Portland / Vancouver I-5 Transportation and Trade Partnership

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Attachment A: Option Package Information

This attachment contains information relating to the option packages studied by the Task Force as a part of I-5 Partnership process. The option packages are:

- Express Bus/3 Lanes
- Light Rail/3 Lanes
- Express Bus/4-Lanes
- Light Rail/4-Lanes
- West Arterial Road

Each of the option packages has a transit and road element. In addition, the packages all call for increased transportation demand management and transportation system management, and a major increase in transit service throughout the Portland/Vancouver region.

The recommendations of the Task Force are for improvements to be made in the I-5 corridor consistent with the Light Rail/3 Lane package.

The first few pages of this attachment are a series of maps describing the option packages. The remainder of the attachment are a series of graphs that compare the options based on various measures of transportation performance such as hours of vehicle delay, transit travel time, etc.

Baseline 2020

134th to 99th

Add third lane each direction. New SB lane would operate as HOV during the morning peak period.

99th to the I-5 Columbia River Bridges

Third lane opened each direction fall 2001. Implement SB lane only as HOV during the morning peak period.

Hayden Island to Marine Dr.

Add new four-lane bridge.

Marine Dr. from Terminal 6 to Portland Rd.

Widen to five lanes.

Delta Park to Lombard

Add third SB lane and improve shoulders.

Columbia Blvd./Killingsworth St. intersection and connection to I-205

Modify intersection.

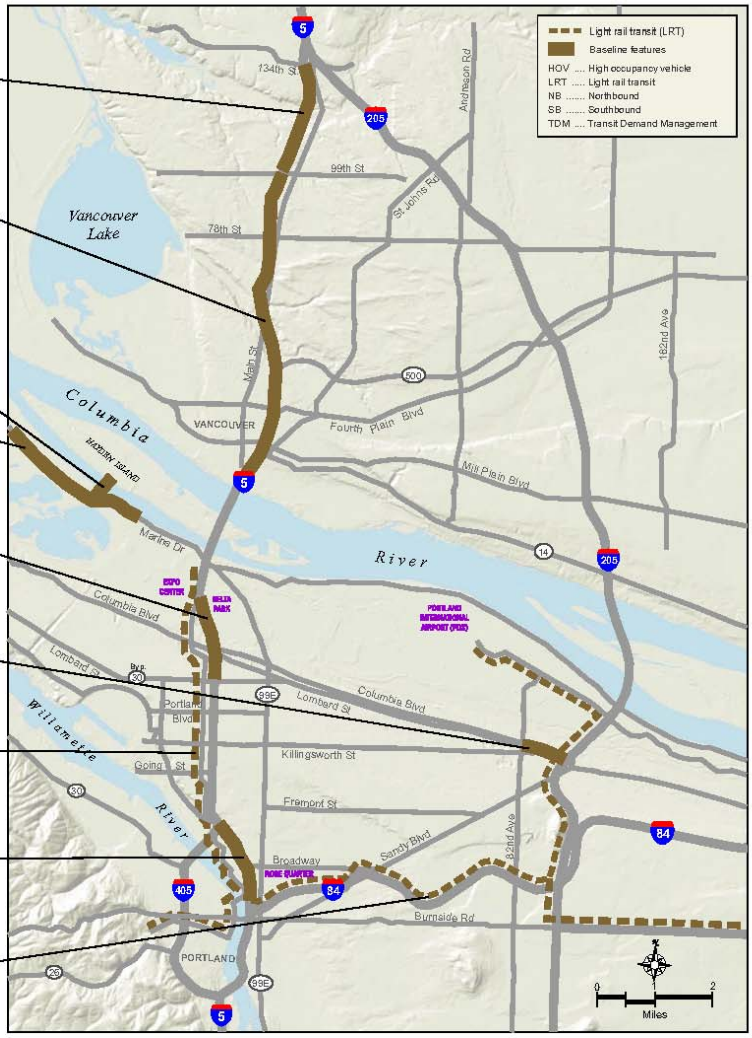
Expo Center to the Rose Quarter

LRT under construction with planned opening in 2004.

Rose Quarter (I-405 to I-84)

Add third lane in each direction. Reconfigure some existing ramps.

Existing LRT



The Baseline 2020 option includes the regional transit and roadway improvements and transportation demand management (TDM) measures in the adopted transportation plans for Clark County and the Portland metropolitan area. This figure shows the locations of the major improvements expected to affect transportation to, from, and along I-5. Baseline features are common to all options.

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Express Bus – Short / 3 Lanes

134th to 99th

Add third lane each direction. New SB lane would operate as HOV during the morning peak period.

99th to the I-5 Columbia River Bridges

Third lane opened each direction fall 2001. Implement SB lane only as HOV during the morning peak period.

Along I-5, from 134th in Vancouver to the LRT station at the Expo Center

Add express bus service in HOV lanes.

Along I-205, SR 500, and SR 14

Possibly develop express bus service in general-purpose lanes.

SR 500 to SR 14

Potentially modify interchanges.

Columbia River crossing

Build a new, four-lane, supplemental, joint-use bridge for express bus, HOV, trucks, and Hayden Island access.

Hayden Island to Columbia Blvd.

Potentially modify interchanges.

Delta Park to Lombard

Add third SB lane and improve shoulders.

Expo Center to the Rose Quarter

LRT under construction with planned opening in 2004.

Rose Quarter (I-405 to I-84)

Add third lane in each direction. Reconfigure some existing ramps.

Existing LRT

The major feature of this option is the connection of the express bus service in Clark County with the Portland metropolitan LRT system. The option also includes a new, supplemental I-5 bridge for express bus, HOV, and vehicular traffic.

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Light Rail Loop / 3 Lanes

134th to 99th

Add third lane each direction. New SB lane would operate as HOV during the morning peak period.

99th to the I-5 Columbia River Bridges

Third lane opened each direction fall 2001. Implement SB lane only as HOV during the morning peak period.

134th to SR 500 along I-5 and I-205

Possibly extend LRT.

Downtown Vancouver to Vancouver Mall area along SR 500 or Fourth Plain

Extend LRT.

SR 500 to SR 14

Modify interchanges.

Along I-205, from NE 83rd Padden Expwy to Parkrose Station

Extend LRT and connect to Airport MAX.

To Downtown Vancouver

Extend LRT.

Build supplemental bridge for . . .

(1) Joint use — LRT, HOV, trucks, and Hayden Island access — or

(2) LRT only

Hayden Island to Columbia Blvd

Potentially modify interchanges.

Delta Park to Lombard

Add third SB lane and improve shoulders.

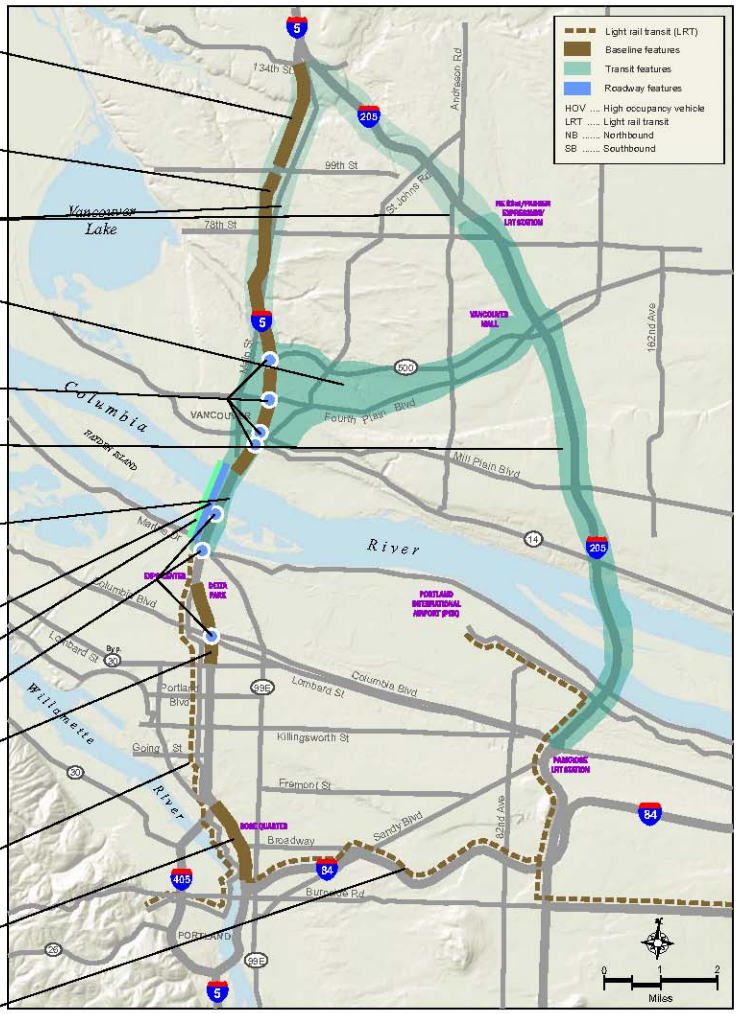
Expo Center to the Rose Quarter

LRT under construction with planned opening in 2004.

Rose Quarter (I-405 to I-84)

Add third lane in each direction. Reconfigure some existing ramps.

Existing LRT



The major feature of this option is the development of an LRT system in Clark County connecting to the Portland metropolitan LRT system along I-5 and I-205. The option also includes a new supplemental Columbia River bridge. Two variations of the bridge have been studied: (1) a joint-use bridge for LRT and motor vehicle traffic and (2) an LRT-only bridge.

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Express Bus – Long / Add a 4th Lane

Along I-5 from 134th in Vancouver to the Fremont Bridge in Portland

Add fourth lane in both directions.

Along I-5 from 134th in Clark County to Downtown Portland

Develop express bus service in HOV lanes.

Along I-205 from 134th in Clark County to the Parkrose LRT station and Downtown Portland and from I-5 to I-205 on SR 500

Possibly develop express bus service.

SR 500 to SR 14

Potentially modify interchanges.

Columbia River crossing

Build a new supplemental bridge or completely replace the existing I-5 Columbia River Bridges.

Hayden Island to Going St.

Potentially modify interchanges.

Expo Center to the Rose Quarter

LRT under construction with planned opening in 2004.

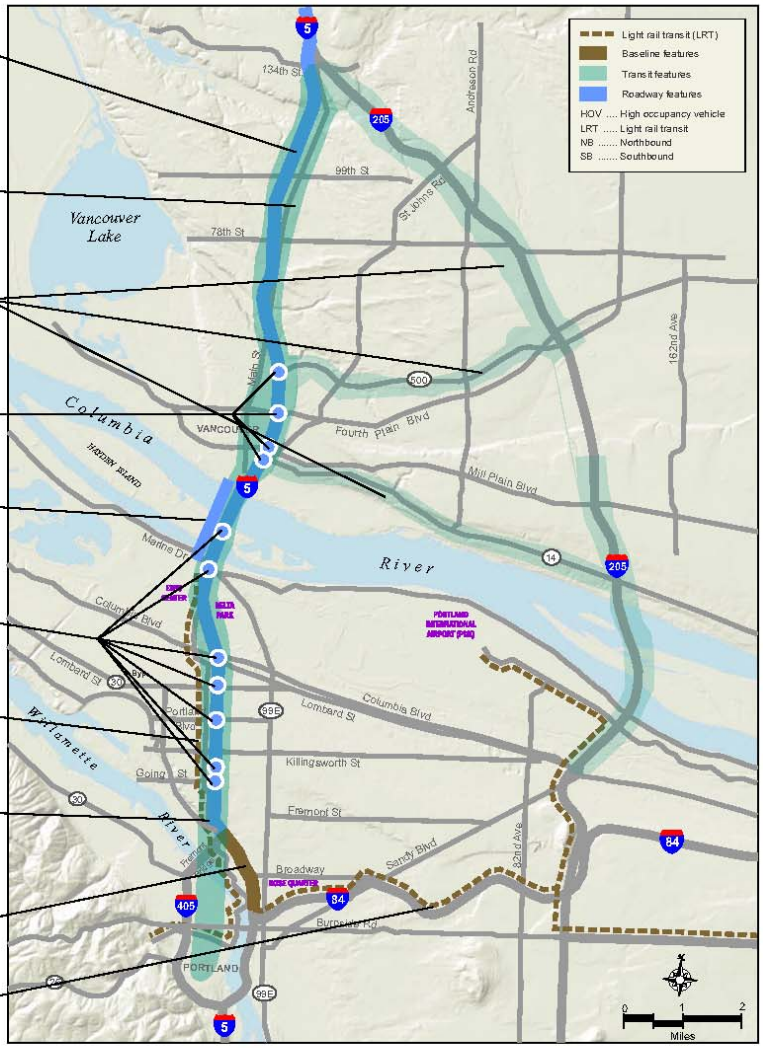
Along I-5 from 134th in Clark County to the Fremont Bridge in Portland

Add fourth lane in both directions.

Rose Quarter (I-405 to I-84)

Add third lane in each direction. Reconfigure some existing ramps.

Existing LRT



The major features of this option are:

- widening I-5 to add a fourth lane in each direction between 134th in Clark County and the Fremont Bridge in Portland that would operate as an HOV lane during peak periods
- connecting express bus service in Clark County with the Portland metropolitan LRT system

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Light Rail Loop / Add a 4th Lane

Along I-5 from 134th in Vancouver to the Fremont Bridge in Portland
Add fourth lane in both directions.

134th to SR 500 along I-5 and I-205
Possibly extend LRT.

Downtown Vancouver to Vancouver Mall area along SR 500 or Fourth Plain
Extend LRT.

SR 500 to SR 14
Potentially modify interchanges.

Along I-205, from NE 83rd Padden Expwy to Parkrose Station
Extend LRT and connect to Airport MAX.

Columbia River crossing
Build a new supplemental bridge or completely replace the existing I-5 Columbia River Bridges.

To Downtown Vancouver
Extend Interstate MAX.

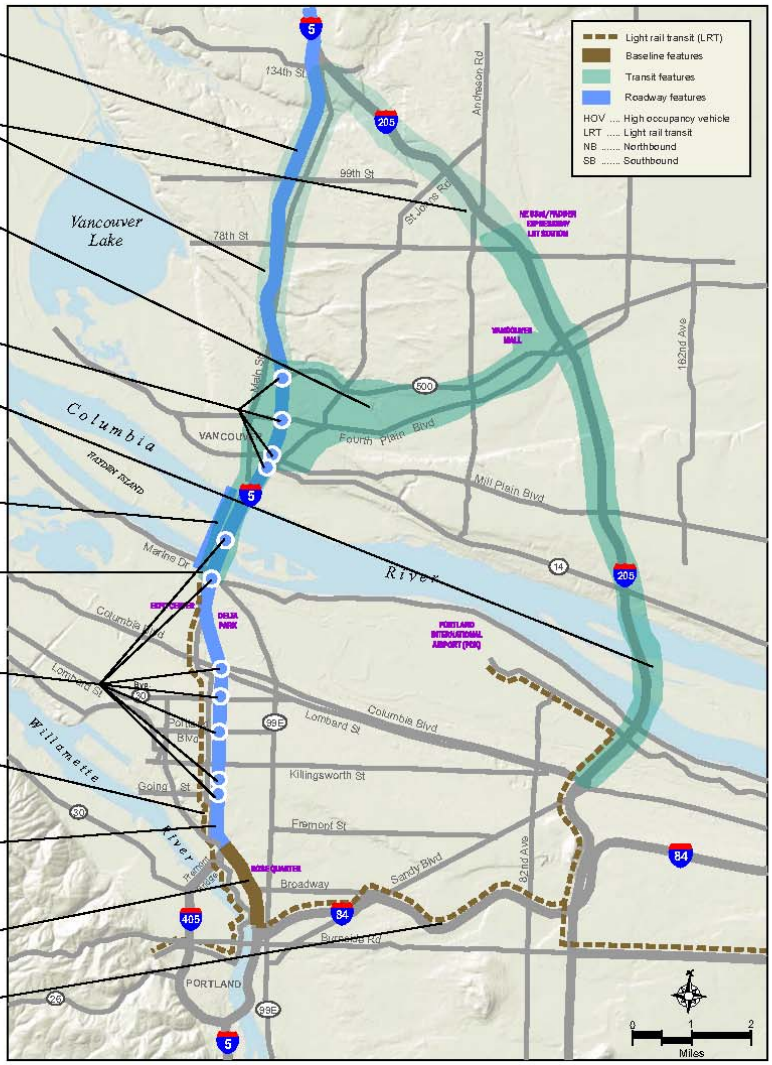
Hayden Island to Going St.
Potentially modify interchanges.

Expo Center to the Rose Quarter
LRT under construction with planned opening in 2004.

Along I-5 from 134th in Clark County to the Fremont Bridge in Portland
Add fourth lane in both directions.

Rose Quarter (I-405 to I-84)
Add third lane in each direction. Reconfigure some existing ramps.

Existing LRT



The major feature of this option is the development of an LRT system in Clark County connecting to the Portland metropolitan LRT system along I-5 and I-205. The option also includes adding a fourth lane in each direction along I-5 from 134th in Clark County to the Fremont Bridge in Portland for HOV, express lanes, or freight use.

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New West Arterial Road

134th to 99th

Add third lane each direction. New SB lane would operate as HOV during the morning peak period.

99th to the I-5 Columbia River Bridges

Third lane opened each direction fall 2001. Implement SB lane only as HOV during the morning peak period.

SR 500 to SR 14

Potentially modify interchanges.

From Mill Plain in Vancouver to US 30 in Portland

New four-lane arterial generally following BNSF rail corridor.

Delta Park to Lombard

Add third SB lane and improve shoulders.

Hayden Island to Columbia Blvd.

Potentially modify interchanges.

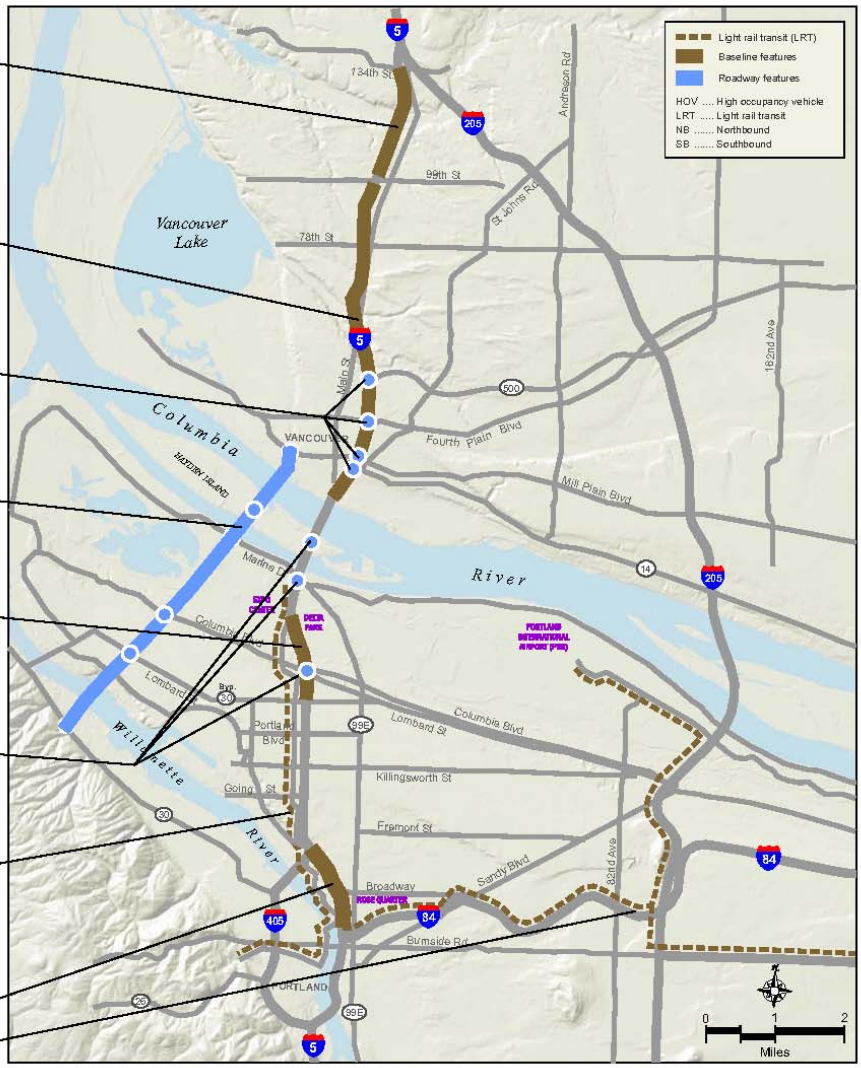
Expo Center to the Rose Quarter

LRT under construction with planned opening in 2004.

Rose Quarter (I-405 to I-84)

Add third lane in each direction. Reconfigure some existing ramps.

Existing LRT



The major feature of this option is a new arterial road along the existing railroad corridor and N. Portland Rd. between Mill Plain Blvd. in Vancouver and US 30 in Portland.

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Figure 1: Transit Trips Across the Columbia River

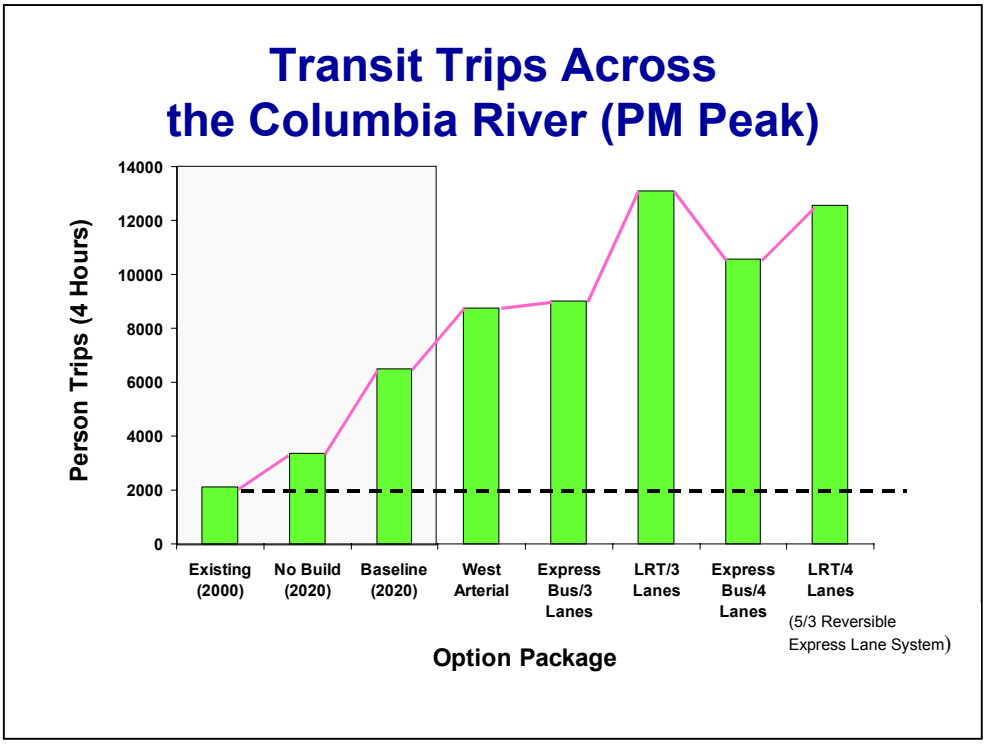


Figure 2: Transit Travel Time

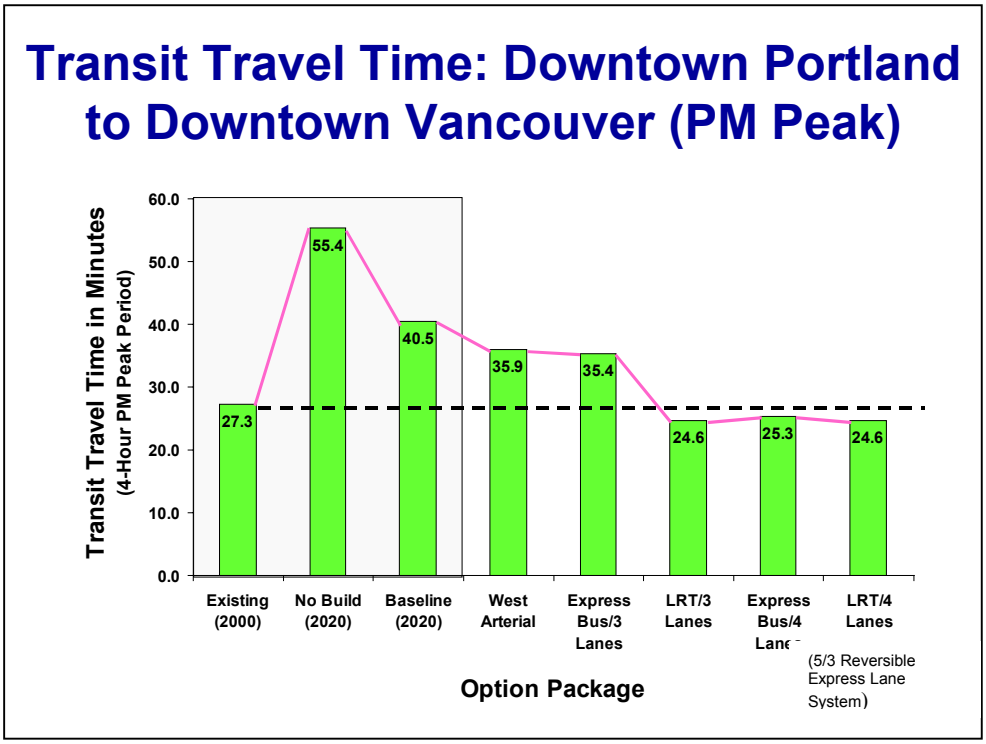


Figure 2: Vehicle Travel Times

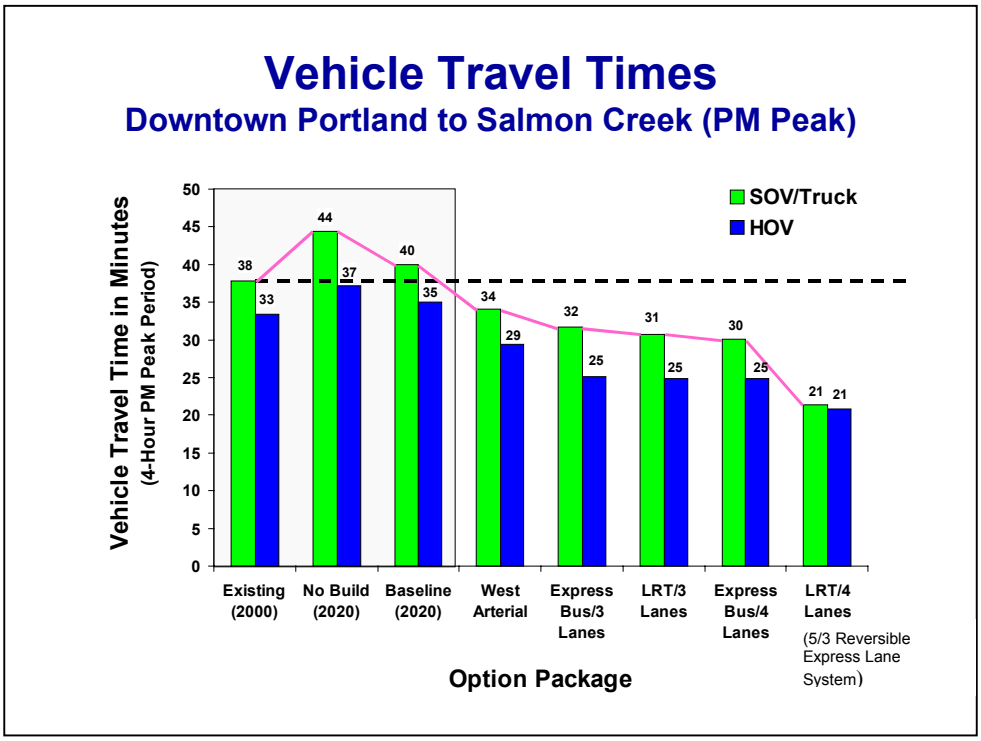


Figure 4: Vehicle Hours of Delay

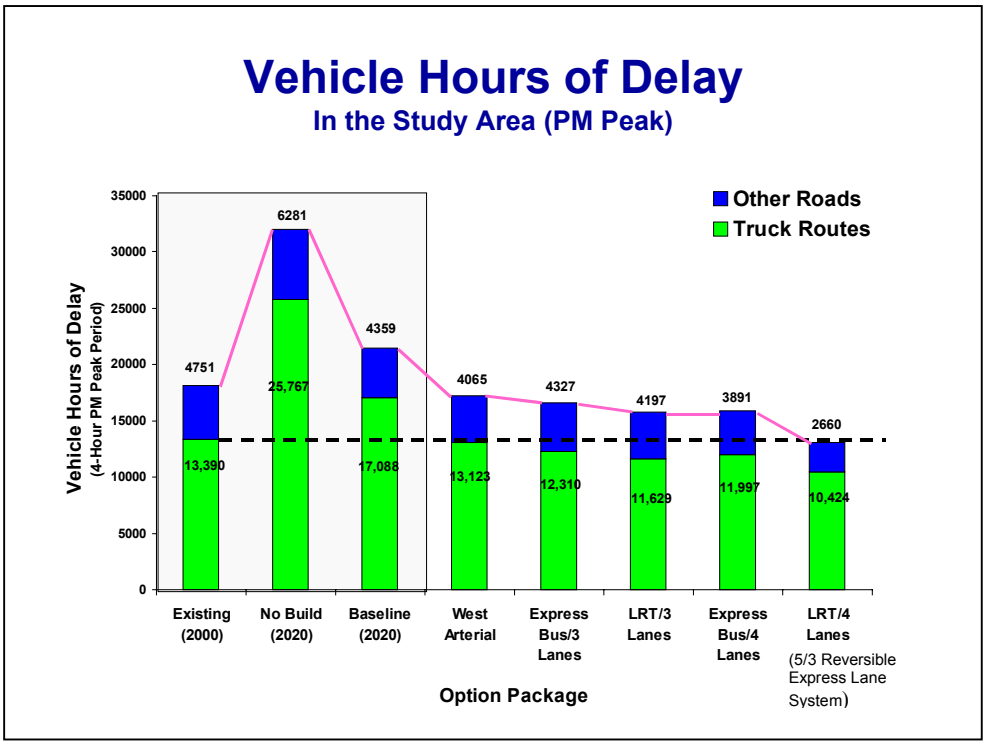


Figure 5: Congested Lane Miles on I-5 and I-205

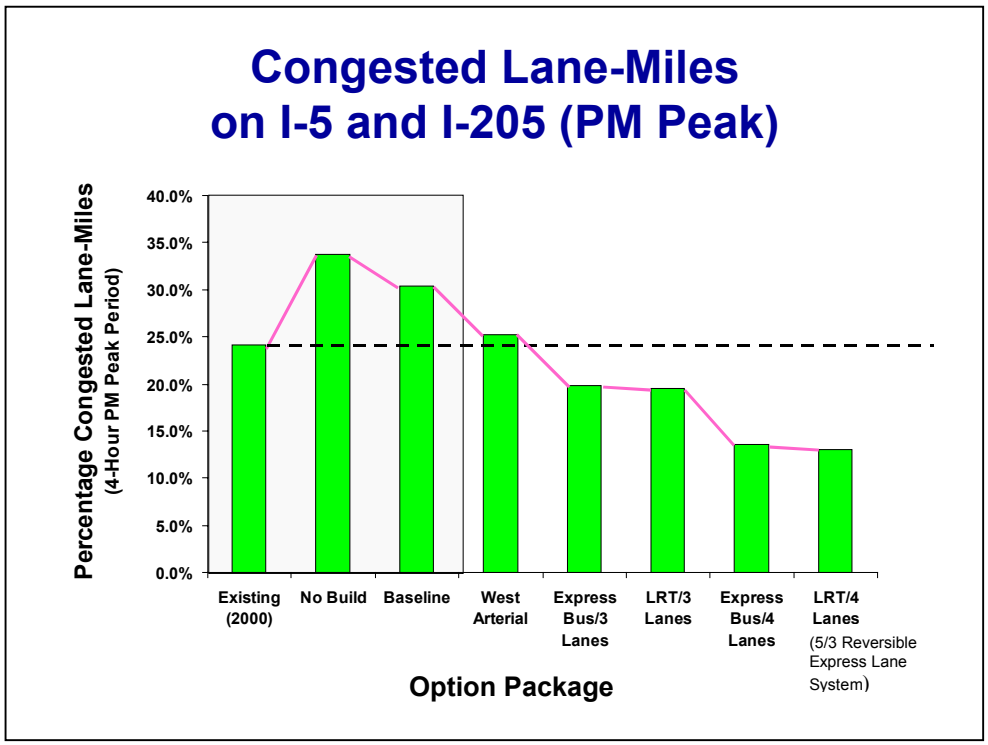


Figure 6: Truck Volume Growth

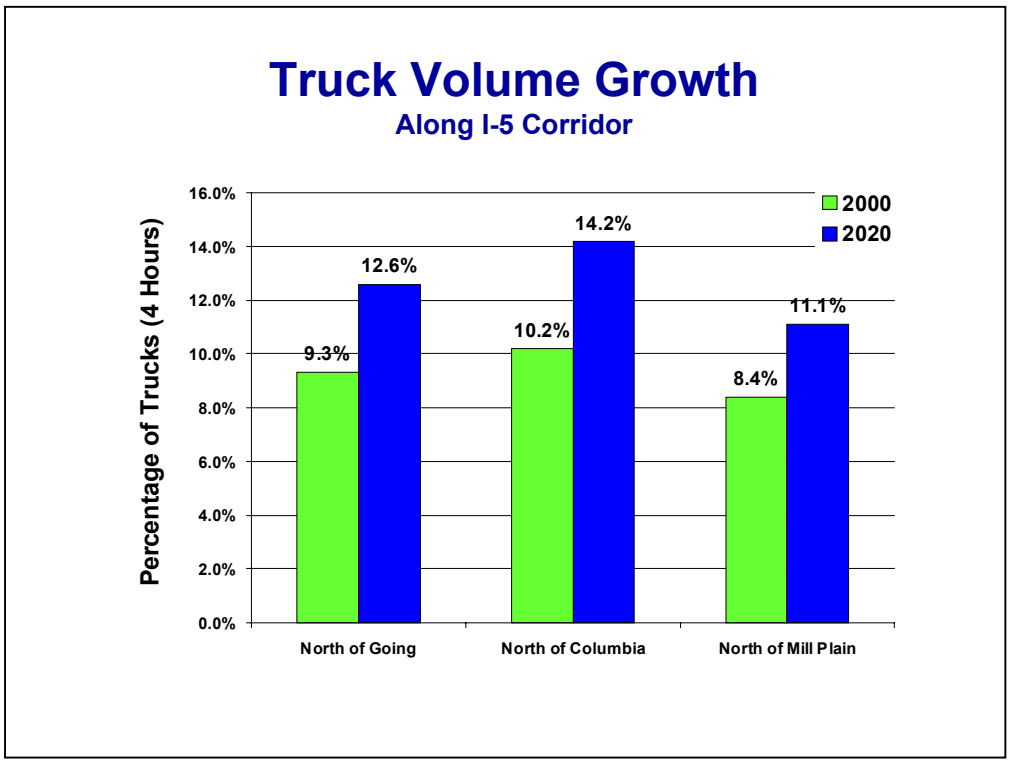


Figure 7: Congestion on Truck Routes

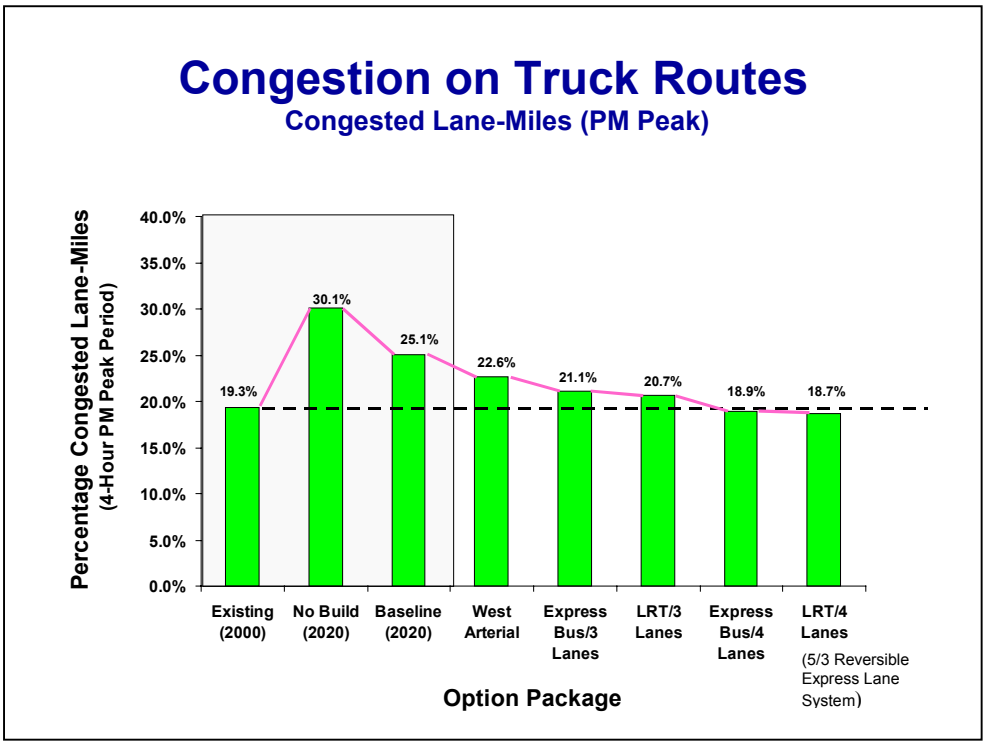


Figure 8: Value of Truck Delay

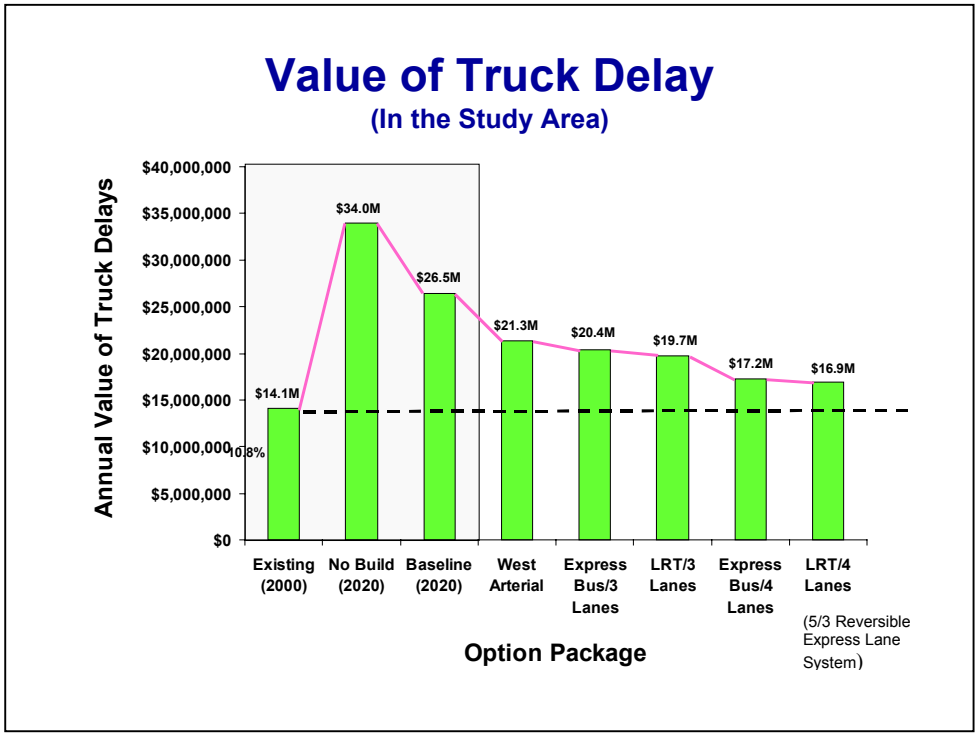


Figure 9: Person Trips by Mode

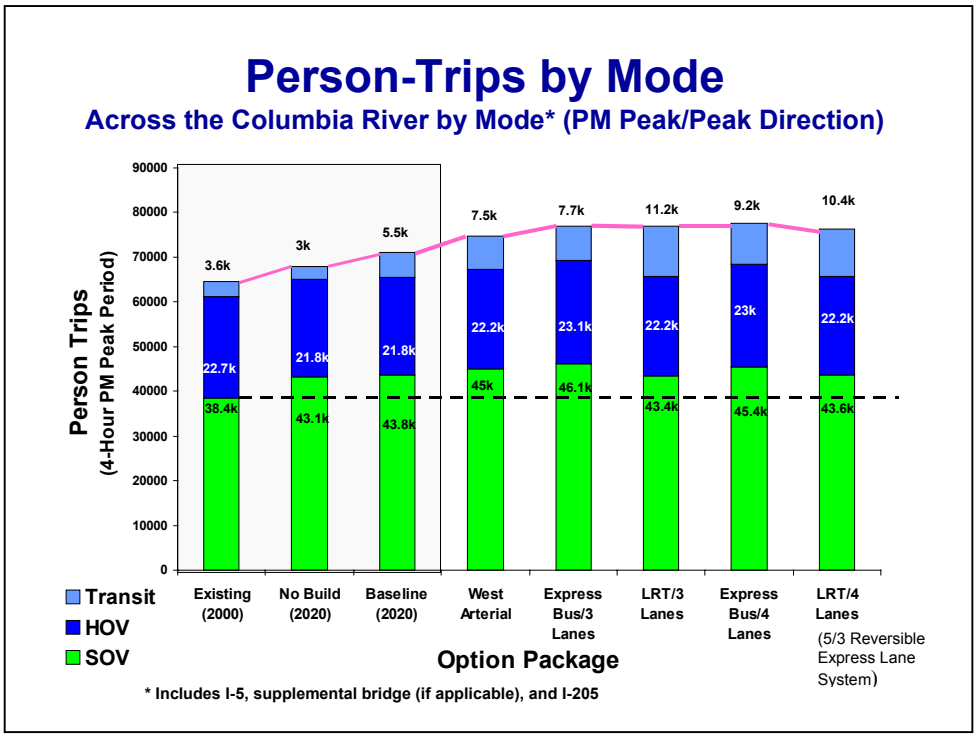


Figure 10: Person Trips by Corridor

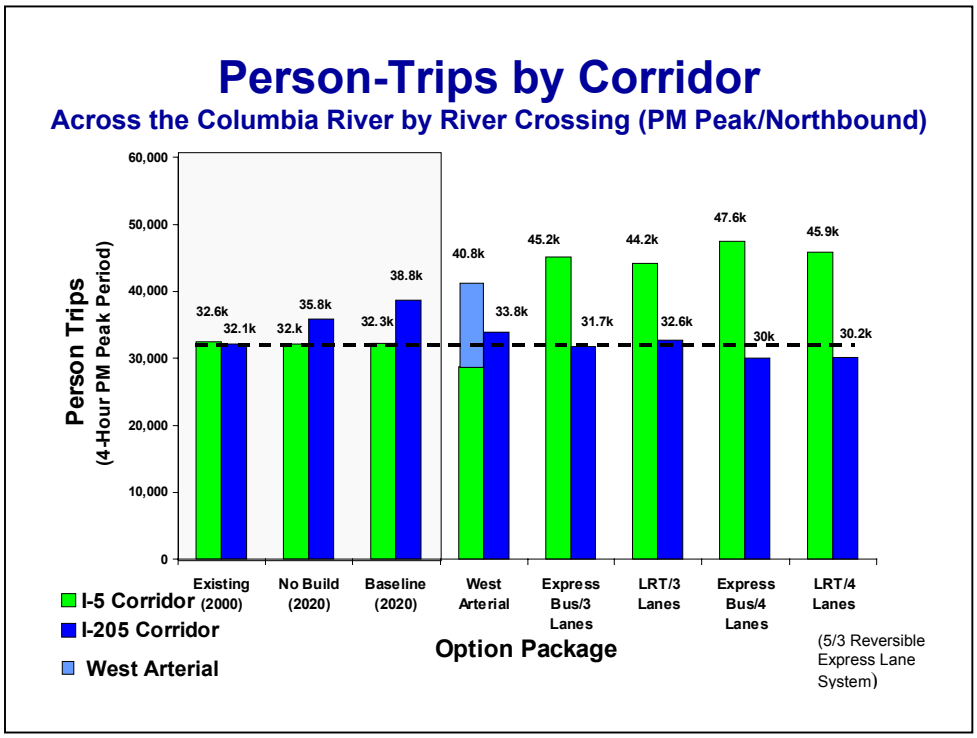


Figure 11: Southbound Vehicle Trips on the Fremont Bridge

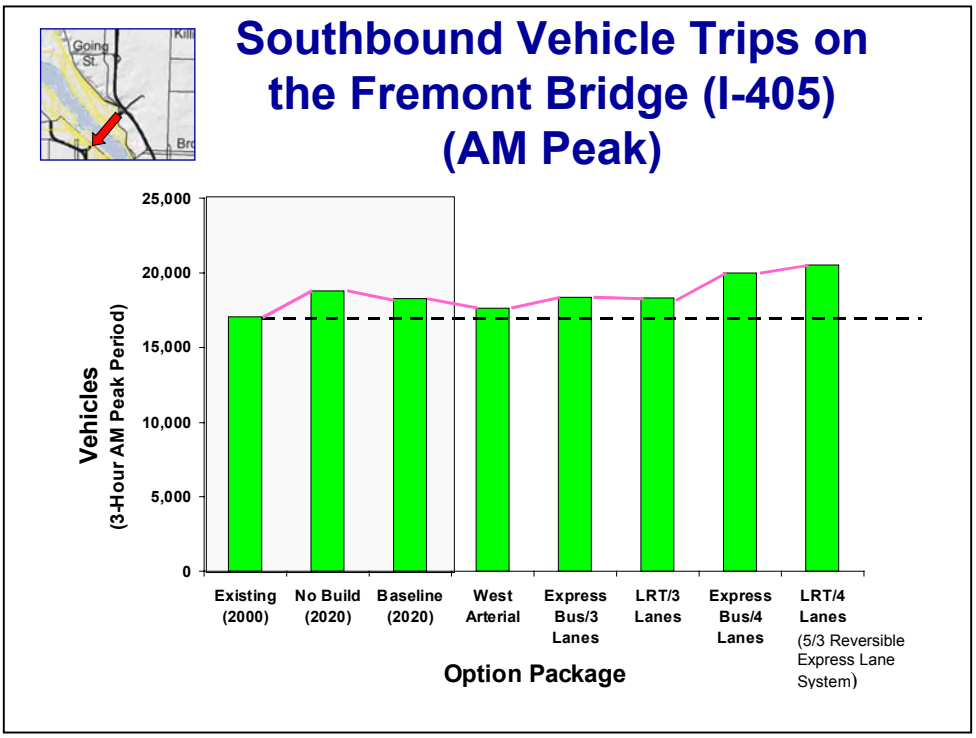


Figure 12: Southbound Vehicle Trips on I-5 Near the Rose Quarter

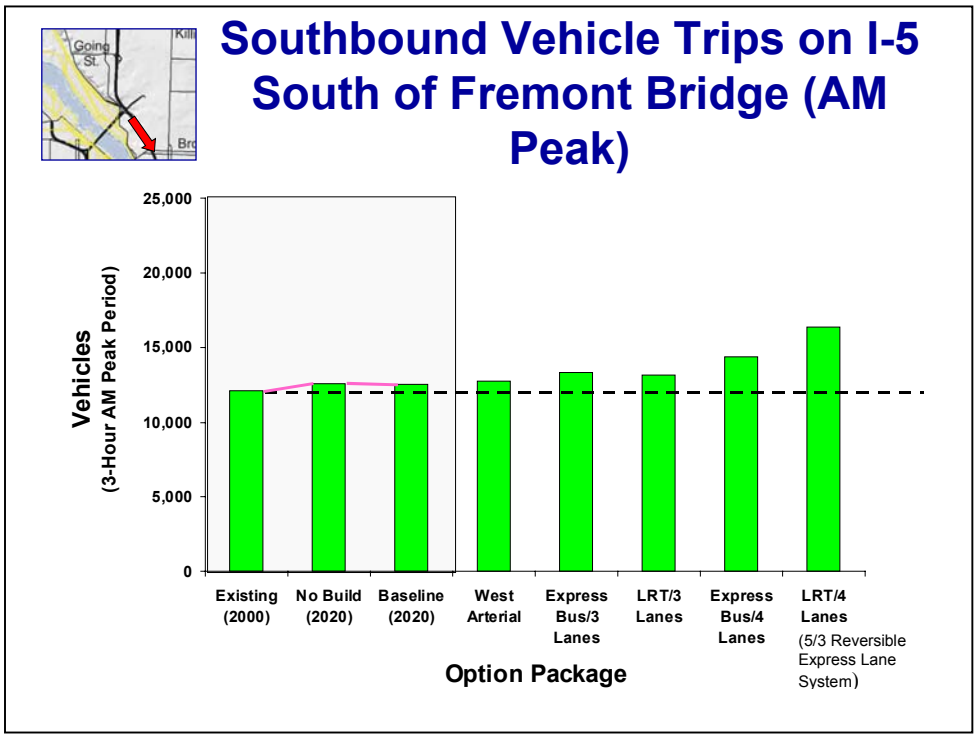


Figure 13: Traffic on Vancouver Arterial Roads

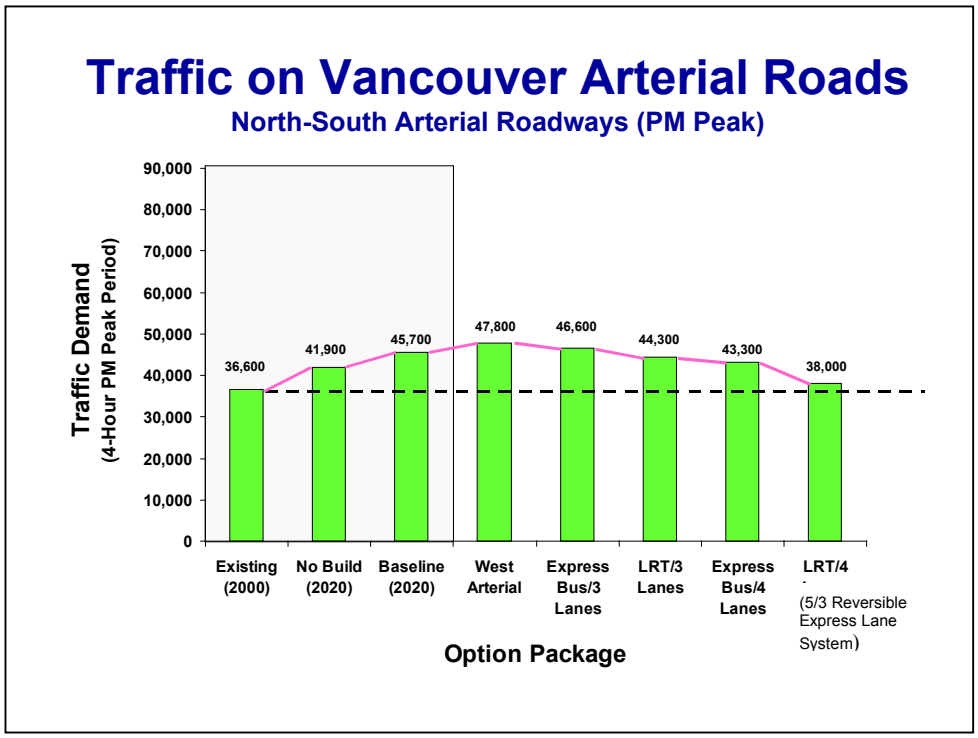


Figure 14: Traffic on Portland Arterial Roads

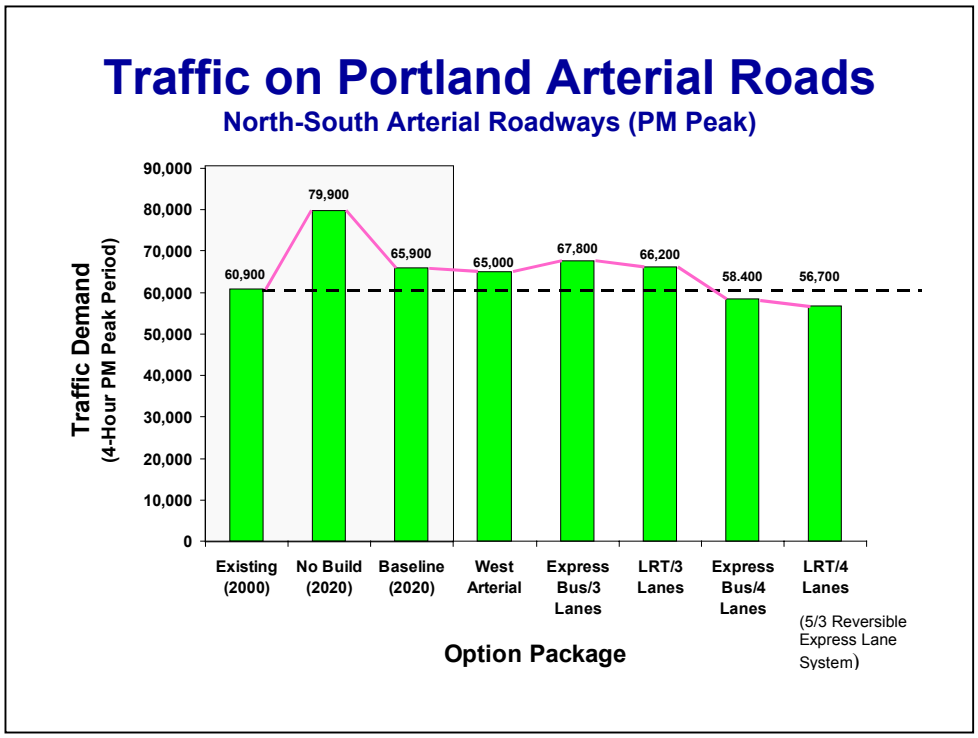


Figure 15: Regional Vehicle Miles Traveled per Capita

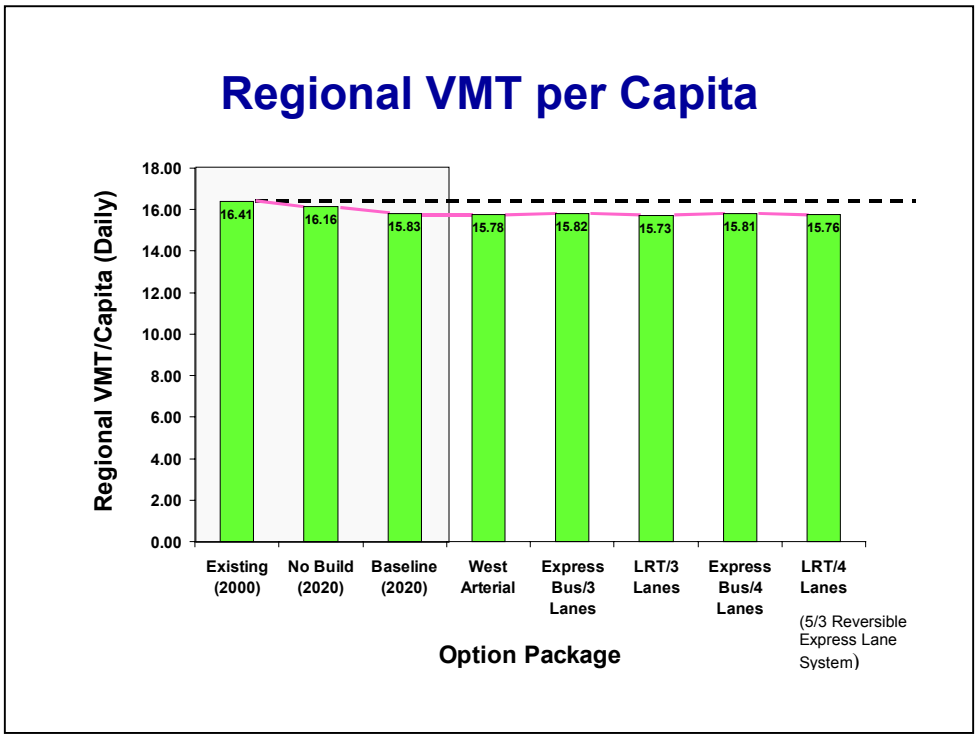
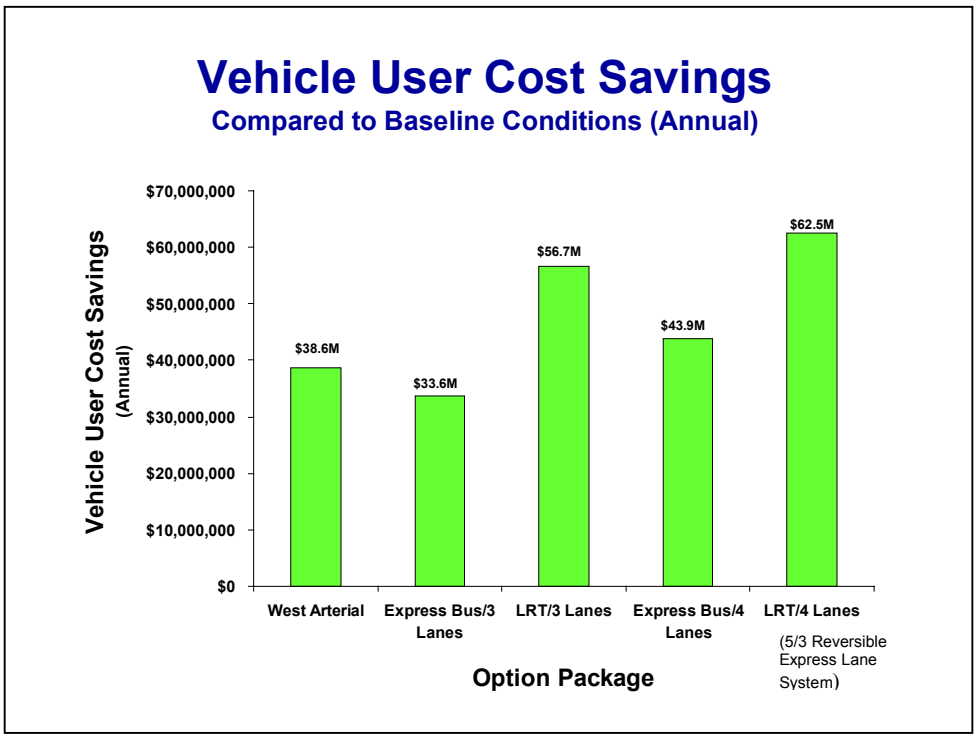


Figure 16: Vehicle User Cost Savings

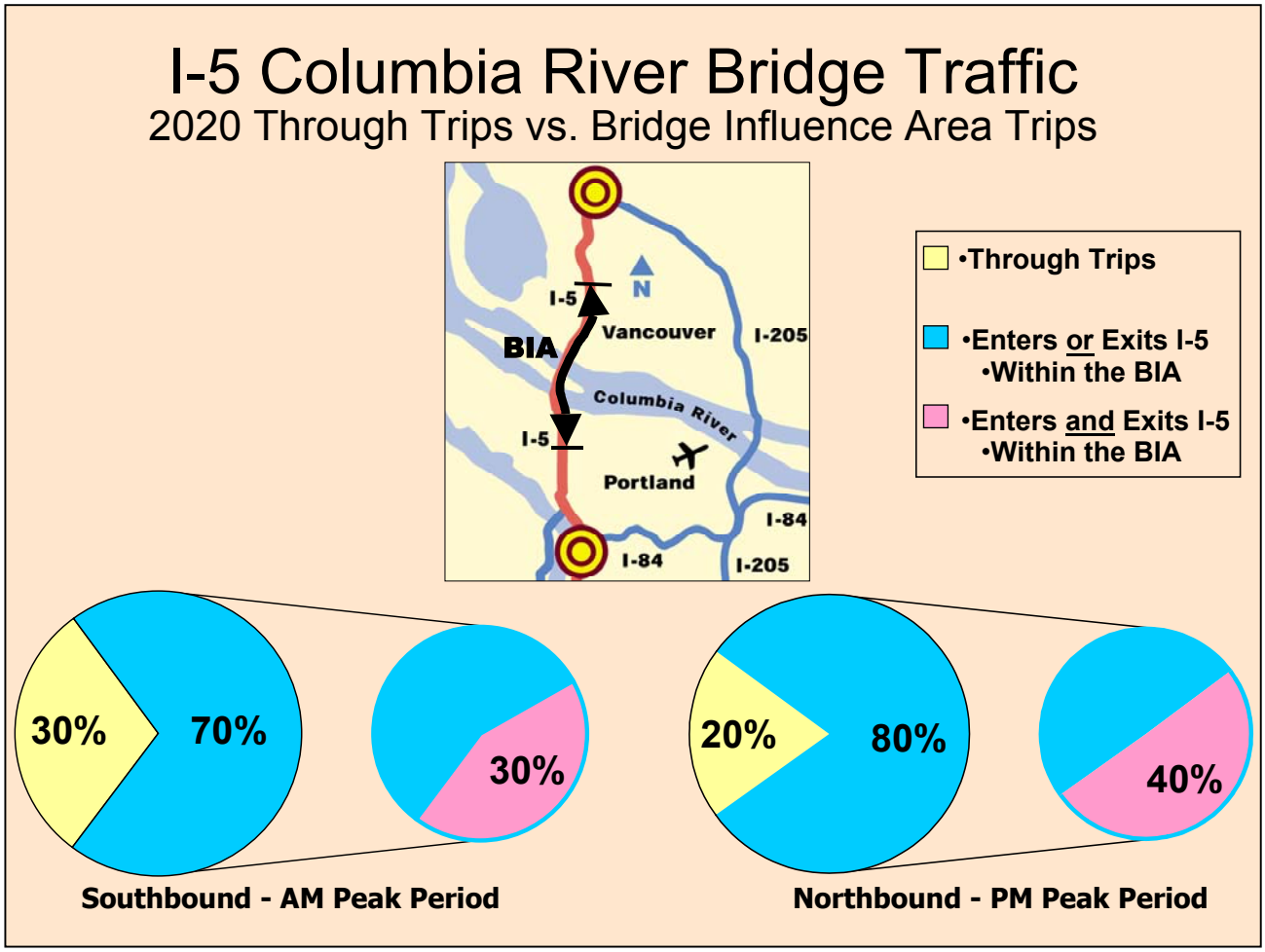


Attachment B: Bridge Influence Area Information

This attachment contains information relating to the river crossing options that were considered during the Bridge Influence Area analysis.

As shown in the figure below, the Bridge Influence Area between SR 500 and Columbia Blvd is very heavily used. Of the trips across the Columbia River on I-5, 70-80% of them are either entering or exiting the freeway in the BIA. Almost half of those are getting on and off within the BIA.

Figure 1: Traffic in the Bridge Influence Area



River Crossing Concepts

Eight Columbia River Crossing capacity concepts were developed representing a range of possible combinations of new and existing bridges crossing the Columbia River (Figure 2).

The eight Concepts can be thought of as falling into one of three categories:

River Crossing Concepts		
Category 1	Category 2	Category 3
River crossings that provide five freeway lanes in each direction (Concepts 1,2,3,4)	A freeway and river crossing system that provides three mainline freeway lanes in each direction, plus a four lane collector-distributor bridge/roadway west of the freeway (Concepts 5,6)	Four through freeway lanes in each direction plus a two-lane arterial system connecting Hayden Island to Marine Drive and downtown Vancouver (Concepts 7,8)

Concepts 1, 4, 6, and 7 were selected for detailed design and evaluation. Analysis of these concepts provides insight into issues of supplemental and replacement bridges, joint use (LRT-highway) and separate bridges, alignments east and west of existing bridges, freeway lanes and arterial lanes across the Columbia River, and a comparison between high-level, fixed span bridges to low-level movable span bridges. See Figures 3-6 on the following pages.

Figure 2: Crossing Concepts

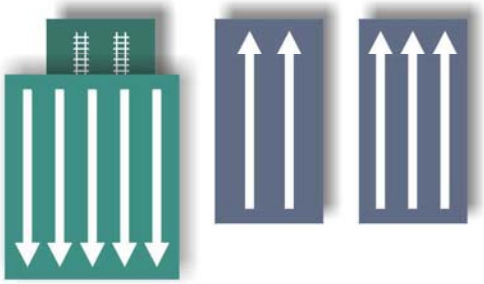
Columbia River Crossing Concepts

I-5 Transportation & Trade Partnership

CATEGORY 1

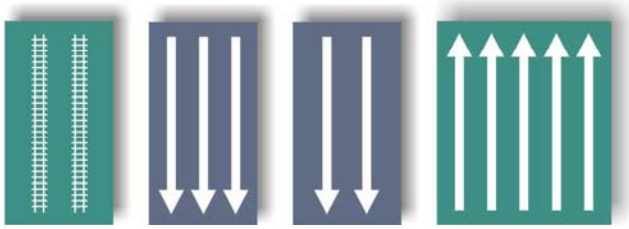
Concept #1

- 5 northbound lanes on existing bridges
- 5 southbound lanes on new double-deck bridge, LRT on lower deck, west of existing bridges



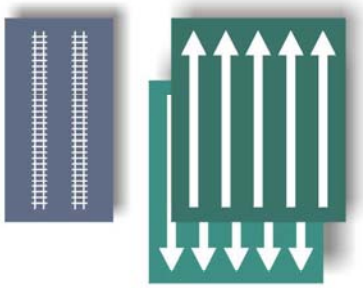
Concept #2

- 5 northbound lanes on new bridge east of existing bridges
- 5 southbound lanes on existing bridges
- New LRT bridge west of existing bridges



Concept #3

- New 5-lane double-deck bridge, north-bound upper deck, southbound lower deck
- LRT on existing west bridge



Concept #4

- New 5-lane double-deck bridge, north-bound upper deck, southbound lower deck
- LRT on new bridge west of existing bridges
- *Only option to shift navigational channel*

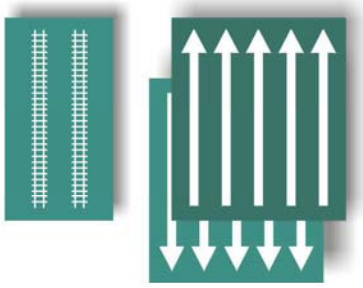


Figure 2: Crossing Concepts - Continued

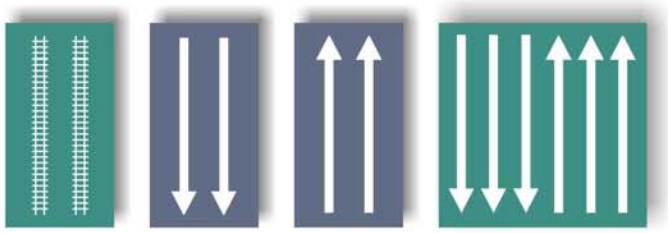
Columbia River Crossing Concepts

I-5 Transportation & Trade Partnership

CATEGORY 2

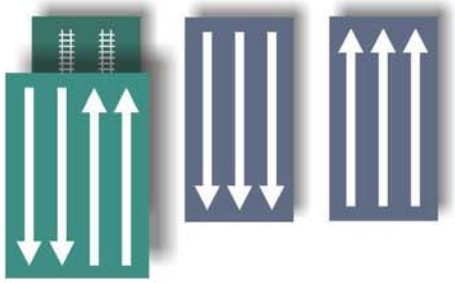
Concept #5

- New 6-lane bridge east of existing bridges
- 2 lanes northbound/southbound collector-distributor on existing bridges
- LRT on new bridge west of existing bridges



Concept #6

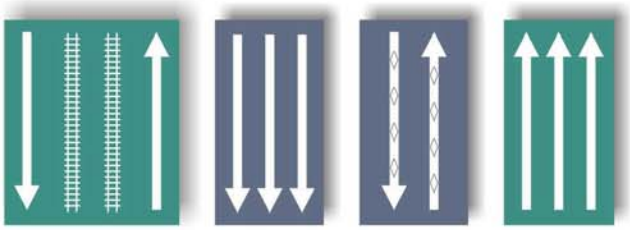
- 3 lanes northbound/southbound on existing bridges
- New 4-lane collector-distributor double-deck bridge with LRT on lower deck



CATEGORY 3

Concept #7

- 3 southbound lanes on existing west bridge
- HOV only, southbound and northbound, on existing east bridge
- 3 northbound lanes on new bridge east of existing bridges
- 2 arterial lanes and LRT on new bridge west of existing bridges



Concept #8

- New 8-lane bridge east of existing bridges
- Local arterials on existing northbound bridge
- LRT on existing southbound bridge

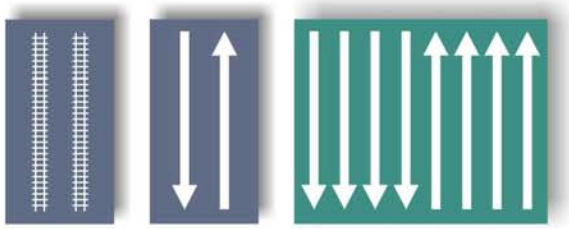
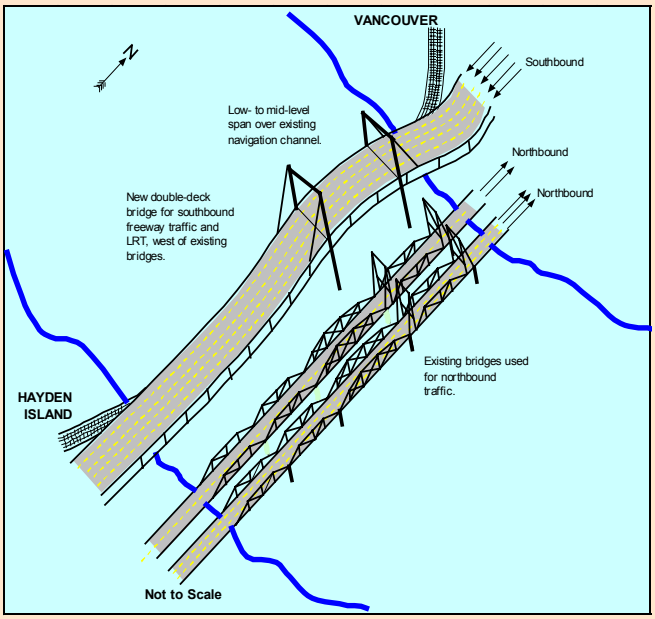


Figure 3: Bridge Concept 1



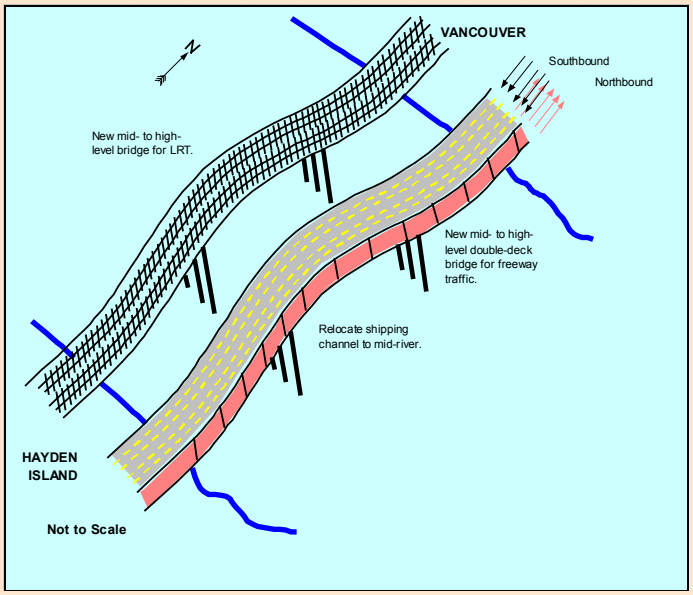
Concept 1:
5-lane southbound supplemental bridge for freeway traffic w/LRT

1. Southbound traffic on new five-lane bridge, LRT on lower deck -- west of existing bridges

2. Low- to mid-level bridge, with lift span over existing navigation channel

3. Northbound traffic would be split between the two existing bridges

Figure 4: Bridge Concept 4

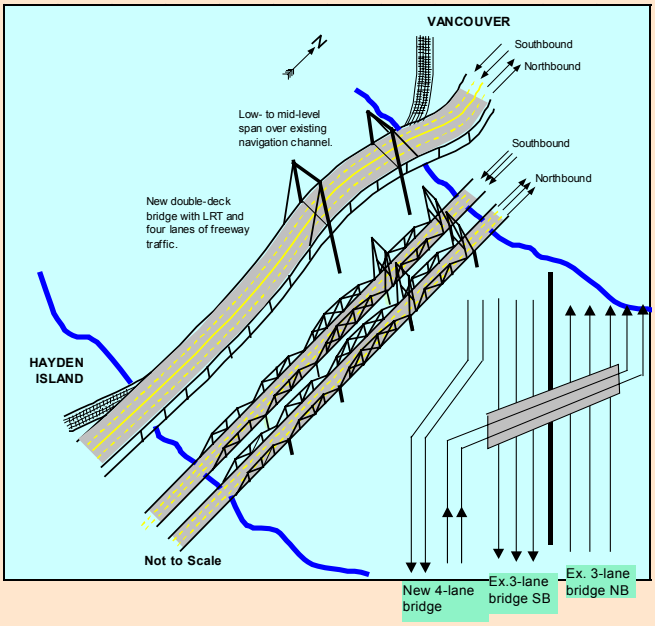


Concept 4:
10-lane double deck, replacement bridge, plus LRT on separate new bridge

1. Mid- to high-level bridges. Navigation channel relocated to center of river

2. Potential fixed spans for highway and LRT (with Coast Guard reduction of existing lift requirements), or lift spans

Figure 5: Bridge Concept 6



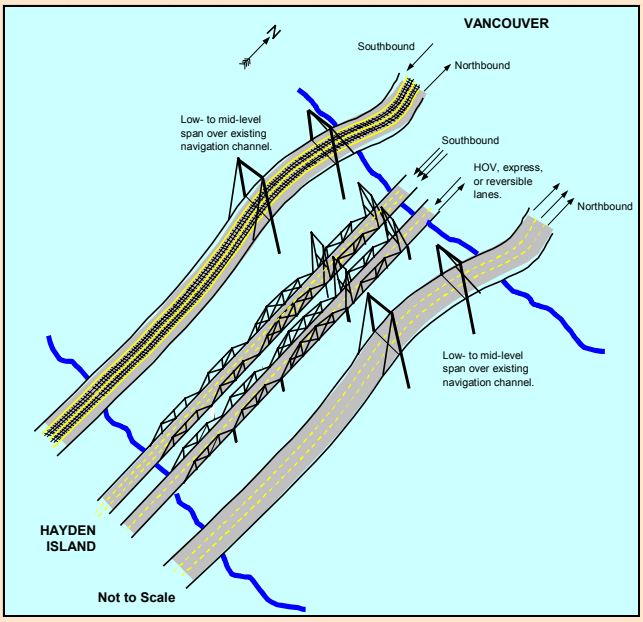
Concept 6:
4-lane supplemental collector-distributor bridge w/LRT, plus 6 lane freeway

1. Provides for new four-lane bridge with LRT west of the existing bridges

2. Low- to mid-level bridge with lift span over current navigation channel

3. Use four-lane bridge as collector-distributor (i.e., ramp access for Hayden Island, etc.). Requires fly-over ramps north and south, as shown in the schematic on the left

Figure 6: Bridge Concept 7



Concept
8-lane freeway concept plus new LRT bridge with two-lane arterial

1. Provides for new two-lane bridge plus LRT

2. Low- to mid-level bridges with lift spans over current navigation channel

3. Two lanes on existing northbound bridge could be used for HOV, express lanes, or (potentially) reversible lanes

Attachment C: Land Use Compatibility of Task Force Recommendations

A.1. Introduction

This document summarizes the compatibility of the Task Force recommendations with state, regional and local land use plans. In general, existing land use policies in the Region support the Task Force's recommendations for road and transit improvements in the corridor, the implementation of TDM/TSM strategies, and the need for the Bi-State Land Use Accord.

The first two sections discuss Regional land use issues and related population and employment forecasts. The document then discusses the issues from the Washington perspective (state, RTC, County and City), and from the Oregon perspective (state, Metro and city).

A.2. Overall Compatibility with Adopted Policies

By reducing delay and congestion in the I-5 Corridor and improving bi-state transit service, all Concepts support the Metro 2040 Growth Concept and the Clark County Comprehensive Plans to encourage employment growth in the I-5 Corridor.

The "Build" recommendations raise two issues of regional concern. First, improvements in the corridor are likely to increase land values around interchanges. There will be pressure for development around the interchanges that may unexpectedly increase the demands on the freeway system. Second, improvements may also increase pressure to change existing regional plans as demand for housing increases. Without careful planning, traffic increases that result from development around interchanges and expansions of growth boundaries for housing growth can nullify the transportation performance benefits of the "Build" recommendations.

The I-5 Corridor has one of the most complex and diverse land use types in the metropolitan area. The complexity of the activities requires frequent interchanges and additional lanes to provide access, manage the through traffic, and the on/off ramps. The mix of activity centers and industrial areas will require a comprehensive transportation investment and management approach. It is important to note that:

- The Majority of the traffic on I-5 between SR 500 and Columbia Blvd. is accessing adjacent industrial, commercial and residential areas.

- 70% of the southbound AM peak traffic either enters or exits I-5 in the BIA area-with 30% of this traffic enters and exits within the BIA.

- 80% of the northbound PM peak traffic either enters or exits I-5 in the BIA area-with 40% of this traffic enters and exits within the BIA.

- I-5 carries the highest number of trucks than any other regional route and will double by 2020. I-5 plays a critical role for both through truck traffic and access to industrial areas between Portland and Vancouver.

- The need for a full I-5/Columbia Blvd. interchange has been identified in the Transportation Element of the Comprehensive Plan, the Albina Community Plan Concept Map and Metro's Regional Transportation Plan.

- I-5 provides the only access to Hayden Island and its residents, hotels and commercial areas.

- The Task Force's recommended transportation investments will strengthen job growth in this Corridor. Modeling shows that travel-time savings will result in consistent job growth in the corridor. Estimates show that depending on the level of investment, 4,000 more jobs in north and northeast Portland and 1,000 jobs in Clark County could result compared to a scenario without capacity investments in the I-5 Corridor.

- Without these investments, the result will be more dispersed patterns for population and employment growth than anticipated in current adopted plans.

- The recommended investments support the City of Vancouver's Esther Short Subarea and Redevelopment Plan vision for Downtown Vancouver as its regional center. This vision calls for a multi-modal, active 24-hour downtown with 1,010 new housing units for 1,500 new residents and 540,000 square of commercial space for 2,700 workers.

- The recommended investments also support the transportation and distribution industrial sector as a major component of the regional economy. This Region ranks first on the West Coast in terms of the value of wholesale trade per capita. The Columbia Corridor/Rivergate area and Port of Vancouver are major import auto distribution centers for Toyota, Hyundai, and Subaru. The Rivergate area is also the location of warehouse distributions for Nordstrom, Columbia Sportswear, and Meier and Frank. North and Northeast Portland and Vancouver is home to many of the region's inter-modal marine, air cargo, truck and rail terminals.

- Regional transportation plans identify the need for multi-modal investments in the I-5 Corridor, along with a mix of TSM and TDM tools to better manage traffic follows.

A.3. Regional Population and Employment Forecasts

The Task Force transportation analysis for the various "Build" options assumed the 20-year population and employment growth forecasts as reflected in current Metro and Clark County plans. Metro and Clark County are required by state law to provide a 20- year land supply to accommodate forecasted population growth. Both are now updating their growth forecasts and the allocations. Each is in the process of amending the Urban Growth Boundary (Metro) and Urban Growth Area (Clark County) to meet the forecasted need.

The Task Force explored the question, "Why doesn't Clark County attract more jobs, so that fewer people have to commute across the river?" Within the last few years, Clark County has begun to reverse trends by increasing its share of regional employment growth. Policies in Clark County, Vancouver, and other cities are intended to help attract employment. In fact, regional studies show that the availability of land for jobs in Clark County may help attract more jobs than is currently forecast. Even with a smaller percentage of the work force commuting, transportation studies show that I-5 will still be congested in the PM peak, though the congestion may not extend over as many hours. Instead of lasting for six hours in the afternoon as estimated with the current employment forecasts, an increase in employment in Clark County could reduce the afternoon peak to four hours.

A.4. The Washington Transportation Plan (WTP), state Highway System Plan (HSP) and Metropolitan Transportation Plan (MTP)

Washington's Transportation Plan (WTP) 2003 – 2022, was adopted by the Washington state Transportation Commission in February 2002. The WTP recognizes the significance of the I-5 Corridor to the state of Washington. The Washington State Highway System Plan (HSP) 2003 – 2022, is a component of Washington's Transportation Plan (WTP). It addresses the state's highway system. The HSP includes a comprehensive assessment of the current deficiencies and conceptual solutions for the state's highway system for the next 20 years. The I-5 Corridor throughout Clark County is identified as deficient in meeting the existing and future transportation needs.

The Metropolitan Transportation Plan, adopted by the Regional Transportation Council in December 2000 is the Clark County region's principal transportation plan that supports the County's Comprehensive Plan. The MTP is a financially constrained plan that meets federal planning requirements for a transportation system that could be built with revenues reasonably expected to be available to the region for transportation purposes in the next twenty years. The list of conceptual transportation projects in the MTP represents the highest priority projects for the region and includes some I-5 Corridor projects.

A.5. Metropolitan Transportation Plan Projects on I-5 in Washington

The MTP identifies the need for improvements in the I-5 Corridor and the need to determine the nature of the improvements as part of the Portland-Vancouver I-5 Transportation and Trade Partnership. (MTP, Dec. 2000, page 7-2).

The fiscally constrained MTP lists the following projects in the I-5 Corridor between the Interstate Bridge and I-205:

> **I-5, Salmon Creek to I-205:** widen from 2 to 3 lanes each direction (with added HOV lane)
>
> **I-5/NE 134th Street**: reconstruct interchange (per I-5/I-205 North Corridor Study recommendations). This is awaiting Federal Highway Administration (FHWA) Access Point Decision Report outcome.
>
> **Transit, Fixed Route System Expansion:** an increase in C-TRAN service hours that would add transit service in the I-5 Corridor.

High Capacity Transit Corridor: the I-5 Corridor is one of the High Capacity Transit corridors designated in the MTP.

Light Rail Extension to Clark County: is part of the designated Regional Transportation System, but is not part of the financially constrained Plan.

A.6. Clark County's Community Framework Plan

As part of Washington's Growth Management planning process, Clark County adopted a Community Framework Plan in April 1993 to serve as a guide for the County's long-term growth over fifty-plus years. The Framework Plan envisions a collection of distinct communities and a hierarchy of growth and activity centers. Land outside the population centers is to be dedicated to farms, forests, rural development and open space.

The twenty-year Comprehensive Growth Management Plan for Clark County guides growth toward the future vision. Growth Management plans for the urban areas of Clark County were developed by Clark County in partnership with the cities and towns in County. The Comprehensive Growth Management Plan for Clark County was adopted in December of 1994. Some revisions were made in May 1996 and during 1998. The plans are currently in the process of being updated.

Within the I-5 Corridor, the Community Framework Plan designated major activity centers in downtown Vancouver and the Salmon Creek area and a Hazel Dell in Hazel Dell.

A.7. Clark County's Comprehensive Growth Management Plan and Metropolitan Transportation Plan Policies

Both the Comprehensive Growth Management Plan and Metropolitan Transportation Plan for Clark County share common transportation planning policies. The I-5 Partnership recommendations are consistent with policy objectives of providing for mobility of people and freight, while reducing reliance on the single-occupant vehicle.

I-5 is designated as a Highway of Statewide Significance (HSS). WSDOT in consultation with other jurisdictions sets the level of service for HSS facilities. WSDOT has set a Level of Service (LOS) "D" for urban facilities on the Highways of Statewide Significance. HSS facilities are exempt from concurrency analysis.

The focus on improving traffic operations and conditions for the downtown Vancouver employment center, and for the freight movement to and from the Port of Vancouver is consistent with the comprehensive plan and MTP to facilitate job growth in Clark County and to facilitate freight movement. The MTP meets federal congestion management system (CMS) requirements to develop plans to manage demand before expanding capacity to meet demand. The Task force's TDM/TSM recommendations support the RTP policies as tools to manage demand.

A.8. Adjacent Arterials to I-5 and the MTP

The efforts to maximize use of I-5 for through traffic and minimize use of other arterial roads for through traffic are consistent with the MTP. Further evaluation of the traffic impacts on arterial streets adjacent to I-5 and identification of measures to mitigate traffic impacts, will be required in the EIS. Such facilities include Mill Plain and Fourth Plain.

A.9. Compatibility with Adopted City of Vancouver Policies

Each of the proposed improvements is generally compatible with the existing Comprehensive Plan and could be compatible with policies that are being contemplated as part of the ongoing Comprehensive Plan update process. The following comprehensive plan policies are applicable to the proposed BIA concepts.

Transportation Access: The proposed improvements will considerably enhance future operating conditions of the freeway system, and indirect benefits (while also in some instances impacts) will accrue to the City's transportation system as a result. Specifically, each of the options proposes enhanced access into the City Center. As the primary regional center and a location that has been planned for considerable growth in activity of the next 20-years, the City's Downtown Transportation System Plan calls for new and enhanced access points into downtown to support the planned residential and commercial/industrial growth. Each of the BIA Concepts directly improves and adds access into downtown, directly supporting the existing plans

The City's transportation plan also contemplates a multi-modal system and relies on the growth in the multi-modal level of service to support the land use plan. Additionally, the City's Plan advances directed policies which support: reductions in SOV travel, effective use of TSM and TDM measures, and encourages growth in urban centers of activity. All of these outcomes are supported, in part, by the Task Force's draft recommendations.

Economic Development: Vancouver's Plan contains policies to ensure easy access to employment centers, develop mass transit networks, and encourage priority investments in public facilities that bolster Vancouver's ability to maintain existing and attract additional employment within the City. The proposed Concepts directly provide enhanced access into downtown and into the west Vancouver commercial and industrial districts by providing both reduced travel delays along the interstate system and safer interchange areas. Coupled with potential HOV lanes and LRT, the Task Force's draft recommendations also improve mode choice for access to downtown.

Cultural and Historic Resources: The interchange concepts that serve to directly impact or limit access to designated cultural resources would conflict with the existing City Plan. Specifically, concepts that would, destruct, encroach and or appreciably change the character of the Historic Reserve and its environs would conflict with City policy and the long terms plans for that cultural and historic resource.

The City has plans directly related to the rehabilitation and expansion of the Historic Reserve as a cultural district, and numerous transportation plan elements have laid the groundwork for road improvements within the District to enhance access into and within the Reserve environs.

Active and Livable Neighborhoods: The City's Plans promote urban centers that are directly served by efficient transportation systems. Particular emphasis is given to improving access to multi-modal and transit networks, TDM, and supporting system development to promote reductions in SOV travel. The interchange concepts reviewed by the Task force are supportive of these policies given the multi-modal options (namely LRT) and the improved access to and from downtown, the primary urban center, and a center where significant residential growth has been planned.

A.10. The Oregon Highway Plan (OHP)

The OHP calls for a transportation system marked by modal balance, efficiency, accessibility, environmental responsibility, connectivity among places, connectivity among modes and carriers, safety, and financial stability. The OHP operates in the context of the federal Transportation Equity Act for the 21st Century, the statewide land use planning goals, the Transportation Planning Rule and the State Agency Coordination Program. The OHP carries out the Oregon Transportation Plan and will be reflected in transportation corridor plans. The Task Force's draft recommendations are generally consistent with the OHP policies and goals.

A.11. Metro's 2040 Growth Concept

The 2040 Growth Concept sets the direction for planning in the Portland Metropolitan area. Local jurisdiction comprehensive plans are required by State law to be consistent with the 2040 Growth Concept. In the I-5 Corridor, the 2040 Growth Concept designated major land use areas include:

- Portland Central City
- Main Streets: Lombard, Killingsworth, Denver, Martin Luther King Jr. Blvd
- Columbia Corridor/Rivergate Industrial Area
- Interstate MAX Station Communities
- Future Hayden Island Station Community

A.12. Metro's Regional Transportation Plan (RTP)

The RTP implements the 2040 Growth Concept in the Portland metropolitan area. It identifies three different levels of plans. The "Preferred" is the most extensive and the one that best supports the 2040 Growth Concept. The "Priority" Plan includes strategic investments that, with additional funding, would support the 2040 Growth Concept. The "Financially Constrained" plan meets federal planning requirements for a transportation system that could be built with available financial resources and represents the highest priority projects for the region.

The RTP proposes a Refinement Plan for the I-5 Corridor and concludes: "The level of congestion in the corridor suggests that despite a range of different improvements to the I-5 Interstate Bridges and transit service, latent demand exist in the corridor that cannot be addressed with highway capacity improvements alone." Even with the projects in the "Priority" plan, "congestion exceeds proposed performance measures for the corridor.
. . . Freight movement to inter-modal facilities and industrial areas would be affected by the spreading of congestion to off peak periods."

The RTP policies recognize that congestion must be tolerated in urban centers in order to achieve the density and mixed use development called for in the 2040 land use designations and to avoid the use of urban land for highways. The RTP proposes levels of service standards ("LOS"), measured over two p.m. peak hours, for corridors that are to be determined at the completion of the corridor refinement plans. For the I-5 Corridor, the RTP proposes LOS "E" in the first hour and "F" in the second hour of the PM peak period. RTP policies tolerate less congestion in corridors in industrial area and inter-modal corridors where LOS "E" for the first hour and "E" for the second hour have been adopted. Mid-day levels of service in industrial areas are higher and call for "D" as an acceptable operating condition.

The focus of the Task Force recommendations on improving traffic operations in the Columbia Corridor/Rivergate industrial areas is consistent with the intent of the RTP to focus transportation investments in serving the movement of goods. The need to avoid spreading peak period congestion into the mid-day is also consistent with RTP policy.

The RTP meets federal congestion management system (CMS) requirements to develop plans to manage demand before expanding capacity to meet demand. The RTP sets modal targets for Non-SOV use for each of the 2040 design types. For the Central City, the Non-SOV modal target for daily trips is 60% to 70%. For industrial areas, the target is 40% to 45%. The TDM/TSM recommendations support the RTP policies as tools to manage demand. The RTP identifies the need for additional transit services, beyond that which can be funded with available revenue forecasts, to support the 2040 Growth Concept and the Non-SOV modal targets.

A.13. Metro's RTP Projects on I-5

The RTP identifies the need for improvements in the I-5 Corridor and the need to determine the nature of the improvements in a Refinement Plan. The Regional Transportation Plan ("Priority Plan") calls for:

> **I-5 Interstate Bridge and I-5 Widening:** add capacity to the I-5/Columbia River bridge and widen I-5 from Columbia Boulevard to the Interstate Bridge based on final recommendations from the I-5 Trade Corridor Study. (#4003)
>
> **I-/5/Columbia Boulevard Improvement:** construct a full direction access interchange at I-5 and Columbia Boulevard based on recommendations from the I-5 Trade Corridor Study. (#4006)
>
> **I-5 Trade Corridor Study:** determine an appropriate mix of improvements from I-405 to I-205, including adding capacity and transit service within the corridor. (#4009)
>
> As a higher priority in the Financially Constrained Plan, the RTP includes:
> **Delta Park Lombard Project:** I-5 North Improvements to widen I-5 to three lanes in each direction from Lombard Street to the Expo Center exit (#4005), and
>
> **Light Rail Expansion:** extend light rail service from the Rose Quarter transit center north to the Portland Metropolitan Exposition Center and then potentially to Vancouver, Washington (#1000, #1002).

A.14. Main Street Projects in Metro's RTP

The I-5 Corridor has four designated "Main Streets:" Lombard, Killingsworth, Denver, and Martin Luther King, Jr. Blvd. The RTP supports the "Main Street" land use designation by taking actions to discourage through-traffic on these roads. The Killingsworth and Lombard Main Streets are further supported by designations as streets for frequent bus service.

The Task force's efforts in the BIA concepts to maximize use of I-5 for through traffic and minimize use of other arterial roads; particularly Main Streets for through-traffic, are consistent with the RTP. Further evaluation of the traffic impacts on the Main Streets and identification of measures to mitigate traffic impacts will be required in the EIS.

A.15. Compatibility with Adopted City of Portland Comprehensive Plan Policies

Overall, the Task Force's recommendations are generally compatible with the City of Portland Comprehensive Plan. The combination of freeway improvements and light rail transit support the diversity of existing and planned land uses. The following comprehensive plan policies are applicable to the proposed BIA concepts.

Policy 6.2- Regional and City Traffic Patterns: City policy advances the separation of traffic on different facilities according to the length of trip. Inter-regional traffic should use the Regional Transit and Traffic Way system. City streets should be designed to carry local traffic and not be designed or managed to serve as alternative routes for regional trips.

All of the proposed Task Force concepts support this policy by encouraging inter-regional traffic to use the Regional Traffic Way system and not local city streets. Concept 7 further separates local and regional traffic by providing an arterial connection for local traffic between Portland and Vancouver. The proposed concepts also include light rail, which provides a transit connection to the Regional Transit system.

Policy 6.6 - Urban Form/Policy 6.9 Transit Oriented Development: Portland's policy supports a regional form of mixed-use centers served by a multi-modal transportation system. City policy also emphasizes the need for inter-connected public streets to provide for pedestrian, bicycle and vehicle access. Policy 6.9 advances the need to reinforce the connection between transit and adjacent land use through increased residential densities and transit oriented development.

The Task Force's draft recommendations also include a new light rail connection which supports urban form and transit oriented development. Bridge Concepts 1 (a new 5-lane southbound supplemental bridge to the west of the existing bridges) and 6 (a new 4-lane collector distributor bridge to the west of the existing bridges) conflict with these policies by significantly widening the freeway corridor, diminishing the pedestrian environment, and reducing the potential for mixed use centers and transit oriented development, specifically on Hayden Island.

On Hayden Island, the Comprehensive Plan envisions primarily commercial land uses in the freeway corridor with residential uses to the east and west of this commercial center. Between Portland Harbor and Columbia Blvd., the majority of the land is in the industrial sanctuary or open space with a mixture of commercial and residential uses. Additional study is required to further evaluate the appropriate level and type of future development in the Bridge Influence Area. Future plans should balance the opportunity created for station area development with the preservation of industrial activity. On Hayden Island, obstacles such as airport noise and adequacy of the local street network should be assessed in the EIS.

Policy 6.21 Freight Inter-modal Facilities and Freight Activity Areas/Objective 2.14 Industrial Sanctuaries: City policy advances the development of a multi-modal transportation system for the safe and efficient movement of goods within the City. City Policy also encourages the growth of industrial activities by preserving industrial land in Industrial Sanctuaries primarily for manufacturing purposes.

All of the proposed concepts support the projected increased freight demand for the movement of goods within the corridor. A large amount of the land surrounding the Bridge Influence Area is in the Industrial Sanctuary. Improved freeway access and operations for freight are essential to support the existing and planned industrial uses in the corridor.

<u>Policy 8.15 Wetlands/Riparian/Water Bodies Protection</u>: City Policy stresses the importance of protecting significant wetlands, riparian areas, and water bodies that have significant function

and value related to flood protection, sediment and erosion control, water quality, groundwater recharge and discharge, education, vegetation, and fish and wildlife habitat.

All Concepts have some impact on wetlands, open space and/or parks lands between Portland Harbor and Columbia Blvd. and would be in conflict with this policy. Concept 4, the Replacement Bridge, minimizes impacts in this area. Additional work is needed to assess how BIA improvements would impact water bodies, their significant functions and values.

Policy 12.1 Portland's Character: City policy advances the need to enhance and extend Portland's attractive identity. New public projects should enhance Portland's appearance and character through innovative design. This includes creating a "built environment" that is attractive and inviting to the pedestrian.

Concepts designed to minimize visual and physical impacts on the surrounding area would support this policy. Bridge concepts 1 and 6, which significantly widen the freeway corridor on Hayden Island and in Marine Drive interchange, would conflict with this policy.

A.16. Overall I-5 Land Use Findings : The Effect of Investments on Growth

(a) The analysis of the transportation options in the I-5 Partnership study assumed that the population and employment allocations in 2020 would be the same in all scenarios. Further, the analysis that the level and nature of the investment would change the modal choice, the route and the trip choice, but would not alter the number or locations of employment and households. History tells us otherwise. Transportation investments do change the location and number of jobs and households.

(b) The I-5 Partnership analyzed the potential effects on changes to households and employment with the I-5 investments of an additional freeway lane in the Corridor and across the Columbia River, plus a light rail loop in Clark County. The findings of analysis are found below in C-G.

(c) Without changes in land use policy, the following land use development trends can be expected, regardless of the transportation actions taken in the I-5 Corridor:

i. Population and employment growth in the Portland/Vancouver region are developing in a dispersed pattern. A significant share of households and employment are locating at the urban fringe, within adopted zoning.

Ii There will be more job growth in Clark County than anticipated in our current adopted plans. Even with a reduced percentage of commuters crossing the river, I-5 will be congested.

iii. Industrial areas are at risk of being converted to commercial uses, threatening the availability of industrial land in the Portland/Vancouver region and increasing traffic congestion in the I-5 corridor.

(d) Without investment in the I-5 corridor, we can expect that traffic congestion and reduced travel reliability will have an adverse economic effect on industries and businesses in the Corridor.

(e) With highway and transit investments in the Corridor, there will be travel-time savings that can be expected to have the following benefits:

i. Attract employment growth toward the center of the region to the Columbia Corridor along the I-5 Corridor from elsewhere in the region. The land use model estimates a small by steady increase of jobs to the I-5 Corridor, in both the Columbia Corridor Industrial Area and Clark County with the additional accessibility. This is consistent with Metro's 2040 Growth Concept that supports economic growth in the industrial area and focuses growth inside existing urban areas. This is also consistent with Clark County's goals of attracting more jobs.

ii. Strengthen the regional economy by attracting more jobs to the region; and

iii. Create new job opportunities for residents near the I-5 Corridor because of their close proximity to the additional employment in the Corridor .

iv. Support mixed use and compact housing development around transit stations. Transit station areas can have a positive effect on encouraging redevelopment and supporting transit use, particularly in residential areas. Redevelopment can provide an additional opportunity to accommodate additional housing demand and offer a mix of housing opportunities.

(f) Highway and transit investments in the Corridor also carry risks if the development pressure associated with the increased accessibility is not well managed:

i. Increased demand for housing in Clark County due to the location of jobs in the center of the region and the faster travel times to jobs in Portland may increase pressure to expand the Clark County urban growth area along the I-5 Corridor to the north. If more new houses are built than jobs in Clark County, I-5 will become overloaded to levels that would exist if no improvements were made. This would be contrary to the regional policy and limit the capacity for freight; and

ii. Industrial areas are at greater risk of being converted to commercial uses at new and improved interchanges with the improved travel times at these locations. As the region's population has increased, the value of land along the freeway has also increased. This increase in value increases development pressure. Value and corresponding development pressure will increase as accessibility is further improved. If not protected, this development will erode the supply of increasingly scarce industrial land, reduce the opportunities to create family wage jobs close to where people live, and generate more traffic than the system can handle, even with new capacity.

(g) Growth must be managed to ensure that:

i. Clark County growth does not result in new freeway capacity being used by commuters, instead of truckers for the movement of goods;

ii. The expected life span of investments is not shortened;

iii. Scarce industrial land is not converted to commercial uses; and

iv. Local jurisdictions implement necessary zoning and regulatory changes to attract mixed use and compact housings around transit stations. The availability of land, within the Metro UGB and the Clark County UGAs changes where and how the region will grow. If Metro has a tight UGB, it will increase demand for housing in Clark County, even more than the effect of the added accessibility due to the transit and highway investment. If Clark County expands the UGA, it will also attract growth. UGB/A decisions alone can change traffic demands across the river.

Portland / Vancouver I-5 Transportation and Trade Partnership

Attachment D
"I-5 Bi-State Coordination Accord"

The I-5 Task Force recommends that RTC and Metro, along with the other members of the current "Bi-State Transportation Committee, adopt and implement the following "I-5 Bi-State Coordination Accord" and develop the operational details.

I. Accord Purpose

The I-5 Partnership brought together Washington and Oregon citizens and leaders to respond to concerns about growing congestion on I-5 and its effect on the Region. Consistent with the Task Force's "*Problem, Vision and Values Statement*," the Accord signatories find and adopt the following principles, statements, goals and actions:

A. The Region functions as one economic marketplace nationally and internationally;

B. Travel demands in the I-5 Corridor need to be met by: 1) providing a balance of transit and road improvements to achieve a mix of transportation choices, 2) reducing single occupant vehicle use in the peak hours across the Columbia River (I-5 and I-205), and 3) reducing daily VMT per capita for the urban areas in the four-county region;

C. The Region relies on the efficient movement of freight throughout the I-5 Corridor. Mid-day travel speeds for trucks on I-5 and I-205 must be maintained at a level designed to protect and enhance freight mobility. Additionally, the Region should proactively work to increase travel reliability for all users;

D. Healthy and viable rail service in the I-5 Corridor is a critical component of the regional economy. It is an integral part of the region's comparative advantage in providing an inter-modal focus of marine, barge, highway, and rail services that contribute to the Portland/Vancouver area's recognition as a major national and international trade and distribution center.

E. Transportation Demand Management (TDM) and Transportation System Management (TSM) are essential strategies for improving our mobility, both on a Corridor and Regional level.

F. The Region's growth management plans share a common vision for compact urban growth to preserve farm land, forest land and open space;

G. The Region's transportation and land use systems are integrally related, each impacting and influencing the other, with different approaches and implementation regulations;

H. Coordination among Region's jurisdictions and agencies in pursuing economic development and the preservation and increase of available industrial lands are important parts of growth management and maintaining a strong economy;

I. The Region would benefit from a multi-faceted, integrated plan of personal and business actions/incentives, transportation policies, and capital expenditures;

J. Plans to manage the I-5 Corridor interchanges, adjacent areas and adjacent industrial lands, are needed now to efficiently manage and protect the existing and future investments in the transportation system; and

K. The recommended improvements in the I-5 corridor between Portland and Vancouver will be an expensive undertaking. Capital projects of the magnitude recommended by the Task Force typically require a variety of funding and financing mechanisms. The Region will not be able to rely on any single revenue source. There are several promising federal, state and local revenue sources that could be available for financing the proposed projects.

II. Mechanisms For Protecting the I-5 Corridor

A. The "I-5 Corridor" or "Corridor" for purposes of this Accord has as its northern terminus the northern boundary of Clark County. Its southern terminus is the I-5/I-405 Loop.

B. **Manage Land Uses:** Accord signatories with land use authority, in consultation with those signatories with transportation authority, agree to protect the I-5 Corridor by creating their own plans and agreements to: 1) manage traffic from land uses surrounding interchanges not to exceed the mobility standard for the interchange; 2) manage induced traffic growth in the I-5 Corridor beyond that already planned; 3) establish "centers" for intense development and identify those areas preserved for industrial, residential and other uses; and 4) manage the employment or industrial areas that are outside of designated "centers" where traffic from potential development could negatively impact the levels of service on I-5 or the roads leading to it. These plans and agreements will include TDM/TSM strategies, consistent with and designed to achieve, the I-5 Corridor and Regional TDM/TSM targets.

C. **Protect Existing, Modified and New Interchanges:** Accord signatories with I-5 Corridor interchanges physically located in their jurisdiction agree to manage the development and resulting traffic around the interchange areas to protect the mobility standard of the interchange and enter into agreements with the relevant DOT. The plans and agreements for the interchanges will specify land uses that are consistent with this Accord.

D. **Transit Station Areas:** Accord signatories with new light rail and transit stations will adopt plans for the areas around transit station that are consistent with this Accord.

E. **TDM/TSM Actions**: Accord signatories will do their part in implementing TDM/TSM strategies that are consistent with the Corridor and Regional targets.

F. **Selection of Strategies and Regional Consistency:** Each Accord signatory will determine its specific strategies to protect the I-5 Corridor and those strategies should be consistent with the applicable Clark County Comprehensive Plan or the Metro 2040 Growth Concept, as modified. After consultation with the Bi-State Coordination Committee, each Accord signatory with land use authority shall adopt the relevant elements of the Section II plans and agreements into their Comprehensive Plan or Growth Concept Plan.

III. Create "Bi-State Coordination Committee"

The existing "Bi-State Transportation Committee" advises the JPACT/Metro Council and the RTC Board on transportation issues of bi-state significance. It is the only existing forum for discussion of bi-state issues where members represent a balance of regional interests. A new level of Bi-State coordination is needed to advise the JPACT/Metro Council, the RTC Board and Clark County on: a) increasing travel demands across the Columbia River, and b) accommodating the 20-year Regional projections for population and employment, and jobs and housing. Jurisdictions and agencies in the I-5 Corridor and those that impact its function should supplement their current transportation coordination efforts with coordinated land use planning, TDM/TSM measures, and economic development activities designed to, among other things, effectively manage the existing and new I-5 Corridor transportation investments.

A. ***Role of the new Bi-State Coordinating Committee:***

1. **Review, Comment and Recommend:** Review, comment and provide recommendations, consistent with this Accord, on actions and major transportation, land use, TDM/TSM, and economic development issues of Bi-State Significance to the responsible signatory. Additionally, the Committee can request any Accord signatory to refer an issue or action of Major Bi-State Significance to it for consultation.

2. **Rail:** Establish a public/private Bi-State Rail Forum to serve as an advisory group. Through the Rail Forum, initiate an aggressive program to: a) facilitate the efficient rail movement of freight, b) coordinate multi-modal transportation services to increase port access and streamline freight movement, c) develop strategies to implement the specific findings of the I-5 Partnership Rail Capacity Study, including prioritizing and scheduling the "incremental improvements," d) pursue the rail infrastructure improvements required to accommodate the anticipated 20-year freight rail growth in the Corridor and frequent, efficient inter-city passenger rail service between Seattle, Portland and Eugene, e) advocate at federal, state, regional and local levels for the funding and implementation of rail projects, including the need for additional inter-city passenger and high speed rail, and f) negotiate the cost allocation responsibilities between public and private stakeholders.

3. **TDM/TSM:** Establish a Bi-State TDM Forum to serve as an advisory group. Work with the regional transportation partners to prepare an "I-5 TDM/TSM Corridor Plan" to identify the TDM/TSM targets, implementation details, funding sources, priorities, and costs. Upon its completion, review the plan, finalize both Corridor and Regional targets, and lead the effort to secure additional funding.

4. **Funding:** Identify opportunities to fund the widening of I-5 to 3 lanes between Delta Park and Lombard. Other capital elements of the recommendations will take longer to fund. As a first step towards the development of a financing plan, work to explore long-term funding opportunities. Coordinated and discuss efforts to increase transit operating revenue for Tri-Met and C-Tran.

5. **Community Enhancement Fund:** Establish a community enhancement fund for use in the impacted areas in the I-5 Corridor in Oregon and Washington. Such a fund would be in addition to any impact mitigation costs identified through an environmental impact statement and would be modeled conceptually after the "1% for Arts" program, the I-405 Mitigation Fund and the St John's Landfill Mitigation Fund. The Bi-State Coordination Committee will recommend the specific details in conjunction with the Environmental Justice Work Group.

B. **Rights and Responsibilities of Accord Signatories.** Each signatory:

1. Retains the right and responsibility to control its own transportation system, planning, economic development, funding priorities and enforcement.

2. Agrees, prior to adopting management plans, interchange plans and agreements, and transit station plans, to bring them and other actions and issues of Major Bi-State Significance to the Bi-State Coordinating Committee for its comments and recommendations, which the signatories will meaningfully consider.

C. **Membership and Coordination.** Currently, the Bi-State Transportation Committee members are elected representatives or directors from: the Cities of Portland and Vancouver, Clark and Multnomah Counties, a smaller city in Clark (now Battle Ground) and one in Multnomah County (now Gresham); ODOT, WSDOT, the Ports of Vancouver and Portland, Tri-Met, C-Tran and Metro. Membership in the Bi-State Coordination Committee should be expanded to include members of the public, and others as needed, to meet the Accord responsibilities while maintaining the existing balance of bi-state representation of interests.

D. **Revise Existing Bi-State Transportation Committee.** JPACT/Metro Council, the RTC Board and Clark County should revise the existing "Bi-State Transportation Committee" to be consistent with this Accord. Simultaneously, the Accord signatories need to create the new "Bi-State Coordination Committee," provide for citizen participation in its work, adopt this Accord, and agree to act consistently with it.

IV. Actions and Issues of Major Bi-State Significance

The Accord signatories find and adopt the following as issues of Major Bi-State Significance:

A. Plans and agreements for the I-5 Corridor noted in Section II above and the actions noted in Section V below;

B. Four county regional coordination of UGB/UGA expansions to accommodate 20-year projections for population and employment, along with jobs and housing;

C. Coordination of economic development strategies and the preservation of industrial lands;

D. Highway, transit and rail projects in the Corridor, along with TDM/TSM targets and strategies for the Corridor and Bi-State Region; and

E. Other related major issues of bi-state concern.

V. Actions Needed Before New Capacity in the I-5 Corridor

A. As to new river-crossing capacity, new or modified interchanges, or Transit Stations, the Accord signatories agree to adopt drafts of the plans, agreements and actions noted in Section II above, include them for review in the relevant environmental process, and finalize them if not already finalized, as part of the environmental process conclusion.

1. As to the Delta Park to Lombard project specifically, it is subject only to: a) formation of the Bi-State Coordinating Committee and b) the Bi-State Coordination Committee's review of the relevant environmental documents. The Accord signatories will, however, consult with each other and the Bi-State Coordination Committee before taking any official action that changes existing land use designations in the areas adjacent to the Delta Park Lombard project if those changes could adversely affect the mobility standard of the interchange. Additionally, the Accord signatories agree to have the plans, agreements and actions noted in Section II above, in place or included for review in the relevant environmental process for any new river-crossing capacity, and finalize them if not already finalized, as part of the environmental process conclusion. This includes the City of Portland's agreement to develop a plan to manage the area around the interchanges in the vicinity of Delta Park consistent with this Accord.

2. As to the WSDOT 99th to I-205 widening project specifically, the environmental work has been completed. As a result, its construction is conditioned only upon the Accord signatories agreement to consult with each other and the Bi-State

Coordination Committee before taking any official action that changes existing land use designations in the areas adjacent to that project. However, the Accord signatories agree to have the plans, agreements and actions noted in Section II above, in place or included for review in the relevant environmental process for any new river-crossing capacity, and finalize them if not already finalized, as part of the environmental process.

B. As to existing interchanges, the Accord signatories agree to have the plans, agreements and actions noted in Section II above adopted with all deliberate speed.

C. As to any other transportation improvements in the I-5 Corridor, the Accord signatories agree to have the plans, agreements and actions noted in Section II above adopted before construction begins on them.

D. As to TDM/TSM, the proposed Bi-State Coordination Committee needs to agree on the "I-5 TDM/TSM Corridor Plan," the TDM/TSM targets for the I-5 Corridor and Region, and the appropriate levels of financial commitment and implementation that must be in place before construction begins on any new river-crossing capacity.

VI. Implementation

A. **Timing:** Signatory parties should establish the new Bi-State Coordination Committee as soon as possible, but in any event, it should be established contemporaneously with the adoption of the I-5 Task Force Recommendations into the regional transportation plans.

B. **Staffing and Funding:** Metro and RTC should continue to staff the Bi-State Coordination Committee and explore whether additional funding is necessary until the Accord's organizational details are finalized.

Attachment E: TDM/TSM Action Items and Rough Costs Matrix

ACTION ITEMS	CURRENT/BUDGETED SPENDING	TARGET/ADDITIONAL SPENDING	WHO PAYS		
			Users	Private Sector	Public Sector
I. Alternative Mode Services					
A. Fund transit services to the level assumed in the Task Force Baseline, upon which other option packages were compared. Today the region provides 1.9 million hours of transit service annually. The recommendation scenarios by the Task Force assumed 4.3 million service hours by 2020.	• C-TRAN (year 2002) 282, 400-fixed route service hours at cost of $23.5 million per year for transit operations. • TRI-MET (Year 2002) 1.6 million fixed route service hours at a cost of $139 million per year.	• The operating and maintenance cost needed for the baseline service in 2020 is estimated at $317 million per year. To meet this service level Tri-Met would need an additional $132 million per year and C-TRAN would need an additional $23 million per year.	X	X	X
B. Increase the subsidy for the existing C-TRAN Vanpool program to add to fleet and increase service over next five years.	• C-TRAN: $200,000/yr. operating costs • TRI-MET: $100K/yr.	• C-TRAN: $600,000 yr. to triple fleet	X	X	
C. Study the use of casual carpool and pick-up locations to cross the river.	$0	$40,000			X
D. Support the planned expansion of the existing Real Time Information for users.	TRI-MET: $2 million/yr.	TRI-MET: $1 million/yr.	X	X	X
E. Create and expand use of flexible shuttle systems to supplement fixed route services between the employment areas and the LRT stations in Vancouver and Portland.	• TRI-MET: $200,000 shuttle/worksite • C-TRAN: $0	TRI-MET and C-TRAN: $1million combined budget		X	

ACTION ITEMS	CURRENT/BUDGETED SPENDING	TARGET/ADDITIONAL SPENDING	WHO PAYS		
			Users	Private Sector	Public Sector
II. Alternative Mode Support					
A. Make available new park and ride facilities in Clark County in conjunction with recommended and new transit services in the I-5 and I-205 corridors. Begin Park and Ride expansion with those facilities forecasted to be at capacity in the next five years.	1,700 spaces currently exist in Clark County. Another 700 will be added with the construction of the I-5/99th Park-n-Ride.	Overall need: 6,600 spaces in Clark County. The additional 4,200 spaces cost $84 million ($20,000 per space * 4,200 spaces). 1,000 spaces ($20 million) are currently assumed in the projected LRT costs.	X	X	X
B. Increase funding at the jurisdiction level to ensure that existing pedestrian-oriented street designs in neighborhoods within the I-5 corridor may be implemented to support connectivity to the corridor.	Retrofit @ $1 million for a 1/4 mile section. New construction @ $1.25 million for 1/4 mile section	$16 million for 4 miles of boulevard retrofits		X	X
C. Support a sustained marketing program to increase awareness of rideshare programs for example www.CarpoolMatchNW.org. Target the I-5 Corridor.	$116,000 ($80,000 for staff, $36,000 for ads) for two years	Continue and increase budget to $150,000 to target I-5			X
D. Establish and fund an on-going HOV enforcement program.	• ODOT: $50-$60,000/yr. • WA State Patrol in charge of enforcement	• ODOT: increase to $100,000 • WA: increase to $100K	X		X
E. Improve the connectivity and quality of bike/ped facilities in Portland and Vancouver at both ends of any new river crossing.	• $25,000. Lloyd District TMA received $7,500 regional money for bike racks in 2001.	• City of Vancouver-$2.5 million			X
F. Support existing plans for end of trip facilities (i.e. showers, lockers and bike racks) by committing the funding for these in the corridor.	• Portland spent $9,500 on bike racks & $5,477 on lockers in 2001. * • WA: $0	• Portland increases budget to $35,000/yr. • WA budget: $75,000	X	X	X

ACTION ITEMS	CURRENT/BUDGETED SPENDING	TARGET/ADDITIONAL SPENDING	WHO PAYS		
			Users	Private Sector	Public Sector
G. Develop TDM programs for special event centers that draw large number of attendees for example: Delta Park, Expo Center, PIR and Downtown Vancouver. This will be similar to the shuttle bus and traffic signal coordination implemented for Rose Quarter events	TRI-MET: $5-10,000/yr.	Increase budgets in both WA and Portland to $300,000	X	X	X
H. Expand the TDM Education program for the region and target special programs for the I-5 Corridor. Examples of education programs are: 1. School programs on Alternative Travel Modes 2. Identify people who are open to making changes to the way they travel and link them with the resources they need to do it (e.g.. Travel Smart program, Perth). 3. Encourage families to live without a second car (Way to Go Seattle).	• City of Portland spent $15,000 for bikes and helmets plus $80,000 for staff for elementary school bike & ped training in 2001.	$1.2 million		X	X
I. Develop Guaranteed Ride Home Program for employees who have gotten to work by alternatives to SOV. Employees are offered a ride home (e.g., by Taxi or company vehicles) at no cost if needed for an emergency	Minimal cost (+/- $200 per year)	$30,000 per year			X
III. Worksite-Based Strategies					
A. Expand region wide incentive strategy to encourage employers to offer commute options. This will include promoting education programs tailored to the work sites in the corridor. Add marketing FTE for bus pass marketing.	• TRI-MET: $400,000 • WA: $0	• TRI-MET: $500,000 • C-TRAN: $100,000/yr.		X	X

ACTION ITEMS	CURRENT/BUDGETED SPENDING	TARGET/ADDITIONAL SPENDING	WHO PAYS		
			Users	Private Sector	Public Sector
III. Worksite-Based Strategies, Continued					
B. Subsidize transit pass program (like the Tri-Met Passport) to increase transit use at employment sites.	• City of Portland's TRIP (transit subsidy) and carpool check program cost $340,000 in 2001. • WA: $0	• $5 million • WA Budget: $450,000		X	
C. Increase participation in bike-walk use at more work-site locations for example Bike &Walk Bucks.	Bike & Walk Bucks pays participant $30/mo. Avg. 500 participants= $180,000/yr.	Increase use to 1000 participants= $360,000/yr.		X	
IV. Public Policy and Regulatory Strategies					
A. Expand the funding for the two existing TMA's in the corridor, Swan Island and Lloyd Center, and use public funds to seed new TMA's where business support exists.	• Lloyd District TMA budget-$174,000* • Swan Island TMA** budget-$75,000	Create and maintain 4 TMA's total. Increase budget to $175,000= $700,000		X	X
B. Review enforcement or incentive mechanism to achieve the goals in Washington State's CTR and Oregon's ECO programs to reduce commuter SOV trips.	$0	$300,000		X	X

* Lloyd District TMA revenue: City of Portland $75000, Passport Commissions-$31,5000, CMAQ grant-$15,000, BID Funding-$50,000, Contributions-$2600

** Swan Island TMA revenue: CMAQ grant-$25,5000, Access to work (carpool and shuttle)-$10,500, Membership dues-$25,750

ACTION ITEMS	CURRENT/BUDGETED SPENDING	TARGET/ADDITIONAL SPENDING	WHO PAYS		
			Users	Private Sector	Public Sector
C. Expand CTR to include businesses with 50 or more employees. CTR currently impacts businesses with 100 or more employees. ECO and CTR to move toward common criteria to include businesses with 50 employees or more.	$0	$ 40,000		X	X
D. Expand transit free fare areas including downtown Vancouver.	• City portion of Fareless Extension to Lloyd District was $300,000. Total cost=$900,000 • WA: $0	• Future costs based on Tri-Met's estimate of lost revenue. • WA: $300,000		X	X
E. Study expansion of free fare zones for I-5 transit users.	$0	$150,000	X	X	X
V. Pricing Strategies					
A. Develop a region-wide parking strategy to encourage fewer parking spaces and to support parking charges. Consider including elements of the strategy such as: 1. Establish Trip Reduction Ordinances to help reduce SOV trips. 2. Support jurisdictions in adopting parking requirements in codes with parking minimums and maximums in place. 3. Provide preferential parking at places of employment and at parking garages for rideshare vehicles as an incentive. 4. Increase the effectiveness of existing pricing strategies by increasing the cost of metered parking and parking garages.	Portland discounts carpool parking on streets and garages total $377,472 /yr. On-Street spaces-618 City-owned garage spaces-217 City of Vancouver's parking program costs $2 million a year.	$500,000	X		X
B. Study opportunities to implement road-pricing strategies as plans for a new river crossing continue. Pricing strategies for consideration to be looked into through EIS.	$0	$500,000	X	X	X

ACTION ITEMS	CURRENT/BUDGETED SPENDING	TARGET/ADDITIONAL SPENDING	WHO PAYS		
			Users	Private Sector	Public Sector
VI. TSM Strategies					
A. Add service patrols to manage incidents in Washington and add to the number of incident response teams in Oregon and Washington.	COMET operating costs: $85,000/truck $7,550 maintenance and gas 5,000 miles/month/per truck				X
B. Improve freight traffic flow by moving more drivers from SOV to alternative modes thereby reducing traffic congestion. As designs for the new river crossing and interchanges in the corridor are developed, truck bypass lanes at ramps and other techniques to facilitate truck movement should be considered.					X
C. Accelerate funding for planned ramp metering at all WSDOT freeway interchanges in the I-5 and I-205 corridors.	Ramp meters cost $90-100,000/unit (includes meter, signage and striping	$700,000 for 7 meters			X
D. Increase coordination between Oregon and Washington Transportation Management Centers to improve freeway management and operations, including incident management. The aim is to decrease the time to clear incidents, maintain traffic flow and increase travel reliability.	OR- WA-30 minutes response and 120 minutes clearance time for major incidents	$600,000 for first year and $100,000 annually for following years			X
E. Implement Vancouver Area Smart Trek (VAST) System. VAST is a package of Intelligent Transportation System (ITS) elements to better manage the transportation system. ITS uses advanced technology and information to improve mobility and productivity and enhance safety on the transportation system. http://comsvr/vastrek/	$5.4 million (3 year budget)	$45 million over 20 years			X

Attachment F: Potential Impacts of Recommendations to be Assessed In an Environmental Impact Study

I. Traffic/Transportation

CLARK COUNTY MEETINGS

A. **Increase/decrease in access to jobs and services for low income, minority groups, disabled and elderly.** Need to assess:
   1. Ability to access jobs/employment centers. How will each alternative reduce or increase job opportunities or require dislocating families in order to maintain access?
   2. Choice in transportation – within each community and in crossing the river. Large segments of the EJ communities do not drive (particularly women of ethnic groups), do not have reliable cars, or are from cultures that are more comfortable using public transportation.
   3. Availability of public transportation to reach community services. Services in Clark County are not currently always accessible by transit. Low income and minority groups are located throughout the community.
   4. Impact on pedestrian and bicycle access.
   5. Affordability of transportation to jobs and services.
   6. Efficiency of transportation to jobs and services.

B. **Construction impacts**
   Need to assess:
   1. Ability to maintain access to jobs and services during construction.

C. **Reduced safety in neighborhoods**
   Need to assess:
   1. Impact on pedestrian safety. Walkability of neighborhoods is especially important for children and elderly.
   2. Increase in cut-through traffic.
   3. Impact on speeds through neighborhoods, for instance potential impacts of new bridge over 29th in Vancouver.

PORTLAND MEETINGS

A. **Increase in traffic on local streets and other freeway systems.** Need to assess:
   1. The local traffic impact of removing the bottleneck at Delta Park.
   2. The local traffic impact of making improvements in the Bridge Influence area.
   3. Impact of freeway ramp meter rates on local streets and on pedestrian safety issues.
   4. The impact of improvements on the Portland freeway loop, SR 500 and SR 14.
   5. Traffic impacts of HOV system.
   6. West Arterial Road as an alternative to improvements on I-5

B. **Increase in sprawl in Clark County**
   Need to assess:
   1. The impact of transportation improvements on growth in Clark County.

C. **Unsustainable transportation system.**
   Need to assess:
   1. Transit and demand management-only transportation system.

D. **Unsafe pedestrian conditions during construction.**
   1. To the extent that construction of improvements impact pedestrian safety and access, it needs to be mitigated. This can be a problem on local streets and also at freeway ramps when traffic backs up. Senior populations are particularly a concern.

D. **Reduced access to homes** Need to assess: 1. Impact on residents of changing how homes are accessed (rear access to homes between 35th-37th Street).	
II. Environment and Health	
CLARK COUNTY MEETINGS A. **Increase in air and other pollution and subsequent health impacts.** Need to assess: 1. Health impacts on residents next to or near the facilities due to increases in air pollution and the potentially subsequent increases in contamination of soils and other resources with which residents interact. The assessment should recognize that: - Children are most vulnerable because they play outside - Low income populations have less access to health care and, thus, may have poorer overall health - Health issues of concern include: allergies, asthma, lead poisoning, and low birth weights. B. **Increased noise.** Need to assess: 1. Health impacts of increased noise C. **Impacts to other environmental resources.** Need to assess: 1. Impact on trees – reduction and health of trees 2. Reduction in wildlife 3. Stormwater drainage 4. Water quality 5. Sustainable development 6. Other natural resources	PORTLAND MEETINGS A. **Increase in air pollution and subsequent health impacts.** Need to assess: 1. Local air quality impacts of highway and transit projects, including an assessment of air toxics. The assessment should also take into account idling traffic at ramp meters. 2. Health impacts associated with increased air pollution due to highway and transit projects. *Note: there is concern in the community about the cumulative impacts of automobile and industrial pollution on the health of residents in north and northeast Portland. Advocates on this issue have requested a study of the cumulative air quality impacts. Such a study will require the participation of several state and federal agencies including the Department of Environmental Quality, the Oregon Health Department, and the Environmental Protection Agency. Additional discussion among these agencies and with the community advocates is needed before action on such a study can be taken.* B. **Increase in pollution to streams and fish.** Need to assess: 1. Increase in run-off into streams due to the increase impervious surface (more roadway) 2. Increase in PCBs and toxic organics in streams – need to need to pay attention to detection limits.

III. Historic and Cultural Issues	
CLARK COUNTY MEETINGS A. **Impacts on historic homes** Need to assess: 1. Older Vancouver neighborhoods have historic homes. B. **Impacts on culture of minority and ethnic groups** Need to assess: 1. Impacts on the ability of minority and ethnic groups to maintain the cohesiveness and culture of their communities. C. **Impacts on Native American tribal resources** Need to assess impacts that a river crossing or other elements of the alternatives may have on Native American fisheries.	PORTLAND MEETINGS A. **Impacts to Pioneer Cemetery.** Need to assess whether impacts will occur to this resource.
IV. Property Impacts	
CLARK COUNTY MEETINGS A. **Residential and Commercial Displacements** Need to assess: 1. Displacements and encroachments – low-income households in this corridor are difficult to relocate because of a lack of decent affordable housing. 2. Impact on availability affordable housing	PORTLAND MEETINGS A. **Residential and Commercial Displacements** Need to assess: 1. Displacements and encroachments to residential, business and commercial property. 2. Impact on property values. 3. If there is a loss of housing, need to consider the cumulative impacts of all projects in the area.
V. Quality of Life	
CLARK COUNTY MEETINGS A. Impacts to community life. Need to assess: 1. Impacts to community cohesiveness – connections within neighborhoods. This includes pedestrian, bike and vehicle connections within the community and to schools, recreation, community and commercial services. 2. Connection impacts to other communities. 3. Impacts to adopted Neighborhood Plans. 4. Diminishment of community identity, such as of historic character of older Vancouver neighborhoods. 5. Impacts to community life of minority groups.	PORTLAND MEETINGS A. **Increase in noise** Need to assess: 1. Noise impacts of potential improvements including widening I-5 to three lanes between Delta Park and Lombard. 2. Noise impacts due to construction.

6. Increase in brownfields or rundown and/or vacant properties. 7. Changes, such as access, within neighborhoods that develop housing pockets that could attract criminal activities into neighborhoods B. **Increase in noise** Need to assess: 1. Noise impacts of potential improvements C. **Impacts to open space and parks** Need to assess: 1. Loss of green space, wetlands and parks. 2. Access to open space and parks. D. **Decrease in overall livability** Need to assess: 1. Increase in odors. 2. Visual impacts	B. **Decrease in overall livability** Need to assess: 1. Loss of green space. 2. Shadow effect of freeways and loss of natural light. 3. Visual impact of new bridges. 4. Loss of access to the Columbia Slough. 5. Increase in litter due to light rail and increased traffic. 6. Increased grit and grim on homes and vehicles near the corridor
VI. Employment and Economic Opportunity	
CLARK COUNTY MEETINGS A. **Impacts on job opportunities due to access.** Need to assess: 1. Increase or decrease in reliable transportation access to jobs for low income and minority communities. B. **Economic development in Clark County.** Need to assess: 1. Effects of alternatives on creation of jobs in Clark County. 2. Impacts on tax revenues for Clark County.	PORTLAND MEETINGS A. **Decrease in revenue for corridor businesses due to construction.** Need to assess: 1. Construction impacts to businesses affected by construction of improvements. B. **Lack of economic benefit to local community from EIS, construction and maintenance contracts.** Need to ensure: 1. That the Departments of Transportation make a special efforts in the following areas: attracting Disadvantaged Business Enterprise (DBE) -eligible firms for all contracts; attracting Emerging Small Businesses for all contracts; and enforcing external equal employment opportunities laws.

VII. Affected Environmental Justice and Title IV Communities	
CLARK COUNTY MEETINGS A. **Balance of impacts.** Need to assess: 1. The demographics of those that are impacted by the study – who, how many, and of what racial, ethnic and economic groups – in order to determine whether impacts are balanced, and what mitigation could be appropriate.	PORTLAND MEETINGS

Attachment G
Potential Benefits of Recommendations to be Considered in an Environmental Impact Study

The following ideas and information were generated as a basis for exploring benefits that could be considered in the EIS. The EIS will assess whether environmental justice communities carry an unfair share of the negative impacts of the project, and whether the impacts are or can be balanced by benefits to those communities.

It is important to understand that, while impacts would be a natural outcome of a set of transportation improvements, not all benefits would be. The working groups discussed two types of benefits: 1) those that could be a direct outcome of transportation improvements, and 2) those that could be added either to address specific impacts (as mitigation) or to provide overall balance of benefits and impacts to affected communities. The second type of benefits would not be ensured until they were included in the Final EIS and financing package.

I. Employment/Economic Opportunity	
CLARK COUNTY MEETINGS A. **Maintain and improve access to employment centers and high quality jobs** 1. Provide reliable, efficient access to key employment areas (such as Ridgefield, Prune Hill, Portland, and Port of Vancouver). Need transportation choices: car and transit. 2. Encourage the creation of jobs in Clark County/Southwest Washington. 3. Support job training opportunities B. **Support job opportunities during construction.** 1. Use local contractors and suppliers. 2. Maintain access to employment centers during construction. C. **Encourage the development of local businesses in the corridor** 1. Encourage business development for minority groups along the corridor. 2. Support economic development plans in local Neighborhood Action Plans.	PORTLAND MEETINGS A. **Provide jobs from the project.** 1. Improvements should serve as an economic engine by providing jobs and business opportunity to the adjacent communities. 2. Employment and training and percentage people of color used on project – contracts/workers. 3. Also, percentage small business, women in business. 4. ODOT should participate in Community Benefits Agency Task Force. Though not yet formally established, ODOT and all other agencies undertaking major public works projects in the area should participate when it is set up. The Task Force will serve as a forum where public agencies and potentially other institutions can share information regarding how their capital improvement projects can best benefit the community. Community benefit objectives can be served by aggressive local hiring/contracting efforts, and there are many other "best practices

	B. **Help businesses that may be impacted during construction.** 1. Develop a plan to save jobs during construction. Use lessons learned during Interstate LRT. Look for federal grants now. Don't wait. 2. Look at how to compensate small business people who lose business. 3. To help businesses that may be impacted during construction it is important to get profit and loss statements before construction so that there is a way to determine loss of business during construction. 4. EPA may have a small business loss income fund that will reimburse any loss that businesses can prove during construction. C. **Encourage the development of local businesses in the corridor.** 1. Set aside space at light rail stations for small, community-oriented, local businesses and connect these businesses with job training center efforts. 2. Incentives along corridor to help businesses.
II. Traffic/Transportation	
CLARK COUNTY MEETINGS A. **Provide for diverse mobility and access needs of environmental justice communities:** 1. Jobs. See "Employment" Services. 2. See "Environment and Health." 4. Community access. See "Community Building and Livability." 5. Maintain access across the river as a plus for both sides of the river – Portland and Vancouver are culturally and economically linked communities. B. **Improve bike and pedestrian safety and increase connectivity.** 1. Improve or provide more connections crossing the freeway for pedestrian and bike access.	PORTLAND MEETINGS A. **Improve bike and pedestrian safety and increase connectivity.** 1. Freeway over-crossings are dangerous for bicyclists and pedestrians. Need safe ways to get across freeway, particularly for seniors. There is also a problem crossing at freeway ramps when traffic backs up. 2. Safer and better bike and pedestrian access to transportation. Emphasize bike and pedestrian facilities in design and mitigation. Need pedestrian and bike friendly overpasses to tie communities back together. 3. Safer bike/pedestrian access should be emphasized in design for neighborhood.

C. **Reduce single-occupancy vehicles in order to reduce related impacts on neighborhoods and environment**
   1. Consider employer to employee incentives, such as transit vouchers. This can be a tax incentive for employer and could help meet community trip reduction goals.
   2. Consider Downtown Vancouver free zone on buses.
   3. Consider using project to facilitate better ride sharing.
   4. The more public transportation that is available, the more people will ride

D. **Improve transit availability and connections**
   1. Need efficient east-west transit in Clark County to create better access to jobs and services.
   2. More available transit can benefit certain ethnic groups. For some groups who are new to the country, driving is a major obstacle; they have used public transportation – trains and buses – in home country and are more comfortable with transit due to familiarity. Light rail or rail type system would be more inviting.
   3. Consider transit passes for special populations.
   4. Public transit needs to be done well (go where people want to go).
   5. More information on public transportation is needed for EJ communities.

E. **Calm traffic through neighborhoods**
   1. Build on Vancouver neighborhoods program of student designed traffic signs.
   4. A new pedestrian/bicycle trail/path connecting Bridgeton to the Expo Center MAX station.
   5. Improve the pedestrian condition of Killingsworth, per the planning work currently underway and led by the Portland Office of Transportation.
   6. Consider integrating I-5 improvements identified in the recently completed *Station Area Revitalization Strategy* into the long range I-5 Partnership Plan. The Station Area Strategy identifies the following improvements:
      - A new Buffalo Street pedestrian/bicycle freeway crossing;
      - Enhanced Killingsworth and Skidmore freeway crossings to make them more pedestrian friendly (widened sidewalks, landscaping, benches, etc.);
      - A possible freeway capping at the Killingsworth crossing; and
      - A new street crossing to connect Mississippi District (south of Skidmore).

B. **Improve transit connections**
   1. Develop better inter-neighborhood transportation in N/NE, for example, streetcars and other alternative modes.
   2. Need improved east-west transit through N/NE Portland to create better access to jobs, shopping, recreation, etc.
   3. Free bus passes to students up to age 22.

C. **Manage traffic through better land use planning**
   1. Coordinate land use and transportation to limit sprawl in Clark County and thereby reduce commuters through north Portland

D. **Improve congestion**
   1. Eliminate bridge lifts.

III. Health and Community Services

CLARK COUNTY MEETINGS

A. **Improve access to health care and human services**
   1. Reliable transportation is needed to medical / healthcare resources.
   2. Residents of low-income communities have less health insurance and access to health care.
   3. Consider supporting childcare and facilities in neighborhoods.
   4. Community resource centers could be built in neighborhoods.
   5. Provide easy access to senior community centers in the neighborhoods.

B. **Improve education on health risks**
   1. Education is needed on freeway-related health impacts for families within two miles of the corridor

PORTLAND MEETINGS

A. **Improve access to health care for pulmonary problems**
   1. Residents of low-income communities have less health insurance and access to health care.
   2. There needs to be consideration of air quality impacts so insurance community will pay for asthma as a long-term health issue.

B. **Improve lead testing and education**
   1. Test children and homes and educate to prevent lead poisoning.

IV. Environment

CLARK COUNTY MEETINGS

A. **Promote natural resource improvement**
   1. Implement as community projects.
   2. Partner with organizations such as WSU on environmental stewardship.

B. **Increase green spaces**
   1. Plant more trees.
   2. Acquire green space.

PORTLAND MEETINGS

A. **Improve knowledge of air quality impacts**
   1. Establish additional air quality monitoring stations along the freeway corridor.
   2. Study the cumulative effects of automobile and industrial emissions, including an assessment of how the emissions impact different age groups and pregnant and nursing women.
   3. Improved information on air quality will help people make informed choices and can be used to get DEQ to "dial down" impacts from industry; communicate and educate people.

B. **Improve air quality now and during construction**
   1. Make sure construction vehicles are up to air quality standards while they are building in the area.
   2. Have DOTs work with environmental agencies/transit to create incentives for reduction of air pollutants – e.g. clean buses.

	C. **Treat runoff from impervious services** 1. Runoff control measures such as berms and swales to capture pollution before it goes into streams.
V. Property Benefits	
CLARK COUNTY MEETINGS A. **Housing** 1. Preserve low-income housing. 2. Provide home enhancements, such as added insulation, to offset noise, air pollution, etc. 3. For displaced families with attachments to home and neighborhood, consider moving houses to a vacant property in close location	PORTLAND MEETINGS A. **Housing** 1. Preserve low-income housing (incentive programs).
VI. Community Building and Livability	
CLARK COUNTY MEETINGS A. **Foster the ability of the low-income and minority communities to become more engaged in the community** 1. Promote capacity of low income and minority groups to become involved in public discourse – develop their capacity to be effective citizens and self advocates, so they can be empowered to affect their quality of life. - Possibly partner in outreach and education with Clark College and/or WSU Vancouver - Promote knowledge of government services (police, etc.), programs and policies intended to support their community 2. Promote and support community-action, community-betterment projects that improve the quality of the community, bring the community together, and educate. Examples cited include:	PORTLAND MEETINGS A. **Improve/Add Community Amenities** 1. Plan for adding and green space with project and improving the green and community spaces we have. 2. Add libraries, lighting, drinking fountains, Saturday market, and micro-economic space. 3. Public improvements along the Columbia Slough. The community has identified several priority projects in this area, including the 40-mile loop trail, canoe launch, etc. B. **Improve Existing Community Resources** 1. Funding for Jefferson and Roosevelt school cluster (elementary-high school). These have the most diverse population and values clash. Cultural center, day care, immigrant services.

- Tree planting programs (such as the programs for disadvantaged youth sponsored by the Forest Service) - Community art programs to represent the character of the community – with art by the community. This could be done in conjunction with sound wall design or light rail stations, and would promote pride and discourage graffiti - Traffic calming signs made by kids. 3. Public transportation fosters more interaction between diverse cultures and segments of the community B. **Improve community connectivity and amenities** *1. Provide more connections across freeway for pedestrians, bikes, etc.* *2. Consider capping I-5 for connectivity and open space and to addresses noise/ pollution.* 3. Need more parks, gardens and greenspace. 4. Improve aesthetics, such as with artwork on sound walls. Express the diversity and the unique feel of each neighborhood. C. **Strengthen schools and public education** 1. Mitigation could include support for schools along freeway, which are the most diverse and have some of the highest rates of poverty. 2. Community-action projects described in the previous section could be organized through the schools and build on educational goals. D. **Create a Mitigation Fund** 1. Consider creation of a mitigation fund that could be used for community-led projects. 2. Focus of any environmental justice mitigation should be on the EJ communities and households affected by any negative impacts.	C. **Create a Mitigation Fund** 1. Consider creation of a mitigation fund, similar to the fund that ODOT established as mitigation for the west-side I-405, or the North Portland Trust Fund that Portland International Raceway (PIR) sit up to mitigate for noise impacts.

Attachment H
Outreach to Environmental Justice Communities During the EIS

CLARK COUNTY MEETINGS	PORTLAND MEETINGS
A. **Improve community capacity to participate in process** 1. Many EJ communities do not understand their opportunities to be involved and affect the process. 2. Potential of negative impacts could help mobilize and unite community to address the problem B. **Apply environmental justice in its fullest sense** 1. Environmental Justice Executive Order refers only to low-income and minority, but Title 6 covers more. We need to consider elderly, disabled and non-English speaking. C. **No one approach will work for all** General tools could include: 1. Schools can be a source of disseminating information, but children may not, or in some cases should not (see #6 below) communicate back to parents 2. Local newspapers and newsletters specifically for targeted groups; media for non-English speaking community members covers the Portland/Vancouver area. 3. Posters at local businesses catering to low-income and minority communities - grocers, restaurants, etc. (many located on 4th Plain Blvd.) 4. Neighborhoods have been established for a long time and can assist in outreach (as a supplemental effort). Rosemere neighborhood translates newsletter in Spanish and Russian. 5. C-Tran has changed advertising policy and will now accept public service ads.	A. **Improve community capacity to participate in project** 1. Many EJ communities are aware, but are not confident enough to get involved. 2. Build leadership in communities. Provide opportunities to learn about and develop skills in urban planning, transportation, social justice, environmental justice, and cross-cultural political involvement. Build leadership by experiencing projects – internships etc. [People exhibited considerable enthusiasm for this suggestion in particular and gave it three stars even though no stars were given as a part of the process.] 3. The project is too lengthy to keep neighborhood together. Get a community center meeting place open and start training before construction. It could provide technical training and a place for community togetherness. Have it follow through the process and open for people with information on the project. 4. Help neighborhood associations with technical assistance and training improve ability to participate and to build leadership. B. **Establish culturally sensitive, community-based outreach program** 1. Hire community outreach workers who are bilingual, bicultural, etc. 2. Partner with existing community groups (Schools Uniting Neighborhoods, EJAG, IRCO, Community Alliance of Tenants, etc.) to do outreach and get word out about the project.

D. **De-centralized methods of outreach are needed to reach low-income communities.**
1. Poverty located all over Clark County, not centrally located. They are a significant part of most of the neighborhoods along the corridor.
2. Large pockets in Hazel Dell and Mill Plain, 136th Avenue to 18th Street. Poor section of town is.
3. Transients/homeless are mostly found in the area close to rail, transportation hub, and move around a great deal.
4. Free/Reduced lunches indicate the rate of poverty – 55 percent of students in Vancouver Schools can qualify for this program. Battle Ground and Evergreen have 30 percent.
5. Head Start has 1000 families. This number is only the ones they serve; know that there is a waiting list.
6. May be able to contact through the schools.
7. C-Tran has changed advertising policy and will now accept public service ads.

E. **Recognize diversity of non-English speaking groups**
1. Primary non-English speaking groups are:
   - Eastern European – many languages but usually speak Russian.
   - Hispanic
   - Vietnamese, Korean, Cambodian.
2. Most of these are located around the I-5 corridor, because it is the cheapest area to live in.
3. Schools along corridor have much diversity.
4. Headstart students in Clark County: 16% is non-English speaking, 10% is Russian.
5. Washington Elementary Schools: 23% Hispanic, 7% African American, 3% Asian American.

C. **Build community and one-on-one relationships**
1. More extensive outreach through building relationships. TV shows on public cable access as an example to get the dialogue started.
2. Go to the places where people naturally gather to talk about the project rather that making them come to you, i.e. churches, grocery stores, community centers and laundromats.
3. Partner with the Oregon Food Bank to put information in food baskets, or be there when people come to get baskets.
4. Use door-to-door canvassing to reach residents. This could include community surveys to assess attitudes.
5. Individual invitation to participate. Establish small but consistent relationships one-on-one.
6. Participate in community fairs, i.e. Good in the Hood.

D. **Have tangible, accessible displays**
1. Put models of the project in libraries so people can see what it would look like.
2. Portable geographic information system (GIS) so information on designs, impacts and benefits can be presented at kiosks, community events, or door- to-door. Coordinate information with other projects to show full community impacts.
3. Commission local artist to create a big, interactive, 3 dimensional, traveling display that could also get feedback and collect data.
4. Take out interesting and interactive displays with a live person to discuss the issues.
5. Have school kids participate in bridge design process. Get architects from the community to volunteer time to work with the kids. Involve kids from alternative schools too.

F. **Establish culturally sensitive, community-based outreach programs.**
   1. Find out what methods are most effective for each cultural group.
   2. Materials should be culturally relevant.
   3. Some cultures (Hispanic and Eastern European) are leery of government, so approach needs to be non-threatening.
   4. Liaisons from the affected groups that speak their language are good resource.
   5. Programs for refugee placement may be a good way to communicate.
   6. Schools can be a way of disseminating information. Consider consulting students about the project, and recognize that for several ethnic groups, children should not be used as tools to translate to or reach parents. Either because it is degrading to parent or it is an inappropriate role for the children.
   7. Minority and ethnic groups generally identify themselves as a Portland/Vancouver community. They do not draw a line at the river.

G. **Reach Russian/Eastern European communities**
   1. Schools are "the authority" – the best source of information about and to the community.
   2. Collaborate with the schools and existing community leaders.
   3. Do not go through the churches, they are sacred.
   4. Door-to-door approach works, as long as you have an interpreter.
   5. Do not use children as interpreters.
   6. Post info at other agencies that serve these populations.
   7. Large Russian population goes to Clark College, acceptable outreach there.
   8. Russians won't use celebrations to get information.

E. **Make information and bureaucracy understandable**
   1. Create glossary of terms.
   2. Need a matrix of all of the agencies/partners/community organizations/people that need to collaborate on this project.

F. **Use community media to reach people**
   1. Community media—Portland Cable access reader boards, KBOO, KMHD.
   2. Put together a program for cable access where they come to the community.
   3. Use the alternative and mainstream media to run stories, e.g. television, radio, newspapers.

G. **Involve the community in decision-making**
   1. Want to see people of color, small businesses, and the disadvantaged—people representative of people in the community on board from beginning to end.
   2. Continue to have the public involved in the project's organizational structure. Or example there should be an overall public involvement group and an EJ public involvement group, and analysis group composed of residents should be considered.
   3. Task Force needs to hear from the community to present EJ issues to the community.

H. **Reach Spanish-speaking communities** 1. Over 90% of the Hispanic community is (speak Spanish) along I-5, near corridor for commuting to and from Oregon. 2. 85% of Hispanic community is 1st generation, little to no English skills. 3. 99% are below federal guidelines for poverty. 4. Over 90% mono-language (Spanish only). 5. Over 90% are intergenerational, so there are school-age children in most families. 6. Focus is survival for today for family. 7. Literature is not effective because most are not literate in English or Spanish. 8. Radio is effective way to reach. 9. Community meetings: won't share information, but will take information. Not considered public involvement. 10. Don't use children as tools to reach them. 11. Celebration of food / dancing good way to get large gathering. 12. Transportation is issue to Hispanic, majority of women and mothers do not drive. 13. Hispanic newspaper, Portland resource. 14. Use Cinco de Mayo celebration for outreach Hispanic I. **Reach the African American community** 1. Use churches 2. Contact church leaders first 3. Use newsletters, such as NAACP newsletter 4. Portland / Vancouver economic status for African Americans about the same 5. Roosevelt Elementary greater population of African American immigration from Portland coming J. **Reach the Asian American community** 1. Asian population low. 2. Vietnam celebrations good. 3. Korean church community. 4. They keep a low profile, but are here.	H. **Ensure culturally sensitive communication with immigrant groups** Reach low income more regardless of their ethnic background, find creative ways 1. The following are immigrant groups in N/NE Portland that may have language barriers: Russians, Hmong, Latino, and French speaking West Africans. The City of Portland has a good model for outreach with these groups – contact Bureau of Environmental Services. 2. Experience indicates that many immigrant groups have a high distrust of government and that the most effective way to communicate with these residents is through one-on-one conversations. It is important also to have community leaders involved.

K. **Elderly and disabled access to the process** 1. *Disabled/elderly depend on public transp.* 2. Mentally ill population also ride buses and homeless in downtown and around servicing programs L. **Partner with existing community groups that have established relationships with the EJ communities.** 1. Consult/partner to determine best ways of reaching different groups. E.g. - SEA MAR - Lutheran Family Services - Catholic Family Services - Eastern European Council - Refugee Referral Program - INR booklet – get this as a resource! - Independent Living Resources (people with disabilities). - Elderly – talk to Vancouver housing authority – also have data. - Ombudsman. - Vancouver Office of Mediation (for data on neighborhoods conflict resolution process) - YWCA Diversity Task Force - Southwest Washington Medical Center, Marcia Maynard - New American Social & Cultural Assistance (NASCA), Kim Le - City of Vancouver Office of Neighborhoods* - Community Outreach Panel, Kim Kapp, City of Vancouver Police - Minority Youth Leadership Program, Jessica Mata, Children's Home Society - Clark County Cultural Competency Committee, Renata Rhodes - Human Services Council in Vancouver, community Information and Referral service - SW Washington Health District, for data on the health of our community - Bureau of Indian Affairs - VHA – serves many disabled persons	

Attachment I:
Promising Financing Tools - Summary

I.	Federal Revenue Sources	What can it be used for?
	A. Federal High Priority Project Authorization	Highway Capital
	B. Federal Discretionary Earmark	Highway Capital
	C. New Starts Discretionary (Sec. 5307)	Transit Capital
	D. New Program Authorization	Highway Capital and Transit Capital
II.	**State Revenue Sources**	**What can it be used for?**
	A. State Allocation of Federal Funds	Highway Capital and Transit Capital
	B. Gas Tax, Weight Mile Tax, and/or Diesel Tax	Highway Capital
	C. Vehicle Registration Fee	Highway Capital
	D. Tolls	Highway Capital
	E. Lottery Funds - Oregon Only	Transit Capital
	F. Transportation Reinvestment Account	Highway Capital and Transit Capital
III.	**Regional/Local Revenue Sources**	**What can it be used for?**
	A. Regional Allocation of Federal Funds	Highway Capital and Transit Capital
	B. Regional Vehicle Registration Fee (OR Only)	Highway Capital
	C. Regional Finance Authority (WA Only)	Highway Capital
	D. Property Tax	Highway Capital and Transit Capital
	E. Basic Transit Sales Tax (WA only)	Transit Operations and Capital
	F. High Capacity Transit Sales Tax (WA only)	Transit Operations and Capital
	G. Motor Vehicle Excise - (WA only)	Transit Operations and Transit Capital
	H. Payroll Tax (OR only)	Transit Operations
	I. Fare Box Revenues	Transit Operations

Attachment I - continued: Promising Revenue Sources for Highway and Transit - Detail

I. Federal Revenue Sources	What can it be used for?	Revenue Potential	Notes/Comments	Currently Authorized ?	Popular Vote Needed?	Legislation Needed?
A. Federal High Priority Project Authorization	Highway Capital	Varies - See notes	Projects are identified and authorized once every 6 years in the federal transportation bill. Most allocations are small. In the current bill, Oregon and Washington's largest project amounts were: $19 million for OR and $27 million for WA.	Yes	No	Yes - Federal
B. Federal Discretionary Earmark	Highway Capital	Varies - See notes	Congress identifies projects every year. Amounts can vary. In Oregon, discretionary grants have ranged from $2 million - $5 million per year over the last 4 years. Washington has received about $13 million per year over the last 4 years. Programs that have been earmarked in recent years include: Borders and Corridors program, Intelligent Transportation Systems program, and the Bridge program.	Yes	No	Yes - Federal
C. New Starts Discretionary (Sec. 5307)	Transit Capital	Varies - See notes	Federal "new starts" funds available to build fixed guideway projects such as light rail and busway. Must be approved by FTA and by Congress. Tri-Met expects to receive about $70 million per year in appropriations to fund light rail projects in the region. This is the maximum amount that the region can expect to receive today. The match ratio is about 60% Federal to 40% Local.	Yes	No	Yes - Federal
D. New Program Authorization	Highway Capital and Transit Capital	Unknown	Establish new federal program targeted at major interstate facilities with multiple transportation issues: auto, freight, river navigation, railroad and aviation. Seek special authorities to establish public/private ventures.	No	No	Yes – Federal. Possibly state as well

II. State Revenue Sources	What can it be used for?	Revenue Potential	Notes/Comments	Currently Authorized ?	Popular Vote Needed?	Legislation Needed?
A. State Allocation of Federal Funds	Highway Capital and Transit Capital	Varies - See notes	Each state receives a yearly allocation of federal funds for transportation projects. Oregon receives about $277 million per year; Washington receives approximately $500 million per year. There are a number of restrictions on the use of these funds, however, in both states it would be possible to dedicate a portion of these funds over a period of years to improvements proposed for the I-5 corridor. Special federal programs also allow for bonding of this revenue source.	Yes	No	No
B. Gas Tax, Weight Mile Tax, and/or Diesel Tax	Highway Capital	WA 1-cent = $32 M/yr OR 1-cent = $22 M/yr	Both Washington and Oregon support their freeway system through gas taxes, and diesel or weight-mile taxes. The states share these revenues with cities and counties. In Washington, they are also used for ferries and special grant programs. A new 1-cent gas tax, with its equivalent diesel or weight mile tax, dedicated to projects statewide, could be bonded to raise: in Washington $350 million; in Oregon $250 million. If Portland and Vancouver regions received a share based on population, this would result in approximately $21 million for Vancouver and $87 million for Portland.	Yes	No	Yes - State
C. Vehicle Registration Fee	Highway Capital	WA $5 = $27M/yr OR $5 = $20 M/yr	Oregon and Washington also support their freeway system through a vehicle registration fee. The states typically share these revenues with cities and counties. In Washington, they are also used for ferries and the Washington State Patrol. A new $5 vehicle registration fee, dedicated to projects statewide, could be bonded to raise: in Oregon $230 million; in Washington $300 million. If Portland and Vancouver received a share of this revenue based on population, this would result in approximately: $18 million for Vancouver and $80 million for Portland.	Yes	No	Yes - State

II. State Revenue Sources – cont.	What can it be used for?	Revenue Potential	Notes/Comments	Currently Authorized ?	Popular Vote Needed?	Legislation Needed?
D. Tolls	Highway Capital	$2/vehicle = $48 M/yr on I-5	1997 Oregon Legislature authorized a toll project on the interstate system in Portland. In Washington, the Washington Transportation Commission is already authorized to toll new bridges. Federal law allows tolls on bridges, provided that funds are used first for replacement/rehabilitation of the tolled bridge. Inflating the 1956 toll of $0.40 to today's dollars results in a $2.20/vehicle roundtrip toll. Such a toll would raise about $48 million/yr in gross revenues. Net revenues would be somewhat lower. If bonded, this source could raise approximately $500 million.	Yes	Likely	Likely to need State and Federal legislation
E. Lottery Funds - Oregon Only	Transit Capital	Varies - See notes	The Oregon Legislature authorized $125 million in state match for Westside MAX. State will pay $10 million/yr between 2000 and 2010 in lottery funds to pay back bonds. Oregon Legislature also committed $35 million to Washington County commuter rail. Concept could be continued beyond 2010.	Yes	No	Yes - State
F. Transportation Reinvestment Account	Highway Capital and Transit Capital	$23 M/yr on transp. investment activity of $450 M/yr	Concept is to identify income tax revenue derived from transportation investment activity. It should only be applied to new revenue/expenditures. The "identified revenue" would then be included in the state budget as a General Fund allocation to transportation spending.	No	Unlikely	Yes - State

III. Regional/Local Revenue Sources	What can it be used for?	Revenue Potential	Notes/Comments	Currently Authorized ?	Popular Vote Needed?	Legislation Needed?
A. Regional Allocation of Federal Funds	Highway Capital and Transit Capital	Varies - See notes	Both Portland and Vancouver receive an annual allocation of federal funds for transportation projects. Vancouver receives approximately $6 million per year, and Portland receives about $26 million per year. In both states it would be possible to dedicate a portion of these funds over a period of years to improvements proposed for the I-5 corridor. Special federal programs also allow for bonding of this revenue source.	Yes	No	No
B. Regional Vehicle Registration Fee (OR Only)	Highway Capital	$15/yr = $20 M/yr	State law authorizes the Portland region to charge a vehicle registration fee for road projects in Multnomah, Washington and Clackamas counties. No such authority exists in Vancouver.	Yes	Yes	No
C. Regional Finance Authority (WA Only)	Highway Capital	$15/yr = $20 M/yr	Authority for regional financing tools currently does not exist in Washington. The Legislature has been receptive to the concept for the Puget Sound area.	No	Yes	Yes - State
D. Property Tax	Highway Capital and Transit Capital	Varies - See notes	In both states with voter approval, a local property tax can be used to pay back bonds for capital debt.	Yes	Yes	No
E. Basic Transit Sales Tax (WA only)	Transit Operations and Capital	.1% = $4 M/yr	C-Tran has authority to issue a sales tax of up to .9% to fund basic transit operations and capital needs including, bus service, park and ride lots, bus acquisitions, etc. C-Tran is currently using .3% of this authority. An increase in this taxing authority requires voter approval.	Yes	Yes	No

F. High Capacity Transit Sales Tax (WA only)	Transit Operations and Capital	.1% = $4 M/yr	C-Tran has the authority to issue a sales tax of up to 1%, to fund the capital and operations of a high capacity transit system. Voter approval is required. This taxing authority has not been used to date. Note: the law authorizing this taxing authority also provided that the county may use 0.1% of the 1% for law and justice.	Yes	Yes	No
III. Cont. Regional/Local Revenue Sources -	**What can it be used for?**	**Revenue Potential**	**Notes/Comments**	**Currently Authorized ?**	**Popular Vote Needed?**	**Legislation Needed?**
G. Motor Vehicle Excise - (WA only)	Transit Operations and Transit Capital	.1% = $2 M/yr	C-Tran has authority to issue a local motor vehicle excise tax of up to 0.8%. They are currently not using this authority. A popular vote would be required.	Yes	Yes	No
H. Payroll Tax (OR only)	Transit Operations	.1% = $22 M/yr	Tri-Met is using all of its Legislature-approved authority. Would need additional authority from Oregon Legislature to increase the Payroll Tax.	Yes	No	Yes - State
I. Fare Box Revenues	Transit Operations	C-Tran: 5-cent increase = $180,000 Tri-Met: 5-cent increase = $ 1.5 M	Voter approval is not needed to raise fares. This is done by action of the C-Tran or Tri-Met board.	Yes	No	No