals.	The extension of both arterials is part of the project design being advanced. Both will extend to the major north-south street west of the existing shopping center.
	HI 4	Tomahawk Drive – Design this extension under the freeway as a community main street highlighting the needs of pedestrians, bicyclists,	The Hayden Island Design Group and Portland Working Group have been instrumental in refining the concept. The project is advancing Tomahawk Drive following this guidance; it is designed as a main street with bike lanes and wide sidewalks.

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		and local traffic access.	
	HI 5	Areas North of Hayden Island Drive – Consider using areas north of Hayden Island Drive for open space, stormwater management, and habitat restoration.	The project seeks to make optimal use of whatever areas are acquired and balance uses to provide the maximum benefit. The current plan anticipates all of these uses on land north of Hayden Island Drive and beneath or adjoining I-5.
	HI 6	Hayden Island Interchange Area Management Plan (IAMP) - ODOT and the City will cooperate in the development of an IAMP.	The project has provided technical support to ODOT and the City during their development of the IAMP.
	MD 1	Marine Drive Interchange Refinement – Continue to evaluate interchange design alternatives for this key freight interchange; consider land use opportunities, Expo center needs, and wetlands.	The Marine Drive interchange has been the subject of considerable effort including a special study commissioned by the City of Portland that evaluated new design concepts, and shifting the alignment of the interchange and Marine Drive to minimize impacts to Expo center. Work has been assisted by the Marine Drive Stakeholder Group, the Freight Working Group, the Portland Working Group and IPS. The selection of Concept D included a consensus decision on the design of the Marine Drive Interchange. One of the benefits of Concept D is the improvement for freight movements though the interchange resulting from the relocation of certain Hayden Island automobile movements that will occur on an arterial bridge instead of traveling through the Marine Drive interchange. The concept for the Marine Drive interchange is considered to be settled, but some refinement will continue during final design in consultation with the Portland Working Group or though the work being undertaken with ODOT on the Interchange Area Management Plan.
	MD 2	Pedestrian and Bicycle Facilities – Implement pedestrian and bicycle facilities to improve connectivity including Bridgeton to Hayden Island.	Considerable planning has gone into the planning of facilities for bicyclists and pedestrians in the vicinity of Marine Drive. Advisory groups helping with the effort have included the Pedestrian and Bicycle Advisory Committee (PBAC), the Freight Working Group, and the Portland Working Group. Designs for pedestrian/bicycle facilities included in the current plan include connections from the bridge to the Expo LRT station, to pathways along the south side of the Columbia River and to streets (N. Vancouver Way, N. Marine Drive and N. Expo Road). Refinement of the designs for these connections is continuing.

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	MD 3	Bridgeton Trail Extension – Extend the pedestrian and bicycle facilities to Bridgeton including the first phase of the Bridgeton Trail.	The designs included in CRC's current plan include connections from the bridge to the pathways along the Columbia River. This includes a connection to the Bridgeton Promenade, currently planned for construction and funded by the Portland Development Commission and Portland Parks. The planned connection between the Bridgeton Promenade and the CRC project would occur approximately 200 feet west of the existing Marriot building. Anticipated connections would provide access from the Bridgeton Promenade to an accessible bike/pedestrian bridge over North Portland Harbor and along the south side of North Portland Harbor to the west. Finalizing these trail connections will be part of the regional multi-use path evaluation process discussed under LPA 5 above.
	MD 4	Local Street Connection to Kenton – Evaluate the potential for non-freeway connection to Kenton.	Planning in the area of the Marine Drive interchange has always sought to retain local street connections. The current plan, based on Concept D, provides better connections between Hayden Island and Kenton than have other options. Concept D provides a non-freeway connection between Hayden Island and N. Expo Road, through the Expo Transit station area, which enhances the local street network and access to Kenton.
	MD 5	Marine Drive Interchange Area Management Plan (IAMP) – ODOT, the City and the CRC project will cooperate in the development and adoption of an IAMP.	The project has provided technical support to ODOT and the City during their development of the IAMP.
	PB 1	Facilities for Bicyclists and Pedestrians – Provide three separated facilities: northbound cyclists, southbound cyclists, and pedestrians adjacent to the high-capacity transit facility.	This specific recommendation of providing facilities for bicyclists and pedestrians along the high-capacity transit facility was based on the prior "three bridge" concept that has since been abandoned. The Pedestrian and Bicycle Advisory Committee recommended, and PSC endorsed a concept providing for a bicycle and pedestrian facility using the lower level of one of the two bridges. The PBAC recommendation provides for separation between pedestrians and bicyclists. Refinement work is continuing in cooperation with the Portland Working Group on connections through the Hayden Island transit station area, to Hayden Island's roads and paths, across North Portland Harbor and to the street network and paths south of North Portland Harbor. The location and design of facilities for pedestrians' and bicyclists' access across North Portland Harbor and for access to the main bridge span is still being explored through the work of the Portland Working Group.
	PB 2	Facilities for Bicyclists and Pedestrians – Provide rest areas and lookout points on the river crossing bridges.	These specific elements are contained in the plan being advanced.

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	PB 3	Facilities for Bicyclists and Pedestrians – Provide a continuous design and connect the Hayden Island and Expo transit stations.	The plan being advanced provides for a pedestrian/bicycle facility on the lower deck of the main span across the Columbia River. Across Hayden Island, the path will run parallel with the LRT tracks. For the crossing of North Portland Harbor, the plan provides for the pedestrian/bicycle connection to be on the bridge carrying LRT and a local street connection from Hayden Island to N. Expo Road. The Portland Working Group is still examining other possibilities to improve connections for bicyclists and pedestrians that reduce conflicts among modes and with motor vehicle traffic.
	PB 4	Pedestrian Connection from Bridgeton to Hayden Island – Provide an urban standard pedestrian facility on the east side of the Portland Harbor Bridge.	The PSC recommended that the pedestrian connection between Bridgeton and Hayden Island be provided on the new bridge, west of I-5, which accommodates LRT, a local street connection, and facilities for pedestrians and bicyclists. Locating the facilities for pedestrians and bicyclists on this structure has benefits for the entire interchange design. The Portland Working Group is still examining other possibilities to improve connections for bicyclists and pedestrians that reduce conflicts among modes and with motor vehicle traffic.
	PB 5	Facilities for Bicyclists and Pedestrians at the Hayden Island and Marine Drive Interchanges – Implement identified improvements for bicyclists and pedestrians at these two interchanges.	The plan being advanced provides for a pedestrian/bicycle facility on the lower deck of the main span across the Columbia River. Across Hayden Island, the path will run parallel with the LRT tracks. For the crossing of North Portland Harbor, the plan provides for the pedestrian/bicycle connection to be on the bridge carrying LRT and a local street connection from Hayden Island to N. Expo Road. The plan allows bicyclists and pedestrians to avoid most of the high-volume ramps and roadways as they traverse these areas. The design of facilities for bicyclists and pedestrians was developed in consultation with the Pedestrian and Bicycle Advisory Committee and the Portland Working Group.
	UD 1	Bridge Design – Produce a signature distinctive design for the bridges given physical limitations and cost considerations.	The Urban Design Advisory Committee developed a set of design guidelines that have been used to advance project elements. UDAG endorsed a two-level, two-bridge concept featuring an open-web design allowing LRT and pedestrian/bicycle facilities on the lower levels of the bridges. There continue to be discussions about the design and aesthetics with UDAG and with the general public. The Bridge Expert Review Panel, which convened in November 2010, is reviewing possibilities for creating a signature design as well as reviewing the navigation and aviation constraints.
	UD 2	Marine Drive Interchange – Consider a new interchange configuration that strengthens the connection of publicly-owned properties with the North Portland Harbor waterway and provides opportunities for redevelopment.	A wide range of alternatives was explored for the Marine Drive Interchange. Important factors included serving existing uses and creating parcels of sufficient size and configuration that provide development opportunities for appropriate uses. Key participants included the Marine Drive Stakeholder Group, the Freight Working Group, and the Portland Working Group. The interchange design being forwarded balances the needs of all groups and does strengthen connections and provide opportunity for redevelopment. The concept for the Marine Drive interchange is considered to be settled, but some refinement will continue during final design in consultation with the Portland Working Group.

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	UD 3	Hayden Island Interchange and Transit Station – Integrate the design and function of the interchange and transit station and support the Hayden Island Concept Plan.	Many options have been considered in design of the Hayden Island interchange and the Hayden Island LRT station. They have undergone considerable evaluation and refinement. All concepts have been evaluated in the context of the Hayden Island Plan. Key participants in the process have included the Hayden Island Design Group and the Portland Working Group. Refinement work continues as the project seeks to integrate Concept D with the plans for the Hayden Island LRT station and interchange.
	UD 4	North Portland Harbor Design Elements – Consider making iconic design elements for North Portland Harbor analogous to those used at the future iconic Evergreen Street lid in Vancouver.	The decision to reuse, rather than replace, the North Portland Harbor Bridge leads to considering the design elements for the new, local street/LRT/bicycle/pedestrian bridge. A design for the Evergreen Street lid has not been developed.
	EJ 1	Impact of Tolls on Low- Income People – Assess the impact of tolls on low-income people, including toll avoidance and limited access to technology for payment of tolls.	This has been assessed and will be documented in the Final EIS. As currently conceived, tolls will be applied on the basis of trips by vehicle type with large trucks paying more than autos. For all users of the facility, there will be alternatives to paying tolls including public transit, bicycle and pedestrian alternatives. Transportation demand management options including vanpooling and carpooling can reduce the impact of tolls. Tolls were found to have an impact, but would not have a disproportionate adverse impact on low income people. This conclusion is based on guidance contained in FHWA Order 6640.23, which defines a disproportionate adverse impact as one that is “appreciably more severe” than that borne by non-minority or non-low income populations. A variety of methods would be used to help assure low-income drivers would have access to transponders used by the electronic tolling system.
	EJ 2	Impact of the Project on Access to Affordable Housing and Employment – Assess the impact of the project on low-income and minority populations in regard to affordable housing and employment.	This has been assessed and will be documented in the Final EIS. There is not a disproportionate impact on low-income and minority populations. The major steps to the impact analysis that followed or occurred simultaneously with data collection were: neighborhood resource mapping, the completion of displacement surveys, review of potential impacts and benefits from other disciplines (such as Air Quality), evaluation of potential impacts to low-income housing developments, and a robust outreach and communication program.
	EJ 3	Impact of the Project on Populations Below the Poverty Level – Assess the impact of the project on populations at or below	This is being assessed and will be documented in the Final EIS. There is not a disproportionate impact on low-income populations. U.S. Census and other data on poverty status were used to identify the geographic distribution of low-income populations. Gathering data was the first major effort in conducting a demographic analysis and was largely completed prior to the impact analysis. Additional baseline

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		the poverty level.	information included: Information relevant to EJ from the I-5 Strategic Plan, Percentages of environmental justice populations in the primary and secondary study areas, existing community facilities and resources such as services, businesses, parks, and community centers, and current noise, air quality, and transportation conditions.
	PR 1	City of Portland Participation – The City asserts its right to participate in post-LPA decisions; the City will conduct hearings on post-LPA decisions; the City declares financial, GHG, and design constraints to be immediate priorities.	The City of Portland is a key partner in the project and has representatives on PSC, IPS and provides staff support for all appropriate working groups and advisory committees. The project has responded to the City's priorities by undertaking financial planning, engaging an expert panel to review greenhouse gas estimates, and using the PSC and IPS to address a variety of issues relating to the size and design of the facility. For key issues raised in PR2 of the City of Portland's Resolution No. 36618, also see the responses to Conditions LPA 3, LPA 4, LPA 5, LPA 7, LPA 10, LPA 11, PB 1, HI 1, HI 6, and MD 1, above.
	PR 2	Continuation of Advisory Groups – Continue using advisory groups for freight, pedestrians/bicycles, urban design and environmental justice; consider combining design advisory groups.	The project continues to make use of these advisory groups and others to advance the project. The IRP suggested a revised advisory committee approach. The IPS and PSC continue to provide guidance on the project and review advisory group recommendations.
	PR 3	Bi-State Coordinating Committee Role – The Committee should review post-LPA project recommendations and offer comments. The committee should consider strengthening its land use accord.	The PSC has assumed the role of guiding the project and reviewing post-LPA project recommendations.

Southwest Washington Regional Transportation Council Conditions from Resolution 07-08-10

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OVERALL STATUS CATEGORY	NUMBER	ISSUE	STATUS
	1	River Crossing – Construct two bridges with three through lanes in each direction with the number of auxiliary lanes to be determined and reconstructed interchanges.	The plan being advanced consists of two bridges with three through lanes and two auxiliary lanes in each direction. Under the direction of PSC and IPS, additional studies were conducted during summer 2010 to evaluate the number of auxiliary lanes.
	2	High Capacity Transit – Select light rail transit as the high capacity transit mode.	Light rail transit was selected as the high capacity transit mode.
	3	High Capacity Transit Northern Terminus and Alignment – Select Clark College as the northern terminus with Washington-Broadway and McLoughlin as the preferred route.	Clark College has been selected as the northern terminus. Washington-Broadway is the north-south route. Additional studies resulted in the selection by Vancouver and C-TRAN of 17th Street instead of McLoughlin.
	4	Multi-Modal Project – Produce a balanced, multi-modal project with highway, high capacity transit, freight movement, transportation demand management and bicycle and pedestrian improvements.	The project will implement a multi-modal corridor solution in a corridor. Key elements include the addition of light rail transit and improved facilities for pedestrians and bicyclists. The project seeks to improve freight access in key locations. A transportation demand management plan has been developed.
	5	Formal Oversight Committee – Create a formal oversight committee with representatives from the partner agencies and two representatives of the public.	The Project Sponsors Council with representatives from the partner agencies was established and is guiding the project through the current phase of the project.
na	6	Regional Bottlenecks – Direct the Bi-State Coordination Committee to evaluate other regional bottlenecks.	The project team has focused its efforts addressing the issues on project's Purpose and Need statement. The CRC project team does not have the authority to direct the work of the Bi-State Coordination Committee, but the project's partner agencies are all represented on the Bi-State Coordination Committee.

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	7	Cost Sharing – River crossing costs should be shared equally between the states; roadway and interchanges should be funded within each state; transit capital, operation, and maintenance costs should be shared in proportion to length of new track in the corridor in each state.	The project's Financial Plan has not gone to this level of detail though it is generally assumed that the cost sharing would generally follow this arrangement for highway elements. The transit operation and maintenance cost sharing between C-TRAN and TriMet will be subject to further negotiations. An application for $850 million has been submitted under the FTA's New Starts program.
	8	Equity Associated with Tolling Revenues – Consider alternative methods to achieve equity related to tolling such as providing Washington residents with Oregon income tax credits.	Tolling issues and equity issues will be addressed overtime by the CRC advisory and governing bodies, which will include a Mobility Council, and by the Transportation Commissions and legislatures of each state. Proposals relating to Oregon income taxes would require action by the state legislature.
	9	Financing Plan – Develop a financing plan including costs and revenues for presentation to the project partners and the public.	A Conceptual Finance Plan was developed and shared with the PSC in December, 2009. The plan illustrates how the project could be funded using a combination of federal and state funds and toll revenues. Subsequently, the PSC received additional presentations related to tolling and federal funding priorities. Additional work is proceeding on various financial topics and will be shared with IPS and PSC and included in the FEIS as appropriate. Financing issues will continue to evolve with consultation among the project partners. At the direction of the governors of Oregon and Washington, the project is working with the treasurers and legislators of both states to review and refine the financing plan and toll assumptions to minimize financial risk and provide accountability and oversight as the project moves toward construction.
	10	Tolling Revenues – Develop a plan to educate the public about tolls; limit the cost of tolls to that necessary to fund the local share; maximize use of all other state and federal funding.	A significant public outreach effort was conducted during the 2009 Tolling Study. Conversations with the public will continue until the rates are set by the Washington and Oregon Transportation Commissions. The project's Conceptual Financial Plan, presented to the PSC, proposed to maximize state and federal funding. Further discussions of costs and revenues will occur among project partners.
	11	High Capacity Transit Operations Financing – Submit any transit operations financing plan to voters.	C-TRAN is planning to place a ballot measure for operational funding in August or November 2012.

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	12	Sustainability, Cost Efficiency and Context Sensitivity and Greenhouse Gasses – Design the project following principles of sustainability, cost efficiency, context sensitivity; undertake additional analysis of greenhouse gasses from the project.	The project seeks to follow these principles. Key efforts include a sustainability working group with members from the partner agencies, the Urban Design Advisory Group, and other committees that have helped advance the project. Further details will be developed following these principles as the project proceeds toward construction. A Greenhouse Gas Expert Review Panel was convened (report January 8, 2009) and found the "CRC analysis and findings to be reasonable and commends the efforts of the staff to conduct a greenhouse gas analysis for a single project." and that the "Panel agrees with the CRC finding that the locally preferred alternative would generate lower greenhouse gas emissions than the no build alternative." During summer 2010, the Independent Review Panel also reviewed the GHG analyses and concluded CRC had responded appropriately in undertaking GHG analyses. Additional GHG analyses are currently being conducted and will be included in the FEIS.

TASK FORCE CONDITIONS FROM FINAL RESOLUTION 6/24/2008

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	1	Mitigation Plan - develop a mitigation plan with avoidance of adverse impacts where possible.	Avoiding and minimizing adverse impacts has been a principal objective throughout the project's development. Mitigation for many project impacts was identified in the Draft EIS. Additional mitigation was developed in response to public and agency comments and will be presented in the Final EIS.
	2	Sustainability Plan - develop a sustainability plan and form a sustainability working group.	A sustainability working group with representatives from partner agencies was formed to help guide the development of a sustainability strategy. The strategy, which incorporates the many sustainability principles of the partner agencies, is currently underway. Refinements are anticipated to occur as the project proceeds toward construction.
	3	Auxiliary Lanes - determine number for safety and functionality.	During summer 2010, additional study was undertaken through the Integrated Project Staff (IPS) and the Project Sponsors Council (PSC). The IPS recommendation forwarded to the PSC on August 5, 2010 was for three through lanes and two auxiliary lanes in each direction and with 12-foot shoulders. PSC concurred and forwarded its recommendation to the Governors on August 13, 2010.
	4	Enhancements - provide enhancements within potentially impacted communities.	The project seeks to enhance the livability of the region and the communities through which it passes by solving existing transportation problems and providing multi-modal transportation options and opportunities including light rail transit, bicycle and pedestrian facilities, and a safer highway network where users experience less congestion. Examples of enhancements include rebuilding sections of local streets in downtown Vancouver in connection with light rail, rebuilding streets on Hayden Island, including the creation of a new street, improving access to the Columbia River in the vicinity of the Marine Drive interchange, a world class bicycle facility over the Columbia River with enhanced connections to the local bicycle network, and the art component of the transit elements of the project. Mitigation, which is a similar but different concept, is also proposed within the potentially impacted communities.
	5	Enhancement Fund - establish an enhancement fund, in addition to mitigation, for use in the impacted areas.	The philosophy of the project is to leave the area better off and to provide enhancements within the community as part of the overall project design rather than providing a funding source for enhancement elements separate and disjointed from the rest of the project. Significant enhancements are part of the project (see Issue 4, above). Washington DOT can use its funds only for mitigation with a nexus to the project. An enhancement fund is not currently being considered.
	6	Interchanges - design to meet state(s) and federal safety and engineering standards while minimizing impacts.	Designing interchanges to meet applicable standards or achieve the best possible design given the constraints has been a guiding principle in the project's development. The interchange designs have been vetted through a process involving the project partners and advisory groups, including the Freight Working Group, the Hayden Island Working Group, and the Pedestrian and Bicycle Advisory Committee.

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			Some design exceptions or deviations from standards will be required and are being processed according to the procedures of the respective DOTs.
	7	Interchanges - design to be freight sensitive and improve mobility while minimizing impacts.	Designing interchanges to accommodate existing and forecast freight movements has been a guiding principle of the project's development. The interchange designs, especially the Marine Drive interchange, have been vetted through a process involving the project partners and the Freight Working Group.
	8	Advance Tolling - implement tolls as soon practical and permissible to manage travel demand and provide funding.	Various tolling scenarios have been developed and shared with the PSC. The scenarios included some with early implementation of tolls. Tolling of I-5 during construction of a new facility is permissible under federal statutes, but no recommendations or decisions about tolling during construction have been made. Decisions on tolling, including the possibility of advance tolling as well as toll rates and toll structure, will be made by the appropriate bodies after consultation with the project's local partners and a public outreach and education process. Under current statutory authority, the Washington Transportation Commission and the Oregon Transportation have tolling authority in their respective states. In Washington, the legislature reserves the authority to impose tolls on any state route or facility. At the direction of the governors of Oregon and Washington, the project is working with the treasurers and legislators of both states to review and refine the financing plan and toll assumptions to minimize financial risk and provide accountability and oversight as the project moves toward construction. The issues of tolling and tolling authority may also be explored in the forthcoming discussions on governance related to the project.
	9	Public Vote - conduct a public vote as applicable for the implementation of light rail.	C-TRAN has scheduled a public vote related to funding of light rail operations for August or November2012.
	10	Bridge Design - develop an aesthetically pleasing, sustainable, and cost-efficient river crossing.	In seeking to achieve these attributes, the project has made extensive use of advisory groups including the Urban Design Advisory Committee (UDAG), a Sustainability Working Group, the Independent Review Panel (IRP), the Hayden Island Design Group, and a constructability working group. The Urban Design Advisory Committee (UDAG) developed design guidelines and recommended a two-level bridge that is being advanced. Overall guidance has been provided by the IPS and PSC to meet these objectives. Beginning on November 3, 2010, the Bridge Expert Review Panel began reassessing bridge types, and constraints. In its final report on February 3, 2011, the Panel offered three more feasible bridge type alternatives for consideration, a tied arch, cable-stayed and deck truss. The panel found all three options

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			less expensive and more suitable for the crossing over the Columbia River than the open web box bridge type that had been advanced. At the direction of the governors of Oregon and Washington, the two state DOTs reviewed the Panel's recommendation and reported back to the governors with project findings on February 25, 2011. On April 25, 2011, the governors of Oregon and Washington announced the selection of the deck truss bridge type for the replacement bridge. The governors recognized the importance of design and aesthetic considerations and committed to specific actions. They committed to engaging the design community and stakeholders in the design process. They directed the project to add an architect to the project team and establish architectural specifications for the contractor to follow. Details of these actions are being developed and will be announced and advertised by the project.
	11	Sustainability - design the river crossing, transit and pedestrian/bicycle facilities to be a model of sustainable design and construction serving the built and natural environment.	The project will implement a multi-modal corridor solution in a corridor thus adding to the sustainability of the entire region. Key elements include the addition of light rail transit and improved facilities for pedestrians and bicyclists. The project has made extensive use of advisory groups relating to design elements, modes of transportation, and sustainability practices. An advisory group with membership from the partner agencies is developing a sustainability strategy that will be refined as the project moves toward construction.
	12	Light Rail Stations - develop stations to meet the highest standard for operation and design.	Extensive analysis and planning has been conducted for each light rail station. The Portland Working Group, Hayden Island Design Group, and Vancouver Working Group have been most heavily involved in the design efforts. UDAG was instrumental in developing design guidelines that have been used to help integrate all elements of the project's design. Work continues on light rail station design including a major effort currently underway on the Hayden Island station and incorporating the design consistent with "Concept D."
	13	Bicycle/Pedestrian Facility - develop a "world class" facility and consider provisions for scooters, mopeds, and neighborhood electric vehicles.	The plan for bicyclists and pedestrians being advanced meets or exceeds all applicable standards and is far superior to the existing, substandard facilities. Careful work has been undertaken, including reviews by PBAC, the Portland Working Group and Vancouver Working Group, to assure good connections with existing and planned facilities on both ends of the bridge and on Hayden Island. The overall path width across the Columbia River is greater than any other structure in the Portland/Vancouver region. PBAC did review information on the status of scooter, moped and neighborhood electric vehicle use, but did not recommend shared use of the planned bicycle/pedestrian facilities. Under current law, these vehicles are also prohibited from using Interstate highways.

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	14	Overall - Solve safety, congestion and mobility problems while reinforcing statewide goals to reinforce density in the urban core and compact development.	The project seeks to address existing safety problems, reduce congestion and improve mobility though a multi-modal solution in the corridor. Work by advisory groups, such as the Performance Measures Advisory Group, have sought to identify measures that help achieve the safety, congestion relief, and mobility metrics while avoiding negative consequences associated with increases in capacity for motor vehicles. Further refinements were overseen by the IPS during the summer 2010. Among other analyses, the results of Metro's Metroscope modeling indicated that the project being advanced at this time would have negligible impact on growth.
	15	TDM - develop program to encourage more efficient use of road capacity	The TDM Working Group developed both a Construction Phase and a Post-Construction Phase TDM program. The recommended program is a bi-state, multi-pronged approach that seeks to maximize use of alternative modes of travel through targeted marketing and additional services. The IPS has also endorsed a Post-Construction TDM Program to shift an additional 11 percent of peak person trips to non-SOV modes. The Construction Phase TDM Plan was endorsed by the PSC. Additional follow-on work has been recommended to move toward implementation.
	16	Greenhouse Gas - seek independent validation of GHG and climate change analysis presented in the DEIS to determine effect on air quality, carbon emissions and VMT.	A Greenhouse Gas Expert Review Panel was convened (report January 8, 2009) and found the "CRC analysis and findings to be reasonable and commends the efforts of the staff to conduct a greenhouse gas analysis for a single project." and that the "Panel agrees with the CRC finding that the locally preferred alternative would generate lower greenhouse gas emissions than the no build alternative." During summer 2010, the Independent Review Panel also reviewed the GHG analyses and concluded CRC had responded appropriately in undertaking GHG analyses. Additional GHG analyses are currently being conducted and will be included in the FEIS.

TriMet Conditions from Resolution 08-07-58

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	1	Oversight Committee – Create a formal oversight committee to guide the project.	The Project Sponsors Council with representatives from the partner agencies was established and is guiding the project.
	2	LPA Refinement – Refine the LPA with continued use of the Freight Working Group, Pedestrian and Bicycle Advisory Committee, Urban Design Advisory Group, Community and Environmental Justice Group and the Sustainability Working Group.	The Locally Preferred Alternative has been refined with the help of these groups. Examples include refinement of the Marine Drive and Hayden Island interchanges, the selection of the two-bridge, two-level crossing, and the pedestrian/bicyclist facilities included in the bridge.
	3	Vancouver Transit Alignment – Develop options and define impacts and costs for the Vancouver alignment accounting for development opportunities, safety and efficiency, traffic movement, construction costs and impacts.	Extensive analysis and planning has been conducted for the light rail alignment in Vancouver and each light rail station. The Vancouver Working Group, the Vancouver Transit Advisory Committee have been involved in developing and refining the Vancouver portion of the LRT system. A preferred alignment has been selected based on this process and will be advanced in the Final EIS.
	4	Park and Rides – Conduct further analysis on the size and design of park and rides accounting for ridership and cost-effectiveness, impacts on the street network and integration with the surrounding land uses; document in the FEIS.	Extensive analysis and planning has been conducted for the project's park-and-ride facilities. The Vancouver Working Group and the Vancouver Transit Advisory Committee have been involved in helping develop and refine all elements of the LRT system. More detail on the preferred system and facilities will be provided in the Final EIS.
	5	Downtown Transit Alignment Design and Treatments – Develop stations, furnishings, roadwork and sidewalk element s in character appropriate to downtown Vancouver.	The Vancouver Working Group and the Vancouver Transit Advisory Committee have been involved in helping develop and refine the Vancouver portion of the LRT system. Design principles developed by the Urban Design Advisory Group have also been used to inform the designs. Additional refinement will occur as the project moves toward construction.
	6	Transit Station Locations – Refine station locations accounting for safety,	Refinement of all station locations has been undertaken. The location of a new station at Expo has been selected after studying several options. Refinement of the station at Hayden Island is

TriMet Conditions from Resolution 08-07-58

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		compatibility with surrounding uses, cost-effectiveness and efficiency of operations.	continuing as the project team works to integrate Concept D into the project. A public process is currently underway. Extensive analysis and planning has been conducted for the light rail alignment in Vancouver and each light rail station. The Vancouver Working Group and the Vancouver Transit Advisory Committee have been involved in developing and refining the Vancouver portion of the LRT system. Locations of Vancouver transit stations have been endorsed by Vancouver and C-TRAN and are being advanced in the Final EIS.

City of Vancouver Conditions from "Framework for Project Related Mitigation and Enhancements" (attached to Resolution M-3663)

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	1	Vancouver City Center Vision – Support connections identified in the Vancouver City Center Vision and minimize barriers especially those between downtown and the Historic Reserve. Seek to enhance the seven community connections specified in the Resolution's Attachment A.	The project seeks to implement key elements of the Vancouver City Center Vision and minimize the impact of changes in the I-5 corridor. Some of the specified connections, including the Evergreen Freeway Lid, the extension of Main Street, and opening up land along Columbia Way and the river, are being advanced as part of the project.
	2	Construction Disruption – Dedicate resources to manage construction disruption and alleviate direct and indirect impacts to travel and business conditions. Mitigation measures include additional public transit, business support, and support of a transportation management association or similar group, and direct or indirect financial aid to minimize construction impacts.	The project is committed to minimizing construction impacts and mitigation by all appropriate measures. As part of the effort, the PSC has already endorsed a Transportation Demand Management (TDM) Plan with Pre-Construction and Construction Phases. Additional work will be undertaken as the project advances including more detailed analysis of project phases, the identification of construction impacts, and plans to mitigate. This will be a major effort as the project advances. Input will be sought from Vancouver staff, businesses, property owners, and residents.
	3	Mitigate for Pavement Deterioration from Construction – Restore or otherwise mitigate for direct impacts of construction activity.	The project is committed to appropriate mitigation for all construction impacts including degradation of pavement.
	4	Bridge Design – Produce a signature design using the highest quality bridge architecture allowable by engineering limitation and reasonable cost.	The Urban Design Advisory Group (UDAG) developed design guidelines that have been used to develop technical standards for the project. UDAG reviewed various bridge types and design elements and recommended a two-level bridge consistent with the design being advanced for the Columbia River main span. On April 25, 2011, the governors of Oregon and Washington announced the selection of the deck truss bridge type for the replacement bridge. The governors recognized the importance of design and aesthetic considerations and committed to specific actions. They committed to engaging the design community and stakeholders in the design process. They directed the project to add an architect to the project team and establish architectural specifications for the contractor to follow. Details of these actions are being

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			developed and will be announced and advertised by the project.
	5	Bridge Design – Employ iconic elements and design principles for the main span and all bridges between SR-14 and SR-500.	The Urban Design Advisory Group (UDAG) developed design guidelines that were presented in its July 2008 report, Design Guidance for the Columbia River Crossing. The report included design concepts for various elements of the CRC project, including interchanges and other project elements in Vancouver between SR-14 and SR-500. The UDAG design standards will be employed to the design of other bridges as the project advances. On April 25, 2011, the governors of Oregon and Washington announced the selection of the deck truss bridge type for the replacement bridge. The governors recognized the importance of design and aesthetic considerations and committed to specific actions. They committed to engaging the design community and stakeholders in the design process. They directed the project to add an architect to the project team and establish architectural specifications for the contractor to follow. Details of these actions are being developed and will be announced and advertised by the project.
	6	Sustainability – Provide the highest level of sustainable design and construction to assure least cost environmental footprint given the project's scale and diversity of infrastructure.	The project will implement a multi-modal corridor solution in the corridor thus adding to the sustainability of the entire region. The project has made extensive use of advisory groups relating to design elements, modes of transportation, and sustainability practices. The sustainability strategy developed with the support of a sustainability working group with representatives of the project partners is currently undergoing refinement.
	7	Design of Light Rail System and Structures – Meet high-quality architectural and street design standards; design the facilities for maximum rider and community safety using design principles and supplemental technology.	Extensive analysis and planning has been conducted for the light rail alignment in Vancouver and each light rail station. The former Vancouver Working Group and the existing Vancouver Transit Advisory Committee have been involved in developing and refining the Vancouver portion of the LRT system. UDAG was instrumental in developing design guidelines that have been used to help integrate all elements of the project's design. Work continues on light rail station design including connections with parking facilities, the local streets, and the downtown core. Further refinement will continue as the design progresses.

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	8	Pedestrian and Bicycle Facilities – The river crossing should be designed to a "world class" standard and should contemplate non-auto vehicle classes in the future.	The plan being advanced meets or exceeds all applicable standards and is far superior to the existing, substandard facilities. Careful work has been undertaken, including reviews by Pedestrian and Bicycle Advisory Committee, the Portland Working Group and former Vancouver Working Group, to assure good connections with existing and planned facilities on both ends of the bridge and on Hayden Island. The overall path width across the Columbia River is greater than any other structure in the Portland/Vancouver region. PBAC did review information on the status of scooter, moped and neighborhood electric vehicle use, but did not recommend shared use of the planned bicycle/pedestrian facilities. Under current law, these vehicles are also prohibited from using Interstate highways.
	9	Transportation Demand Management – Use TDM to help manage peak period auto demand and support downtown Vancouver's circulation goals.	The TDM Working Group developed both a Construction Phase and a Post-Construction Phase TDM program. The recommended program is a bi-state, multi-pronged approach that seeks to maximize use of alternative modes of travel through targeted marketing and additional services. The IPS has also endorsed a Post-Construction TDM Program with a goal of shifting an additional 11 percent of peak person trips to non-SOV modes. The TDM Construction Phase Plan has been endorsed by the PSC. Additional follow-on work has been recommended to move toward implementation.
	10	Pedestrian and Bicycle Linkages to LRT Stations – Provide good connections to LRT stations including infill of missing sections.	The importance of good connections to the LRT stations is clearly understood by the former Vancouver Working Group, Vancouver Transit Advisory Committee and the project team. The Pedestrian and Bicycle Advisory Committee has also helped address connections. Most work thus far has focused on the immediate area of each station, further details will be developed and the analysis will be expanded as the project proceeds toward construction.
	11	Transit Stations and Park and Ride Facilities – Design active, secure facilities that support the surrounding community; consider ground floor retail and public/private development.	Working with the former Vancouver Working Group and current Vancouver Transit Advisory Committee, the project is advancing designs that follow these principles. Ground floor retail is a key element of the park and ride facilities.
	12	Transit System Safety and Security – Deploy strategies and measures to assure maximum security and safety for patrons and the	Working with the former Vancouver Working Group and current Vancouver Transit Advisory Committee, the project is advancing designs that seek to implement a secure and safe system for both patrons and the community. Emphasis has been on location of facilities. Safety and security

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		adjacent community.	will continue to be priorities as the project advances through design, construction, and operation. A Safety and Security Committee is currently developing a formal Safety and Security Management Plan to address issues for all phases of the project. Safety and security issues are being addressed related to station design and operation, on-board passenger safety, as well as operations, enforcement and legal aspects.
	13	Transit Park and Ride Facilities – Design facilities to integrate with surrounding neighborhoods; control and mitigate for traffic impacts and prevent neighborhood overflow parking.	Extensive analysis has been undertaken, including work with the former Vancouver Working Group, the current Vancouver Transit Advisory Committee, and the broader Vancouver community to evaluate and select the preferred light rail transit alignment, transit stations and park and ride facilities. The locations of park and ride facilities, especially the SR 14 facility, have undergone multiple revisions. The traffic analyses have all used park and ride facility capacity to assess impacts and determine the extent of local street system improvements. Additional work will be undertaken as the project moves toward construction and operations.
	14	Transit Park and Ride Facilities – Design facilities to facilitate non-park and ride traffic circulation and minimize impact of buses serving transfer stations.	Particular attention has been paid by the project team to the impact of traffic destined for the park and ride facilities. This information has been shared with the former Vancouver Working Group. Traffic using the sites has been included in modeling undertaken to assess traffic impacts. Access to and from the facilities has been developed to assure that non-park and ride traffic is not unreasonably impacted. Continued refinement will occur as the project moves toward construction.
	15	Light Rail Station Planning – Engage the community; design and construct stations to create great urban places, not just transit stops.	The former Vancouver Working Group and existing Vancouver Transit Advisory Committee have been heavily involved in light rail station planning. Additional public outreach, including workshops and tours open to the community and businesses, has occurred and will continue as the project progresses.
	16	Freeway Access Streets – Provide additional traffic management, intelligent transportation system, and pedestrian/bicycle enhancements in these corridors to fulfill operational functions and complement the downtown street character.	In consultation with the former Vancouver Working Group (VWG), the Urban Design Advisory Group, the Freight Working Group (FWG), the Pedestrian and Bicycle Advisory Committee (PBAC) and others, the project has sought to fulfill these objectives. The VWG considered one-way and two-way street networks, sidewalk widths and various other issues. The FWG weighed in on access to the Port of Vancouver, turn radii and other issues important to trucks. PBAC, for example, was instrumental in helping develop designs of interchanges and other crossings of I-5

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			in Vancouver. Key attributes of the project include ramp metering at key locations to protect freeway operations, provision of adequate through lanes and turns lanes to provide sufficient capacity at ramp terminals, provision of bike lane, sidewalks and islands to accommodate these users. CRC project staff has worked with Vancouver staff to assess the impact of planned growth in the downtown and port areas on the arterial street network and on interchanges. Continued refinement will occur as the project progresses toward construction.
	17	Intra and Inter-neighborhood Multi-Modal Traffic Circulation – Retain and enhance multi-modal transportation especially in the vicinity of freeway overcrossings.	The project is advancing designs that retain and enhance overcrossings of I-5 including those at Evergreen Boulevard, 29th Street and 33rd Street. Improvements at the freeway interchanges are also being planned to enhance the opportunities for non-motor vehicle movements between neighborhoods. Continued refinement will occur as the project progresses toward construction.
	18	Project Mitigation Elements – Evaluate and mitigate for project impacts after considering alternatives.	The project seeks to avoid impacts where possible and mitigate for impacts that cannot be avoided. It is recognized that mitigation measures can also have impacts. The former Vancouver Working Group, the Urban Design Advisory Group, the Pedestrian and Bicycle Advisory Committee, the Community and Environmental Justice Group and others have been consulted with regard to impacts and mitigation measures and strategies. More detailed mitigation conversations with the communities are planned prior to the release of the Final EIS.
	19	Direct Impacts – Specifically address: Section 4F, Right-of-way, noise, water quality, shorelines, habitat, air quality, vibration, light and glare, transportation, construction disruption.	Most of the listed impacts have been extensively evaluated and documented in the Draft EIS and will receive additional attention in the Final EIS. The project is following best practices in complying with applicable criteria. Additional refinement of the mitigation measures and strategies will be conducted as the project advances. Input will be sought from Vancouver staff and public stakeholders.