



**Community and Environmental Justice Group
Kick-off Meeting**

August 17, 2006
5:30 p.m.-8:30 p.m.
Kenton Firehouse
2209 N. Schofield Street
Portland, OR 97217

Agenda

Meeting Objectives:

- Welcome and introduce group and staff
- Provide introduction and current status update on CRC Project, including public involvement
- Understand group's role in project, organizational structure, and procedures for recommendations
- Understand CEJG charter, activities and schedule
- Feel sufficiently supported to provide meaningful feedback to CRC Project

I.	Welcome	5:40 p.m.
II.	Review Meeting Purpose and Agenda	5:50 p.m.
III.	Project Overview	6:00 p.m.
IV.	Project Status, Milestones and Timeline	6:20 p.m.
V.	CEJG Coordination	6:40 p.m.
VI.	CEJG Charter and Activities	7:00 p.m.
VII.	CEJG Operational Guidelines	7:15 p.m.
	a. Break - 10 minutes	
VIII.	CEJG Meeting Schedule and Location	7:50 p.m.
IX.	Action Items and Next Steps	8:10 p.m.
X.	Closing	8:15 p.m.

Columbia River Crossing

Charter and Activities for the Community and Environmental Justice Group

Preamble

The Columbia River Crossing Project will include full and fair participation by all potentially affected communities, including the low income and minority communities. The project team will work to ensure that the principles of context sensitive design are applied to assist in creating a project that meets the transportation needs in accordance with federal, state, and local agency regulations or legal requirements. In addition, the project team will work to balance project impacts and benefits so that they do not disproportionately affect low income or minority communities.

The project will need close coordination with communities in the Bridge Influence Area as a way to ensure they have adequate opportunities to learn about the project and to provide input at key milestones. Federal law requires that the project team reach out to people from minority (including non-English speakers) and low-income communities during the NEPA process to ensure that they have opportunities for meaningful engagement into project development. The demographic analysis completed in 2005 identified these target audiences to include low-income, African American, Latino, Vietnamese and Russian-speaking communities in the I-5 corridor. The project will ensure that anyone living in the corridor has opportunities for meaningful involvement in the development of the project.

The project sponsors propose to establish **The Community and Environmental Justice Group** to help with the effective distribution of project information to members of the community, and to receive input and recommendations from representatives of neighborhoods and underrepresented communities. The group will provide recommendations and engage in open two way communication with the Oregon and Washington Departments of Transportation and other project sponsors.

Charter

Reporting to the Project Team, the purpose of this group is to ensure that communities affected by the project have meaningful opportunities to learn about and provide input to the project team as it is developed. The specific roles of the Community and EJ Group are to:

- Conduct individual or group review of the CRC project materials; identify issues and concerns early in the process, and present recommendations at key milestones to the project team.
- Assist the project team in effectively engaging the public in the project by:
 - Reviewing and commenting on outreach plan.

- Identifying service providers and community based organizations in the project area.
- Informing the project team of known changes in demographics within the area of effects since the 2000 Census.
- Assisting in identifying early community reactions, issues of concern.
- Provide input to the project team into relevant areas of interest (or potential impact) such as air quality, noise, highway interchange alignments and design features to help inform the project's efforts to avoid, minimize and/or mitigate potential impacts of the project to their community.

Proposed Activities

The Project Team will host a day-long orientation session regarding the project, its background and status, technical and environmental issues to ensure that the members have a basis of knowledge and familiarity with the project to ensure that their participation is meaningful. Group members will also be asked to participate in a four-hour training on Environmental Justice to be offered by Running Grass, a nationally recognized trainer from EPA.

Members of the group will be expected to:

- Attend regular meetings through the release of the Locally Preferred Alternative
- Commit to working collaboratively with one another, ODOT, WSDOT, and the other project stakeholders while reviewing project details and providing input during project development;
- Communicate frequently with their respective constituency groups to keep them informed of project information, bring their input to the project team and to help develop an understanding and support of project recommendations;
- Identify community concerns related to the project and communicate those concerns to the Project Team in a timely manner;
- Provide input to the project team to assist with developing potential solutions as challenges arise on the project;
- Provide input to the project on balancing transportation, economic, and livability needs; and to
- Provide recommendations with regards to specific project elements to ensure there is a balance within impacted communities and that costs and benefits are reasonably distributed.

Columbia River Crossing Community and Environmental Justice Group

OPERATING GUIDELINES

MEMBERSHIP

The Community and Environmental Justice Group or CEJG is comprised of invited members from neighborhoods in the project area including: environmental justice communities (low-income, African American, Latino, Vietnamese and Russian speaking), two liaisons from the Columbia River Crossing Task Force, and five (5) at-large members. A member desiring to resign shall submit a written resignation to the Project Team. The Project Team may appoint new members or alternates as positions become vacant.

ATTENDANCE

Members make every effort to attend every scheduled meeting for its full duration. If unable to attend members should notify CRC staff as soon as possible and not less than 48 hours in advance. If unable to attend, member may arrange for an alternate (with Project approval) to serve on her/his behalf. Member has responsibility to keep alternate informed and up-to-date on CEJG issues so they are able to participate in discussions in a meaningful way. Only appointed members can weigh in on recommendations to the Project Team.

SCHEDULE

Meetings will be scheduled on a monthly basis until June 2007 or until a Locally Preferred Alternative is selected. Additional meetings will also be scheduled as needed. Meetings will be held from 6:00 p.m.-8:00 p.m., unless otherwise noted. Two Saturday meetings are scheduled from 9:00 a.m.-1:00 p.m.

LOCATION

Meetings will take place at this location:

Kenton Firehouse
2209 N. Schofield Street
Portland, OR 97217

Other locations may be used as deemed necessary by the group.

OPEN MEETINGS

- Each meeting will allow for comment from the public.
- Meeting summaries will be produced for each meeting.
- The previous meeting summary shall be reviewed and adopted at the start of the current meeting.
- Formal recommendations will be made in writing and delivered to the Project Team at key milestones.

- Information on the CEJG and meeting summaries, once approved, will be posted to the project website (www.columbiarivercrossing.org).

DIALOGUE PROCEDURE

- We need everyone's wisdom for the greatest results
- Commit to treat each other with respect
- Seek to replace judgment with curiosity
- Learning and productivity are proportional to the positive emotional state of participants
- Successes merit celebration and affirmation

RECOMMENDATION PROCEDURE

The policy of the CEJG shall be to work towards consensus and forward recommendations that are supported by the full group. Where consensus is not reached a report reflecting the range of perspectives and discussing the divergent interests will be submitted.

Building Consensus*

When working in a group it is important that all members of the group play a role. Consensus is a strategy that involves everyone playing a role in the decision making process of the group. In order for this to be successful it is important to be open to compromise!

The Merriam-Webster dictionary defines consensus as:

1. a : general agreement b : the judgment arrived at by most or all of those concerned
2. group solidarity in sentiment and belief

Guidelines

- Trust each other. This is not a competition. Don't be afraid to express your ideas and opinions.
- While building a consensus make sure everyone is following, listening to, and understanding each other.
- All members should contribute their ideas and knowledge related to the subject.
- Stay on task.
- Disagreement is healthy. Be flexible to reach an agreement.
- Separate the issue from the personalities. This is not a time to disagree just because you don't like someone.
- Spend some time on this process. Being quick is not a sign of quality. The thought process needs to be drawn out some.

Procedure

1. Agree on your objectives for the task/project, expectations, and rules (see guidelines above).
2. Define the problem or decision to be reached by consensus.
3. Figure out what must be done to reach a solution.
4. Brainstorm possible solutions.

5. Discuss pros and cons of the narrowed down list of ideas/solutions.
6. Adjust, compromise, and fine tune the agreed upon idea/solution so *all* group members are satisfied with the result.
7. Make your decision. Repeat the decision so everyone is clear on what has been decided.
8. If a consensus isn't reached, review and/or repeat steps one through six.
9. If there is difficulty in reaching consensus, there are several ways to express objection:
 - a. Non-support (“I don’t see a need for this, but I’ll go along.”)
 - b. Reservations (“I think this may be a mistake but I can live with it.”)
 - c. Standing aside (“I personally can’t do this, but I won’t stop others from doing it.”)
 - d. Blocking (“I cannot support this or allow the group to support this.”)
10. Once the decision has been made, act upon what you decided.

*(*Adapted from the Triton and Patterns Projects of San Diego Unified School District.)*

Executive Order 12898—FEDERAL ACTIONS TO ADDRESS ENVIRONMENTAL JUSTICE IN MINORITY POPULATIONS AND LOW-INCOME POPULATIONS

By the authority vested in me as President by the Constitution and the laws of the United States of America, it is hereby ordered as follows:

Section 1-1. Implementation.

1-101. Agency Responsibilities. To the greatest extent practicable and permitted by law, and consistent with the principles set forth in the report on the National Performance Review, each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations in the United States and its territories and possessions, the District of Columbia, the Commonwealth of Puerto Rico, and the Commonwealth of the Mariana Islands.

1-102. Creation of an Interagency Working Group on Environmental Justice. (a) Within 3 months of the date of this order, the Administrator of the Environmental Protection Agency ("Administrator") or the Administrator's designee shall convene an interagency Federal Working Group on Environmental Justice ("Working Group"). The Working Group shall comprise the heads of the following executive agencies and offices, or their designees: (a) Department of Defense; (b) Department of Health and Human Services; (c) Department of Housing and Urban Development; (d) Department of Labor; (e) Department of Agriculture; (f) Department of Transportation; (g) Department of Justice; (h) Department of the Interior; (i) Department of Commerce; (j) Department of Energy; (k) Environmental Protection Agency; (l) Office of Management and Budget; (m) Office of Science and Technology Policy; (n) Office of the Deputy Assistant to the President for Environmental Policy; (o) Office of the Assistant to the President for Domestic Policy; (p) National Economic Council; (q) Council of Economic Advisers; and (r) other such Government officials as the President may designate. The Working Group shall report to the President through the Deputy through the Deputy Assistant to the President for Environmental Policy and the Assistant to the President for Domestic Policy.

(b) The Working Group shall: (1) provide guidance to Federal agencies on criteria for identifying disproportionately high and adverse human health or environmental effects on minority populations and low-income populations.

(2) coordinate with, provide guidance to, and serve as a clearinghouse for, each Federal agency as it develops an environmental justice strategy as required by section 1-103 of this order, in order to ensure that the administration, interpretation and enforcement of programs, activities and policies are undertaken in a consistent manner;

(3) assist in coordinating research by, and stimulating cooperation among, the Environmental Protection Agency, the Department of Health and Human Services, the Department of Housing and Urban Development, and other agencies conducting research or other activities in accordance with section 3-3 of this order;

(4) assist in coordinating data collection, required by this order;

(5) examine existing data and studies on environmental justice;

(6) hold public meetings as required in section 5-502(d) of this order; and

(7) develop interagency model projects on environmental justice that evidence cooperation among Federal agencies.

1-103. Development of Agency Strategies. (a) Except as provided in section 6-605 of this order, each Federal agency shall develop an agency-wide environmental justice strategy, as set forth in subsections (b)-(e) of this section that identifies and addresses disproportionately high and adverse human health or environmental effects of its programs, policies, or activities on minority populations and low-income populations. The environmental justice strategy shall list programs, policies, planning and public participation practices, enforcement and/or rulemakings related to human health or the environment that should be revised to, at a minimum: (1) promote enforcement of all health and environmental statutes in areas with minority populations and low-income populations; (2) ensure greater public participation; (3) improve research and data collection relating to the health of and environment of minority populations and low-income populations; and (4) identify differential patterns of consumption of natural resources among minority populations and low-income populations. In addition, the environmental justice strategy shall include, where appropriate, a timetable for undertaking identified revisions and consideration of economic and social implications of the revisions.

(b) Within 4 months of the date of this order, each Federal agency shall identify an internal administrative process for developing its environmental justice strategy, and shall inform the Working Group of the process.

(c) Within 6 months of the date of this order, each Federal agency shall provide the Working Group with an outline of its proposed environmental justice strategy.

(d) Within 10 months of the date of this order, each Federal agency shall provide the Working Group with its proposed environmental justice strategy.

(e) Within 12 months of the date of this order, each Federal agency shall finalize its environmental justice strategy and provide a copy and written description of its strategy to the Working Group. During the 12-month period from the date of this order, each Federal agency, as part of its environmental justice strategy, shall identify several specific projects that can be promptly undertaken to address particular concerns identified during

the development of the proposed environmental justice strategy, and a schedule for implementing those projects.

(f) Within 24 months of the date of this order, each Federal agency shall report to the Working Group on its progress in implementing its agency-wide environmental justice strategy.

(g) Federal agencies shall provide additional periodic reports to the Working Group.

1-104. Reports to the President. Within 14 months of the date of this order, the Working Group shall submit to the President, through the Office of the Deputy Assistant to the President for Environmental Policy and the Office of the Assistant to the President for Domestic Policy, a report that describes the implementation of this order, and includes the final environmental justice strategies described in section 1-103(e) of this order.

Sec. 2-2. Federal Agency Responsibilities for Federal Programs. Each Federal agency shall conduct its programs, policies, and activities that substantially effect human health or the environment, in a manner that ensures that such programs, policies, and activities do not have the effect of excluding persons (including populations) from participation in, denying persons (including populations) the benefits of, or subjecting persons (including populations) to discrimination under, such programs, policies, and activities, because of their race, color, or national origin.

Sec. 3-3. Research, Data Collection, and Analysis.

3-301. Human Health and Environmental Research and Analysis. (a) Environmental human health research, whenever practicable and appropriate, shall include diverse segments of the population in epidemiological and clinical studies, including segments at high risk from environmental hazards, such as minority populations, low-income populations and workers who may be exposed to substantial environmental hazards.

(b) Environmental human health analyses, whenever practicable and appropriate, shall identify multiple and cumulative exposures.

(c) Federal agencies shall provide minority populations and low-income populations the opportunity to comment on the development and design of research strategies undertaken pursuant to this order.

3-302. Human Health and Environmental Data Collection and Analysis. To the extent permitted by existing law, including the Privacy Act, as amended (5 U.S.C. section 552a): (a) each Federal agency, whenever practicable and appropriate, shall collect, maintain, and analyze information assessing and comparing environmental and human health risks borne by populations identified by race, national origin, or income. To the extent practicable and appropriate, Federal agencies shall use this information to determine whether their programs, policies, and activities have disproportionately high

and adverse human health or environmental effects on minority populations and low-income populations.

(b) In connection with the development and implementation of agency strategies in section 1-103 of this order, each Federal agency, whenever practicable and appropriate, shall collect, maintain and analyze information on the race, national origin, income level, and other readily accessible and appropriate information for areas surrounding facilities or sites expected to have a substantial environmental, human health, or economic effect on the surrounding populations, when such facilities or sites become the subject of a substantial Federal environmental administrative or judicial action. Such information shall be made available to the public, unless prohibited by law: and

(c) Each Federal agency, whenever practicable and appropriate, shall collect, maintain, and analyze information on the race, national origin, income level, and other readily accessible and appropriate information for areas surrounding Federal facilities that are: (1) subject to the reporting requirements under the Emergency Planning and Community Right-to-Know Act, 42 U.S.C. section 11001-11050 as mandated in Executive Order No. 12856; and (2) expected to have a substantial environmental, human health, or economic effect on surrounding populations.

(d) In carrying out the responsibilities in this section, each Federal agency, whenever practicable and appropriate, shall share information and eliminate unnecessary duplication of efforts through the use of existing data systems and cooperative agreements among Federal agencies and with States, local, and tribal governments.

Sec. 4-4. Subsistence Consumption of Fish and Wildlife.

4-401. Consumption Patterns. In order to assist in identifying the need for ensuring protection of populations with differential patterns of subsistence consumption of fish and wildlife, Federal agencies, whenever practicable and appropriate, shall collect, maintain, and analyze information on the consumption patterns of populations who principally rely on fish and/or wildlife for subsistence. Federal agencies shall communicate to the public the risk of those consumption patterns.

4-402. Guidance. Federal agencies, whenever practicable and appropriate, shall work in a coordinated manner to publish guidance reflecting the latest scientific information available concerning methods for evaluating the human health risks associated with the consumption of pollutant-bearing fish or wildlife. Agencies shall consider such guidance in developing their policies and rules.

Sec. 5-5. Public Participation and Access to Information. (a) The public may submit recommendations to Federal agencies relating to the incorporation of environmental justice principles into Federal agency programs or policies. Each Federal agency shall convey such recommendations to the Working Group.

(b) Each Federal agency may, whenever practicable and appropriate, translate crucial public documents, notices and hearings relating to human health or the environment for limited English-speaking populations.

(c) Each Federal agency shall work to ensure that public documents, notices, and hearings relating to human health or the environment are concise, understandable, and readily accessible to the public.

(d) The Working Group shall hold public meetings, as appropriate, for the purpose of fact-finding, receiving public comments, and conducting inquiries concerning environmental justice. The Working Group shall prepare for public review a summary of the contents and recommendations discussed at the public meetings.

Sec. 6-6. General Provisions.

6-601. Responsibility for Agency Implementation. The head of each Federal agency shall be responsible for ensuring compliance with this order. Each Federal agency shall conduct internal reviews and take such other steps as may be necessary to monitor compliance with this order.

6-602. Executive Order No. 12250. This Executive Order is intended to supplement but not supersede Executive Order No. 12250, which requires consistent and effective implementation of various laws prohibiting discriminatory practices in programs receiving Federal financial assistance. Nothing herein shall limit the effect or mandate of Executive Order No. 12250.

6-603. Executive Order No. 12875. This Executive Order is not intended to limit the effect or mandate of Executive Order No. 12875.

6-604. Scope. For the purposes of this order, Federal agency means any agency on the Working Group, and such other agencies as may be designated by the President, that conducts any Federal program or activity that substantially affects human health or the environment. Independent agencies are requested to comply with the provisions of this order.

6-605. Petitions for Exemptions. The head of a Federal agency may petition the President for an exemption from the requirements of this order on the grounds that all or some of the petitioning agency's programs or activities should not be subject to the requirements of this order.

6-606. Native American Programs. Each Federal agency responsibility set forth under this order shall apply equally to Native American programs. In addition, the Department of the Interior, in coordination with the Working Group, and after consultation with tribal leaders, shall coordinate steps to be taken pursuant to this order that address Federally-recognized Indian tribes.

6-607. Costs. Unless otherwise provided by law, Federal agencies shall assume the financial costs of complying with this order.

6-608. General. Federal agencies shall implement this order consistent with, and to the extent permitted by, existing law.

6-609. Judicial Review. This order is intended only to improve the internal management of the executive branch and is not intended to, nor does it create any right, benefit, or trust responsibility, substantive or procedural, enforceable at law or equity by a party against the United States, its agencies, its officers, or any person. This order shall not be construed to create any right to judicial review involving the compliance or noncompliance of the United States, its agencies, its officers, or any other person with this order.

WILLIAM J. CLINTON

THE WHITE HOUSE

February 11, 1994.

Executive Order 12898 Guidance

Executive Order 12898, “Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations,” states that “each Federal agency make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high adverse human health and environmental effects of its programs, policies, and activities on minority populations and low income populations.” Furthermore, the Secretary directed in an August 17, 1994, memorandum to all bureaus that these environmental justice (EJ) concerns are to be included in National Environmental Policy Act (NEPA) documentation.

The issue of disproportionate, OCS-related impacts is primarily focused on Alaska where subsistence hunting, fishing, and gathering activities occur in coastal areas. However, EJ concerns must also be considered anywhere (including the Pacific and Gulf of Mexico Regions) where OCS projects and associated NEPA documentation occur.

Some important elements of EJ compliance include the following:

- EJ is to be analyzed and evaluated in “all environmental documents” (ECM95-3). Mitigation measures outlined or analyzed in EA's, EIS's, or Record of Decision (ROD), whenever feasible, should address significant and adverse effects of proposed OCS actions on minority communities and low income communities (Presidential Memorandum accompanying Executive Order 12898).
- Consultation needs to be conducted with affected EJ groups to identify potential impacts and mitigating measures, and the results of these consultations should be included in the NEPA documents.
- In consultation with Indian Tribal groups (including Alaska Native tribes), we must comply with Executive Order 13084 which requires that these groups be treated as “governments,” not just special interest groups. The Department is drafting guidance (“Departmental Responsibilities for Government-to-Government Consultation with Tribal Governments”) to implement the E.O. 13084.

In accordance with its responsibility to review and rate all federal EIS's (309 Clean Air Act review), EPA is required to ensure that agencies (like MMS) include an adequate EJ consideration in their analyses. The EPA has issued guidance that it uses to conduct these reviews.

Columbia River Crossing Community and Environmental Justice Group

Frequently Asked Questions

What is the Columbia River Crossing project?

The Columbia River Crossing project is a highway and transit improvement effort co-developed by Washington and Oregon to improve travel efficiency and safety for people and goods traveling between Vancouver and Portland. The project includes a five-mile stretch of Interstate 5 between State Route (SR) 500 in Vancouver and Columbia Boulevard in Portland as well as the Interstate Bridge across the Columbia River.

What is environmental justice?

Environmental justice is defined by the U.S. Environmental Protection Agency, or EPA, as the fair treatment and meaningful involvement of all people regardless of race, color, national origin, culture, education, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies. Fair treatment means that no group of people, including racial, ethnic, or socioeconomic groups, should bear a disproportionate share of the negative environmental consequences resulting from industrial, municipal, and commercial operations or the execution of federal, state, local, and tribal environmental programs and policies. Meaningful involvement means that: (1) potentially affected community residents have an appropriate opportunity to participate in decisions about a proposed activity that will affect their environment and/or health; (2) the public's contribution can influence the regulatory agency's decision; (3) the concerns of all participants involved will be considered in the decision-making process; and (4) the decision-makers seek out and facilitate the involvement of those potentially affected.

Is environmental justice a new requirement?

No. Executive Order 12898 issued by President Clinton in 1994 directed every federal agency to make environmental justice part of its mission by identifying and addressing the effects of all programs, policies and activities on minority and low-income populations. Executive Order 12898 is a directive which is not enforceable in court and does not create any rights or remedies. Environmental Justice is enforced through Title VI of the Civil Rights Act of 1964 which states, “*No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance.*”

What is the purpose of the Community and Environmental Justice Group?

Federal law requires the project team to reach out to all potentially affected communities during the National Environmental Policy Act process to ensure they have opportunities for meaningful engagement into project development. To that end, the Columbia River Crossing project team has created the Community and Environmental Justice Group or CEJG. Reporting to the project team in an advisory role, the group makes

recommendations on project milestones, the design review process, and the continuing community outreach from an environmental justice perspective.

In addition to forming this group, the CRC project team has been reaching out to a variety of communities by providing translated materials, purchasing ads about the project in community newspapers and attending fairs and festivals targeted to diverse communities. It is the intent of the project team to ensure all people directly impacted by the project have the opportunity to learn about and contribute to the project's development.

What criteria were used to determine membership in the Community and Environmental Justice Group?

The majority of the Community and Environmental Justice Group members live and/or work in the bridge influence area of primary impacts. In 2005, the project team conducted a demographic analysis determine which communities should be included in any environmental justice efforts. The analysis showed the project team needed to target its outreach efforts to neighborhoods immediately adjacent to the project area, low-income residents, African Americans and Latinos, as well as Russian and Vietnamese speaking populations.

How often does the group meet?

The group meets once a month for two hours. This schedule will be maintained through the publishing of the Draft Environmental Impact Statement in December 2007. The frequency and need for future meetings will be decided later.

What is the difference between Columbia River Crossing's Community and Environmental Justice Group and Delta Park's Environmental Justice Work Group?

The Delta Park Environmental Justice Work Group completed its work in June 2004 when it made recommendations to the Oregon Department of Transportation on the preferred alternatives for the project. Both groups share the responsibility of providing community members in their project's affected areas with opportunities give their input to the proposed project, make recommendations at major milestones, and impact community outreach activities.

How will the group learn about the principles of Environmental Justice?

Group members will participate in a four-hour environmental justice training session to be facilitated by Running Grass, a nationally recognized trainer from EPA. The project team also will host a half-day orientation session outlining the project's background and status, as well as its significant technical and environmental aspects.

Where We've Been

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

Neighborhoods

Oregon:

- Lloyd District Community Assn. (27)

Washington:

- Oakbrook (36)
- Hough (29)
- West Hazel Dell (3)
- Carter Park (14)
- CRC Design Concepts Workshop (18)

Businesses

Oregon:

- Beaverton Chamber (28)
- Columbia Pacific Building Trades (27)
- North/Northeast Business Association (19)
- Pacific NW Int'l Trade Assn (27)
- Waterfront Organizations of Ore. (11)

Washington:

- Hazel Dell/Salmon Creek Business Assn (30)
- Heart District Business Assn. (7)
- Women in Transportation Seminar, Downtown Vancouver Tour (20)
- Identity Clark County (24)

Community

Oregon:

- African-American Alliance Community Unity Breakfast (50)
- Oregon Assn of Minority Entrepreneurs, Coffee and Issues Forum (10)
- Rotary Club, North Portland (9)
- Say Hey! Partners in Diversity networking event (50+)

Washington:

- Battle Ground Harvest Days (90)
- Noon Concert Series in the Park (17, 20)
- Vancouver Mall Transportation Open House, City of Vancouver (materials sent, no staff) At Home At School Popsicle Bridge Event (26 people plus media)
- Noon Concert Series in the Park (31)

Fairs and Festivals

Washington:

- Hawaiian Festival (132)
- Vancouver Farmers Market (24)

Other

Washington:

- C-Tran Citizens Advisory Committee (15)

Where We're Going

From Aug. 14 to Aug. 27, CRC staff has a busy outreach schedule with two major festivals. The date of each planned event is in parentheses.

Neighborhoods

Oregon:

- Humboldt Neigh. Assn. (8/15)

Businesses

Oregon:

- Lake Oswego Chamber of Commerce (8/17)

Community

Oregon:

- Arbor Lodge Community Fair (8/17)

Washington:

- Kiwanis Club, Vancouver (8/17)

- Lions Club, Vancouver (8/18)

Fairs and Festivals

Oregon:

- Alberta Cooperative Farmers Market (8/27)

Washington:

- Taste of Vancouver (8/17-20)
- Uptown Village Street Festival (8/19-20)

The Totals

794 people reached in one month period.

2,044 people reached since March 1, 2006.

What else is happening?

Community and Environmental Justice Group

The kick off meeting of the CEJ Group will occur Aug. 17, with a follow up longer briefing scheduled for Aug. 19.

A 4-hour training on Environmental Justice with EPA's Running Grass is scheduled for Saturday, Sept. 30.

What We're Hearing

- People are very supportive of improving transit
- People are glad the state transportation departments are addressing the bridge problem.
- Anecdotally, people on both sides of the river seem to support extending light rail into Clark County. We do talk to people who oppose light rail, but in fewer numbers than those who favor it.
- People want to know how we will pay for the project and when will it be built.
- Some have questions about whether or not tolls will be used on the bridge, with a mixed response between people who favor or don't favor tolls.
- In most neighborhoods, there are questions specific to the area, such as impacts to homes or businesses, or how

access to or from their area may be hurt or helped.

- Many people wonder about the impacts to Downtown Vancouver and/or Hayden Island.

Vancouver Design Workshop

CRC staff held a successful workshop on Aug. 10 with Vancouver neighborhood and business district leaders to get a first look at preliminary transit, freeway and river crossing designs. Eighteen people participated. Results will be available soon. Planning is now underway for a similar workshop in Portland

General Themes:

- A congestion and safety problem exists and CRC project can solve it.
- Support for transit as part of the solution.
- Concerns about preservation of downtown Vancouver.
- Need for access improvements to I-5 interchanges.

Outreach Materials

- Newsletter #3: The Communications Team is working to distribute a project newsletter that focuses on the preliminary alternative packages in late August.
- CRC Web site: A link to the preliminary alternative packages is on the home page. An improved page will be developed soon.
- Map of western Clark County Transportation Projects: A map is in draft form that shows all the transportation projects in planning, design or construction phase. The draft was developed in response to a request from neighborhoods by CRC, WSDOT, Clark County, City of Vancouver and Port of Vancouver.



Columbia River Crossing Project in the News July 13, 2006 – August 16, 2006

Hayden Island, nice to meet you

Jennifer Anderson

Portland Tribune – August 15, 2006

Plans narrowed on I-5 Bridge changes

The Reflector – August 2, 2006

Popsicle stick bridges make for sweet project

Thomas Ryll

The Columbian – August 1, 2006

In our view: Keep the option

Columbian editorial writers

The Columbian – July 25, 2006

In our view: Big dig? Here?

Columbian editorial writers

The Columbian – July 19, 2006

Rolling Back Big Box Plans

Scott Moore

The Portland Mercury – July 13-19, 2006

In my opinion – Development vs. transportation

Royce Pollard, Sam Adams and Eugene Rogers

The Oregonian – July 13, 2006

No Jantzen Wal-Mart, crossing group says

Thomas Ryll

The Columbian – July 13, 2006

Wal-Mart plans put development in focus

Anna Griffin

The Oregonian – July 13, 2006

Columbia River Crossing on Television & Radio

Monday, July 31, 2006

Channel 2 News at 5:00pm

KATU story covering the popsicle-stick bridge project at Silver Star Elementary School

Monday, August 14, 2006

AM 1190 KEX

Interview with John Osborn of Columbia River Crossing

Project Schedule



Ongoing
Public Input



Open Houses Held



Open Houses Held



Public Meetings



Public Meetings



1999–2004

2005

2006

2007

2008

2009

• Study phase and project startup

- Define problem
- Generate list of possible solutions

- Select viable options
- Identify range of potential alternatives and test performance

- Choose Alternatives for detailed evaluation
- Conduct detailed evaluation

- Publish results of detailed evaluation
- Select alternative to be built, locally preferred alternative
- Federal agencies approve choice

• Construction could begin dependent on receipt of funds

Columbia River Crossing

Glossary of Terms

Arterial lanes: A class of roads serving major traffic movements (high-speed, high volume) for travel between major points. They are typically multilane, but not divided roadways. In urban areas, they carry much of the traffic circulating within the urban area.

Bridge Influence Area (BIA): The 5 mile segment of I-5 stretching from State Route (SR) 500 in Vancouver to approximately Columbia Boulevard in Portland. This area is also called the project area.

Bus rapid transit (BRT): A type of limited-stop service developed in the 1990s that relies on technology to help speed up service. It can operate on exclusive transitways, high-occupancy-vehicle lanes, expressways, or ordinary streets.

Capacity: The maximum number of vehicles that a given section of roadway or traffic lane can accommodate in one direction in one hour.

Commuter: A person who travels by car or mass transit regularly between home and work or school.

Component: A specific idea or element proposed to address one or more of the identified needs in the I-5 bridge influence area. For example, each of several viable river crossing ideas is a separate component in the river crossing category. Each of the alternatives proposed will be composed of several different transportation related components.

Congestion: Occurs when the demand is greater than the transportation system's capacity. Recurrent congestion is caused by constant excess volume compared to capacity. Nonrecurring congestion is caused by actions such as special events and/or traffic incidents.

Corridor: Road and highway right of way and the adjacent area that is visible from and extending along the highway. The distance the corridor extends from the highway could vary with different basic qualities.

Environmental Impact Statement (EIS): A document required by federal and state agencies under the National Environmental Policy Act (NEPA). An EIS is required for major projects or legislative proposals that may significantly affect the environment. A tool for decision making, it describes the positive and negative effects of the undertaking and identifies alternative actions.

Environmental Justice (EJ): Environmental Justice is defined by the U.S. Environmental Protection Agency, or EPA, as the fair treatment and meaningful involvement of all people regardless of race, color, national origin, culture, education, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies. Fair treatment means that no group of people, including racial, ethnic, or socioeconomic groups, should bear a disproportionate share of the negative environmental consequences resulting from industrial, municipal, and commercial operations or the execution of federal, state, local, and tribal environmental programs and policies. Meaningful involvement means that: (1) potentially affected community residents have an appropriate opportunity to participate in decisions about a proposed activity that will affect their environment and/or health; (2) the public's contribution can influence the regulatory agency's decision; (3) the concerns of all participants involved will be considered in the decision-making process; and (4) the decision-makers seek out and facilitate the involvement of those potentially affected.

Environmental Protection Agency (EPA): The federal regulatory agency responsible for administering and enforcing federal environmental laws related to air quality, water quality, solid waste, and hazardous waste.

Express bus service: Speeds up longer trips in major metropolitan areas during busy peak commuting hours by traveling long distances without stopping. Examples include routes between suburban park-and-ride lots and the central business district that operate on freeways or express buses that operate as local service buses until a certain point and then operate non-stop to the central business district.

Federal Highway Administration (FHWA): A branch of the US Department of Transportation that administers the Federal-Aid Highway Program, providing financial assistance to states to construct and improve highways, urban and rural roads, and bridges. The FHWA also administers the Federal Lands Highway Program including survey, design, and construction of forest highway system roads, parkways and park roads, Indian reservation roads, defense access roads, and other federal lands roads.

Freight: Goods being transported generally for commercial gain, usually on a ship, train, truck, or plane.

General purpose lanes: Traffic lanes available to all auto users.

High-Occupancy Vehicle (HOV): An automobile, van, pick-up truck, or bus that carries enough people to travel in an HOV lane.

Human environment: The natural and physical environment and the relationship of people with that environment. When an Environmental Impact Statement is prepared and economic or social and natural or physical environmental effects are interrelated, then the Environmental Impact Statement will discuss all of these effects on the human environment.

Impact: Synonymous with effect. Includes ecological impacts (such as the effects on natural resources, and on the components, structures, and functioning of affected ecosystems), aesthetic, historic, cultural, economic, social, or health impacts, whether direct, indirect or cumulative. Effects may also include those resulting from actions that may have both beneficial and detrimental effects, even if on balance the agency believes the effect will be beneficial.

Intermodal/multimodal: The use of different types of transportation modes to move freight shipments and people, i.e. ships, trains, buses, and trucks.

Interstate Collaborative Environmental Process (InterCEP): Established to coordinate and streamline the regulatory reviews and permitting functions of the participating agencies of the Columbia River Crossing project. Members include representatives from key federal and state agencies responsible for protecting the region's air, water, wildlife and cultural resources. This committee must formally concur on project decisions affecting their areas of concern at major project milestones. In addition, the committee provides advice and consultation regarding the NEPA process to the Project Development Team at formal concurrence and identified decision points. They will use a "streamlining" approach patterned after Washington's Signatory Agency Committee processes and Oregon's Collaborative Environmental and Transportation Agreement on Streamlining.

Interstate: Any of a system of expressways or highways that connect most major U.S. cities.

Interstate commerce: Trade, traffic, or transportation in the United States that involves more than one state.

Joint Policy Advisory Committee on Transportation (JPACT): A forum for elected officials from area cities and counties and representatives of agencies involved in transportation in the Portland metropolitan area. JPACT evaluates transportation needs, coordinates transportation decisions for the region, and makes recommendations to the Metro Council.

Light rail: Carries a light volume of traffic. "Light" refers to the number of riders the train can carry, not the weight. Light rail may share right of way on a roadway or operate on exclusive right of way and can have multi-car trains or single cars. Trolley cars and Portland's MAX system are examples of light rail.

Managed lane: A dedicated traffic lane designed and operated for specific use. Access is managed and/or enforced via user group, pricing, or other criteria. A managed lane facility typically provides improved travel conditions to eligible users.

Metro: An elected body responsible for the protection of open space and parks, land use and transportation plans, and garbage, recycling, and waste management for the City of Portland and Multnomah, Washington, and Clackamas counties.

Metro Council: The seven elected members of Metro who establish policies for and oversee the operation of Metro's programs and functions. The Council also develops long-range plans and assures the financial integrity of Metro by adopting an annual budget, establishing fees, and other revenue measures.

Metropolitan Planning Organization (MPO): An agency designated by a governor to administer federally required comprehensive transportation planning and programming for a metropolitan area. An MPO must be in place in any urbanized area with a population in excess of 50,000. Metro is the MPO for the Portland metropolitan area. RTC is the MPO for the Vancouver-Clark County metropolitan area.

Mitigation: Measures taken to reduce adverse effects on the environment. Mitigation may include: (a) avoiding a specific impact altogether by not taking a certain action or parts of an action; (b) minimizing impacts by limiting the degree or magnitude of the action and its implementation; (c) rectifying the impact by repairing, rehabilitating, or restoring the affected environment; (d) reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action; or (e) compensating for the impact by replacing or providing substitute resources or environments.

Milestone: A significant event in the history of a project.

Mode: A means of transportation for people and goods. Automobile travel, rail, and air are all modes of transportation.

National Environmental Policy Act (NEPA): NEPA requires federal agencies to integrate environmental values into their decision making processes by considering the environmental impacts of their proposed actions and reasonable alternatives to those actions. To meet this requirement, federal agencies prepare a detailed statement known as an Environmental Impact Statement (EIS). EPA reviews and comments on EISs prepared by other federal agencies, maintains a national filing system for all EISs, and assures that its own actions comply with NEPA.

Park and Ride lot: A parking facility where individuals transfer from their own vehicles to other modes of public transportation.

Peak period: The time during which the maximum amount of travel occurs. Generally, there is a morning and afternoon peak period.

Preferred alternative: The end result of the EIS process is the identification of one alternative alignment that complies with all state and federal environmental laws and addresses the purpose and need of the project.

Project Team: Responsible for the day-to-day management, development, and delivery of the Columbia River Crossing project. It includes staff from sponsoring agencies and is supported by contracted staff.

Public participation: The active and meaningful involvement of the public in the development of plans and programs.

Regional Transportation Planning Organization (RTPO): Authorized by the State of Washington's legislature in 1990 to coordinate transportation planning among jurisdictions and to develop regional transportation plans. RTC is the RTPO for Clark County, Washington.

Reverse commuting: Movement in a direction opposite the main flow of traffic, such as from the central city to a suburb during the morning peak period.

Right of Way: The accepted right of a vehicle to proceed ahead of another. Land, property or property interest, usually in a strip, acquired for or devoted to transportation purposes.

Stakeholder(s): Individuals and/or organizations involved in or affected by a plan, program, or project. May include elected officials (local, state, federal), public entities, non-profit organizations, community based organizations, and professional/industry related associations.

Southwest Washington Regional Transportation Council (RTC): Metropolitan Planning Organization for Clark, Skamania, and Klickitat counties in the State of Washington. RTC is responsible for regional transportation plans and policies, growth management, and environmental quality issues.

Transit: Transportation by a conveyance (bus, trolley, etc.) that provides regular and continuing general or special transportation to the public, but not including school buses, charter, or sightseeing services.

Transit agency: A public or privately owned entity responsible for administering and managing public transportation activities and services. Transit agencies can directly operate transit service or contract out for all or part of the total transit service provided. When responsibility is with a public entity, it is a public transit agency. When more than one mode of service is operated, it is a multimode transit agency.

Transportation Demand Management (TDM): An effort to reduce the number of people traveling by single occupancy vehicles (SOV) by promoting non SOV modes of transportation (e.g.; carpools, vanpools, transit). TDM efforts may also discourage the use of SOVs by imposing tolls or taxes.

Transportation Systems Management (TSM): A variety of actions and activities designed to make the existing transportation system more efficient. For example, traffic synchronization.