

## WHY THIS PROJECT?

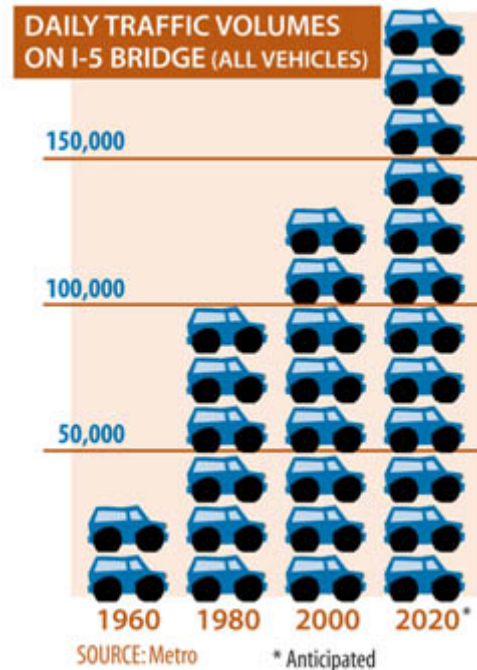
When the I-5 Bridge between Vancouver, Washington, and Portland, Oregon, first opened, 350,000 people lived in the region with fewer than 20,000 cars and trucks. Now, there are 2 million people and 2 million cars and trucks.

I-5 is the only continuous north/south interstate highway on the West Coast, providing a critical commerce link for the United States, Canada, and Mexico. In the Vancouver/Portland metropolitan region, I-5 is one of two major highways that connect the two states and the regional economy.

While there is a second major river crossing 6 miles upstream to the east of the I-5 Bridge (the I-205 Glenn Jackson Bridge), this too is reaching its peak-hour carrying capacity, leaving no other crossing options in the metropolitan area.

Simply stated, there isn't enough room on the I-5 bridge to keep up with demand, and demand will continue to grow.

We must find a way to creatively address the problem. If we don't, traffic congestion for residents, commuters, businesses, freight, and tourists will only get worse.



## WHO USES THE BRIDGE?

### Typical Travelers

The I-5 bridge carries more than 130,000 automobiles, buses, and freight vehicles on an average weekday. The Bridge Influence Area serves several broad travel markets, as explained below:

**Through Travel:** These users travel from outside the Vancouver/Portland region to destinations that are also outside the region—for example, a freight or tourist trip from Seattle, Washington, to Eugene, Oregon. These users represent about 7 percent of the total vehicle-trips crossing the river during the peak periods.



**Regional Travel:** Most of these users travel between Clark County and the Portland metropolitan area (Multnomah, Washington, and Clackamas Counties), or vice versa, without stopping in the Bridge Influence Area. These trips account for about 47 percent of the total vehicle-trips crossing the river during the peak periods.

Seven percent of the total trips crossing the river originate within the region and are destined outside of the region, or originate outside of the region and are destined within the region-for example, a trip from Salem, Oregon, to Clark County.

**Local Travel:** Most of these users travel between the Bridge Influence Area and other locations within the Vancouver/Portland metropolitan area, or vice versa. For example, a trip from a southeast Portland neighborhood to downtown Vancouver is considered a local trip. These trips account for about 32 percent of the vehicle-trips crossing the I-5 bridge during the peak periods.

Two percent of the total trips crossing the river originate within the region and are destined to a location within the Bridge Influence Area, or originate within this area and are destined outside of the region-for example, a trip from Longview, Washington, to Portland Meadows.

**Internal Travel:** These users stay entirely within the Bridge Influence Area -for example, from downtown Vancouver to Hayden Island. This constitutes about 5 percent of the trips crossing the I-5 bridge during the peak periods.



## Meeting Notes

---

**Meeting:** Community and Environmental Justice Group- Kickoff

**Date:** Thursday, August 17

**Location:** Kenton Firehouse

### Members Present

Diana Avalos

Jonath Colón-Montesi

Dave Frei

Ed Garren

Kris Long

Lawrence Russell

Connie Sherrard

Jeri Sundvall-Williams

Michelle Tworoger

Nikki Williams

### Guest Present

Marcia Ward

### Staff Present

Nanci Luna Jimenez

John Osborn

Kris Strickler

Jay Lyman

Tom Markgraf

Barbara Hart

Heather Gundersen

Danielle Cogan

### Welcome

Members introduced themselves and identified a group they may represent.

**Ed Garren:** Manufactured Housing Association. May join board of Hayden Island Neighborhood Association. This project is a quality of life issue for Hayden Island.

**Dave Frei:** Member of Columbia River Crossing Task Force. West of downtown Vancouver. This group is key to make sure underrepresented groups get sense of the project.

**Connie Sherrard:** West of I-5. Works for Vancouver Housing Authority. Involved previously in Delta Park to Lombard project.

**Kris Long:** From North Portland moved to Vancouver. Lived in North Portland when freeway was being built. Worked for ODOT conducting community outreach during I-5 partnership. Called and asked to be a part of this group. Loves both states.

**Michelle Tworoger:** Jantzen Beach Moorage Association. Largest floating home organization in Oregon. Concerned about the impact of project on homes on Hayden Island and in North Portland. Member of the environmental justice work group with Delta Park. Her heart and soul is in this project.

**Diana Avalos:** Lives in northern part of Clark County. Indirectly involved for the last five to six years as a commuter. Great sense of frustration. Daughter works in downtown

Portland because of that experience big fan of the Max line. Wants Washington to see the light in terms of the need for light rail. She is sometimes viewed as the gate keeper to minority communities but she is not.

**Nikki Williams:** Has been involved with Environmental Justice Action Group or EJAG since 1999 on the “No More Lands” campaign. Born and raised in inner North Portland. Sees need to keep community informed and to share concerns with project planners.

**Jeri Sundvall-Williams:** Executive Director of EJAG. Focus is protecting health. Has been involved in the I-5 process since 2000. Part of I-5 Partnership and Delta Park. A lot of people in the neighborhoods are confused about the project.

**Lawrence Russell:** Gresham. Business owner. Knows in the future that traffic, congestion will need to be addressed on I-84 and 205 in East County. Worked with Jeri and Nanci in the past on Delta Park. Is interested in how the process will work.

### Questions and Comments

- A lot of jargon is being used. Is there a glossary of terms? Yes. In the back of the notebook.
- What can/can't be done to the bridge as an historic structure? Are bridges part of the solution? Potential for second tier/level? The bridges have a place on the historic register. There are options that include the current bridge. Hands are not tied in the use of the bridge but impact has to be studied. Federal regulations come into play with historic structures. To extent possible incorporate historical resources into project.
- Cohen's Law: Murphy was an optimist.
- Are there future plans to study Rose Quarter bottleneck? ODOT and the City of Portland are talking about the need to address Rose Quarter, 405, Fremont and Markham. These conversations will continue.
- Keep the prospect of a wider corridor open.
- Is there a budget sheet for this project? No. The cost of the project has not been determined. What about this process? Washington contributed \$50 million and Oregon \$5-6 million. Both states contributed between \$16-20 million in federal dollars. None of this money will be used to build the bridge
- Governor Kulongoski just signed an emissions bill. Will that have an impact on the project? We have to look into that, but the impact may be more in modeling. Not sure if this development will impact project.
- Is there an organizational chart? No, but we can create a flow chart of project sponsors.
- Michelle and Ed live right next to the bridge and any plans will change their communities and even the location of their homes. The bridge is on our roofs and in our backyards. The bridge is our only point of access.
- We are invested in this neighborhood as citizens. A lot of this is personal. The project is in my backyard.
- The project is very dear to us. Not necessarily an issue of proximity because we have friends and family on both sides. Air quality issues affect those closest to the bridge but farther out as well.
- We are here because we live in these communities, we care. It is not about being paid to be here or representing the project.
- Think about a community enhancement fund.

- There is a significant concern about those who do not have the resources and wherewithal to participate in this group or know about this project. I am not concerned about those who can stand up for themselves. The impacts and benefits need to be shared. In the building of I-90 through Mercer Island the community forced that highway project to build a tunnel through the community so residents would not be impacted by the traffic. The cost of the project was driven up exponentially. That is the kind of stuff I don't want to see.

### **Your Questions**

1. What can and cannot be done about the historic value of the bridge, how will this be factored into decisions?
2. Are you limited by what you can do because of the bridge's historical status?
3. Are there future plans to talk about the Rose Quarter?
4. Is there a philosophical commitment to keep the same corridor or build another one? Or, is that what we are here to do?
5. Is another corridor even part of the discussion or is it already decided?
6. When in 2008 will you get federal approval?
7. Are alternatives being selected in May 2007?
8. Is there a budget sheet in the CEJG notebook?
9. What are the sources of funding? Are these sources readily available?
10. Are you looking for money for this specific project?
11. Will new emissions standards influence analysis?
12. What about sound walls and noise levels?

### **Parking Lot**

- We'd like to work with you very closely when we get to the point about environmental justice impact identification (federal government, EPA does not seem to hear EJ groups)
- Concern about "choosing" me to be in this group. Why me and not someone else?
- Decision making process
- Unique perspective of Hayden Island residents. I-5 is the only way to get off and on the island
- Tours of affected neighborhoods
- Certain communities are not represented in our group yet. We need to broaden a bit or create a process that allows others to have their voices heard
- What is a manageable number for this group?

### **Recommendations for Operating Guideline Changes**

1. Change "Trust each other" to "Trust and respect each other."- agreed to change
2. We can agree to disagree.- agreed to change
3. Have a sense of humor.- agreed to change
4. Don't like "this group by invitation" text. This group's meetings should be open for public comment.
5. Meet at alternative locations north and south of the river and even on Hayden Island.
6. Like to find a way other than "yes" or "no" for members to record their level of agreement or disagreement. Or find a way to meet that need in other ways.
7. No cross talk.

8. Be conscious of language sensitivity. When we go into different neighborhoods. Cultural patterns. ESL. Be patient.
9. Great statement: "Replace judgment with curiosity."

#### **Action Items**

1. Changing Operating Guidelines
2. Current members may suggest additional members to staff (Who is missing and should be involved in this process?)
3. Staff will come back with a proposed maximum number for the group by Saturday.
4. Allot time on Saturday to complete guideline recommendations.
5. Group to recommend locations for future meetings
6. Danielle to check out possible locations
7. Group check proposed meeting dates for any conflicts.

#### **Closing Comments**

- Feel recharged and fascinated
- Enjoy the dialogue
- Liked hearing everyone liked being here
- Very comfortable with this group
- Great participant ideas
- Feel like this is a community project much more than it is a transportation project
- Going deeper and getting into the heart
- Wonderful energy and honored to be part of this group
- Liked passion I heard
- Honored to part of this group
- Long, hard and exciting project
- Hope project will make North Portland better
- Enthusiastic and encouraged
- Good to see still committed to same project
- Couldn't wait to come back to this group
- Like laid back feeling, comfortable and safe

**\*These meeting notes were reviewed and approved by the Community and Environmental Justice Group.**



## Draft Meeting Notes\*

Meeting: Community and Environmental Justice Group- Project Orientation

Date: Saturday, August 19

Location: Kenton Firehouse

### Members Present

Diana Avalos

Jonath Colón-Montesi

Ed Garren

Echo Leighton

Kris Long

Lawrence Russell

Dave Skagen

Jeri Sundvall-Williams

Michelle Tworoger

Nikki Williams

### Guest Present

Marcia Ward

### Staff Present

Nanci Luna Jimenez

Doug Ficco

Danielle Cogan

Tom Markgraf

Kris Strickler

Peter Ovington

### Public Involvement Plan

Small group discussion / brainstorm of additional outreach opportunities

### Phrases in Public Information Plan that stand out to you

- Develop a list of community based organizations
- Demographic analysis including low income
- Variety of neighborhoods
- Go to the people, seek to connect
- Both sides of the river (except Hayden Island is in the river! Unique relationship to the bridge and Interstate)
- Grassroots community level
- Reach people where they are

### Confusing phrases/ideas in the Public Information Plan

- External communications
- What are the goals and number of people you're aiming to reach?
- Who among the property owners has been contacted? (Answer: still early)

### Strongest phrases/ideas in the Public Information Plan

- Who you've reached so far, well documented
- Intent of document is good
- Going to the people
- Variety of places, events attended

### **Weakest phrases/ideas in the Public Information Plan**

- No advertisements on MAX or bus lines
- Need a blunt message: We are building a new bridge. What do you think?
- Provide update or newsletter to groups to plug-in to their own newsletters, email updates, etc.
- Lists all sorts of venues except for religious
- No mention of schools
- Why Vietnamese as a target as opposed to Asian in general?
- Latino and Spanish speaking are not interchangeable
- Generations? What about senior citizens?

### **Focus question:**

How can the CRC project ensure the culturally competent, meaningful and full participation of groups that I represent or other groups that I am connected to or work with?

### **Brainstorm answers to that question**

#### **(Entire group)**

- Hayden Island in the middle!
- HI Planning
- Blunt visual and audio advertising/informing
- All HI residents and biz's onto CRC mailing list
- Billboards on the hwy
- I-5 real estate woes (people who lost homes in the past; are realtors disclosing info re: potential home losses, etc.). Fear of government takeover.
- Relevant to community members' values
- Door knocking contracted by community
- First understand the culture
- Messages in transit newsletters, flyer, bus wraps
- Consistent Project presence in community
  - Building relationships
  - Not just one-time coming to look for information
  - Not trusting

### **Project Education:**

- Role of Hayden Island
  - Will HI be cut off from I-5 access? Will we get a MAX stop? Etc.
    - Have property owners and renters been informed about project?
    - Virtually no outreach on HI except via neighborhood associations. Think about malls and other places
  - Has outreach to business owners (strip mall, small business owners, Columbia Crossings, Brad Howton, moorages) been conducted?
    - HI business outreach is a need that has not been addressed
  - Is HI recognized as unique entity in relation to this project?
    - Fear that design is focusing on Vancouver and PDX, but not HI
    - HI in need of neigh planning; no current plan
    - Open house on Jantzen Beach doesn't mean you did outreach on HI (Jeri)
  - Homeless population on HI
    - West of railroad bridge is where some of them are

- Washington State property owners
  - Have residential and commercial property owners been notified and kept informed?
  - Restaurants on WA side, Clark Public Utilities building
  - Industrial areas on West HI

#### **Education/Outreach Issues:**

- Where will road go? Who will be affected? If you're affected, what steps can be taken? What do you need to know?
- There is not enough information about the project out there in the world
  - Conversations: How are they conducted with communities and by whom?
- Working with communities
  - People don't want to come to a community meeting and have their comments ignored
  - Giving credit to ideas presented by community.
  - Do individual follow-up as needed; make it personal
  - Follow up on ideas given at community meetings as needed
  - Create consistent project presence at key community events/venues so folks can stay up to date, even if just every quarter
  - If you're afraid to knock on doors, you're going to miss people
  - Address and acknowledge unique role of Hayden Island.
    - The results of this process will affect the island in perpetuity.
    - Think of us as a geographically isolated village between two urban centers
  - Utilize CEJG members for volunteer outreach to communities:
    - Give me 500 pamphlets and I can personally hand them out to businesses and residents (Michelle Tworoger)
    - We can act as part of an extensive **distribution plan** for materials

#### **Education/Outreach Strategies:**

- Use electronic instead of print media
- Understand audience: culture, literacy, relationship to government projects
  - Outreach must be relevant to community members' values (not just in minority communities but all communities)
    - This project could be the first time some members of public, especially immigrants, have interacted with a government body
    - Message should be adapted for different cultural audience
    - Immigrant groups often engage via native language media outlets (TV, radio, newspapers), service based organizations and religious institutions
    - Television is also a good source of information for low income and elderly communities
    - You can't come and hand out pamphlets b/c not everyone is literate
- Visual information serves fluent English speakers, non-English speakers and non-literate native-born English speakers
  - TV
    - Need blunt audio/video ads

- Local TV talk and public affairs shows on local channels, public access and Spanish, Russian or Vietnamese language stations
- Radio
  - Need blunt audio/video ads
  - Schedule interview for Sunday public affairs programs on English, Russian, Spanish and Vietnamese language stations.
- Print
  - Use plain language for all audiences
  - Immigrant communities don't understand translated newsletters b/c Spanish used is very technical and advanced, and Spanish can be the second language of immigrant Latino communities

### **Messaging Issues:**

- What does "Columbia River Crossing" mean?
  - There is no clear brand identity
    - "It sounds like a hike"
    - Also confusion with moorage on Hayden Island, Columbia Crossings
- Messaging Suggestions
  - I want it quick and blunt
  - Posters, mailings, visuals: there is not enough information out there
  - Make info more blunt, more visual, so they don't have to read a lot
  - Bus ads, etc.
  - Take advantage of drivers stuck in traffic. Billboards!

We will report back to you next time. We're going to come back and ask for even more specifics.

### **Bus Tours**

#### **Questions and Suggestions**

- BBQ/Informal gathering
- Stops along the tour; specifically Hayden Island
- Tour floating home community
- ASAP
- Brief synopsis of each neighborhood including number of residents, businesses, etc.

#### **Guidelines- Additions and Revisions**

- Add- "Indicate level of agreement on reaching consensus."
- "Agree to not interrupt or have side conversations as a sign of respect."
- Definition to be added for "language" and "cultural sensitivity."
- "How to keep group inclusive for interested community members impacted by the project while allowing for limits on staffing capacity and interest in deep dialogue."

### **Action Items**

- Look into arranging bus tours with stops on Hayden Island as well as both sides of the river and other locations
- Have a BBQ or informal gathering as part of the tour
- Hold meetings at different locations so variety of people can attend
- New meeting start time 6:30 p.m. Meetings will go from 6:30 p.m.-8:30 p.m. with dinner being served at 6:00 p.m.
- Operating Guidelines- Nanci will call or email revision by Wednesday, August 23 and will send to project staff for approval by Friday, August 25. Staff will review, make decision and forward to Nanci by Thursday, August 31

#### **Questions- Safety**

- Rubber tire transit- when was this concept introduced?
- Explain on-ramp/off-ramp traffic flow and distances
- Data, re: location and number of deaths
- How did it get so bad?
- Severity of accidents
- Impact of speed limit and speed limit changes
- Stats on personal vs. commercial or personal-commercial accidents
- What is the combined cost of all of these accidents?
- What is the volume of traffic at interchanges?
- How much traffic is commercial and non-commercial in the Bridge Influence Area?

#### **Questions- Alternative Packages**

- What is the distinction between moving people, transit and freight?
- Concern re: environmental impacts
- Cost difference between replacement and supplemental bridges
- How many years out is the project?
- What is the plan for population growth accommodation?
- What is the life of this project?
- What is the type and level of buy-in from Salem and Olympia?
- Seismic element of old bridge
- Are we keeping elected officials informed?
- Historic factor of the bridges considered?
- What is the total number of people reached from March 1, 2006 to August 19, 2006?

#### **Alternative packages- What we heard**

- Clearly stated
- Light rail plan vetoed by Clark County voters
- Bridge replacement
- Alternative multiple options- mentioned twice
- TDM
- Going west
- Do nothing
- Many decisions have already been made
- Two choices- supplemental or replacement bridge
- Different modes of transportation
- Focused project area

## **Parking Lot**

- Sensitivity to floating homes, manufactured homes communities
- Person who represents Hayden Island on CRC Task Force is a realtor
- Sensitivity to all backgrounds is crucial
- What is language sensitivity?
- Cultural differences recognized in relation to food eaten at meetings
- Who are the parties missing from this group?
- Viability of light rail as a transit solution
- Which order do the handouts go in the binder?
- List of what we can with what we actually have-TDM/TSM
- Participant task. Bring list of EJ and neighborhood concerns to the next meeting
- Hayden Island is a village between two urban centers. It is geographically isolated
- Not enough public participation. Horrible feedback and communication with participants- referencing Task Force
- Immigrant communities access information differently. The brochures are an ineffective strategy
- Need TV and radio outreach for those with less literacy
- Homeless population on Hayden Island. How do we reach them?
- You must understand the culture first to conduct effective outreach. Otherwise, you will not be effective
- Many do better with visual information
- Contact TV stations
- CRC must be blunt with message: bridge construction, changing transportation, etc.
- Take advantage of vehicular audience stuck on bridge- billboards
- "CRC" used in too many variations
- Get involved with the schools
- Get rid of Hooters
- TF minutes are not helpful because they don't indicate which members made what comments. Communication on this project has been horrible (Jeri)

## **Closing Comments**

- Brainstorming good
- Sincere staff
- Participation of Doug appreciated
- Enjoyed the positive meeting
- Thanks for giving personal time
- Looking forward to meeting ten people each of you know
- Energized to be here. Thanks for staff sincerity
- Thanks to Nanci for keeping it flowing
- Thanks for discussing communications at this point in the process
- Positive candid comments

**\*These notes were reviewed and approved by the Community and Environmental Justice Group.**



## **Community and Environmental Justice Group**

### **Membership List**

Diana Avalos, Vancouver Public Schools  
Jonath Colón-Montesi, N/NE Neighborhood Coalition  
Keith Edwards, IBEW  
Dave Frei, Arnada neighborhood, Task Force liaison member  
Ed Garren, Hayden Island  
Echo Leighton, Kenton neighborhood  
Kris Long, Mid-West National Life Insurance  
Anne McEnery-Ogle, Shumway neighborhood  
Lawrence Russell, East Wilkes neighborhood  
Connie Sherrard, Vancouver Housing Authority  
Dave Skagen, Rosemere neighborhood  
Jeri Sundvall-Williams, EJAG, Task Force liaison member  
Michelle Tworoger, Hayden Island  
Marcia Ward, Salmon Creek  
Nikki Williams, Boise neighborhood, Local 36

*Questions/Comments/Ideas about or for the Communications Plan*

***What are the goals of the communications plan?***

To create visibility for the project with the purpose of building public awareness and support for solving the problems on I-5 between Victory Boulevard in Portland and SR 500 in Vancouver.

***What are the numbers of people the project is trying to reach?***

We don't have a specific target, but here's what we can tell you

**Face-to-face** – 2,500 to date

**Advertisements** – for Open Houses

Oregonian, Columbian, El Hispanic News, The Asian Reporter, The Skanner, The Portland Observer

**Email** – 2,300 people per month

**Newsletters** – 10,000 two times per year

**Media Coverage** - The project averages two stories per month in the Columbian, Oregonian and two to four additional stories on TV and radio. We haven't pushed hard here, and could probably generate more news coverage.

If you total these “hits” we are directly reaching nearly 15,000 people at least once and likely several times throughout a year through project materials and efforts. Add in media connections, and the number is easily in the tens of thousands per year.

One thing we are finding is that we need to get more efficient. Investing in face-to-face has been terrific and has allowed us to roll the project out in a very personable way. At each event we go to, we may speak to 30 or 50 or 100 people, and thousands more may see our booth. Neighborhoods are essential, especially those in the corridor.

However, we need to make sure that our efforts are touching more people. Ultimately, we need the entire region to be aware of this project. This will come from more TV, electronic sources, and advertising.

***Can the project put advertisements on bus lines and/or MAX***

We haven't budgeted for this, but are checking with both C-TRAN and TriMet to see if, as project sponsors, they'd be willing to donate or discount the rate for us. We'd still have to come up with the production costs, and are investigating how much this would be.

***Can you send information to other groups to plug into their own material?***

We do send emails to several neighborhood organizations and ask them to forward to their distribution lists. Sometimes they do and sometimes they don't. We are working on identifying others to whom we could send info – such as Commute Trip Reduction programs.

Danielle is also working on two ideas – with you and with the minority media. What ideas do you have?

***Why hasn't the team included going to religious venues?***

We are adding some. For example, we were at an event at Holy Redeemer last weekend. Can you recommend others?

***Why aren't you including schools?***

We are not targeting them, but go to them when asked. There is only so much time and money in the budget, and we have been trying predominantly to reach adults. Having said that, we are also working to make our displays more interactive because we know that one way to get to adults is through their kids. Also, when we held our Open Houses last Spring, we had bridge building events for kids - and we advertised them so that parents would know that kid-friendly activities were happening. We didn't get huge numbers, but we did have several people tell us they came because of that.

***What about senior citizens?***

We haven't specifically targeted outreach to seniors, yet feel we are reaching them through some of our regular activities. For example, many people involved in neighborhood associations are seniors. And, we are open to your ideas on how to more effectively reach them – any groups you think we should specifically be talking with?

***The project needs blunt, visual and audio advertising/information.***

There are at least three ideas here.

- 1) Make the message more obvious
- 2) Use/improve visuals and sound
- 3) Purchase advertising

We will have a November meeting with this group dedicated to communications and messaging. The timing will be good as we enter into the next phase of the project, which is defining the alternatives going into the Draft EIS.

The project is working on improving and increasing our visuals. We hired a graphic artist in July to improve our look and feel. The team is very aware of the need for print pieces to be visual – to use as a core concept the idea that a picture paints 1,000 words.

We haven't used sound because we haven't pursued radio advertising. However, we will do a pilot pod/web cast later this year to see how well it is received.

We don't have advertising in our budget yet. We are looking to add it next year.

***Follow up on ideas given at community meetings – and giving credit for community ideas***

I agree. We summarize the meetings, and send monthly/quarterly updates to the project teams. We need to make sure we are hearing back from them to see what is getting used, and what is not (and why). We have used several ideas from the public. In fact, some of the components and

some of the alternatives include ideas suggested through the public process. For example, our current “alternative 3 – new arterial bridge” resulted from public input.

Giving credit – we will strive to do this better than we are currently.

***Understanding the cultures you are trying to reach.***

We know we aren't experts in every culture. That's why we are asking for your help. We really need your input and ideas to make sure we are being effective.

***Use TV and radio more effectively***

We hope to get here. In Clark County, CVTV may provide a resource. We want to work with the Spanish language radio station, KBOO and cable access. We need production assistance and expertise, and will consider this in the next budget phase.

## **Columbia River Crossing Task Force**

The 39-member Task Force is comprised of leaders from a broad cross section of the Washington and Oregon communities interested in the project, including public agencies, businesses, civic organizations, neighborhoods, and freight, commuter and environmental groups. The Task Force will provide recommendations regarding the project to the Project Sponsors Council.

**Task Force Chairs** - Representatives from Southwest Washington and Oregon jointly chair the Task Force.

Hal Dengerink, Chancellor, Washington State University, Vancouver  
Henry Hewitt, Past Chair, Oregon Transportation Commission

### **Public Sector**

Commissioner Sam Adams, City of Portland  
Mayor Chuck Becker, City of Gresham  
Commissioner Rex Burkholder, Metro  
Commissioner Serena Cruz Walsh, Multnomah County  
Betty Sue Morris, C-TRAN  
Fred Hansen, TriMet  
Eric Holmes, City of Battle Ground  
Dean Lookingbill, Southwest Regional Transportation Council  
Larry Paulson, Port of Vancouver  
Mayor Royce Pollard, City of Vancouver  
Commissioner Steve Stuart, Clark County  
Bill Wyatt, Port of Portland

### **Environmental Organizations**

Lora Caine, Friends of Clark County, Southwest Washington  
Jill Fuglister, Coalition for a Livable Future, Oregon

### **Neighborhoods**

Dave Frei, Arnada Neighborhood Association, Southwest Washington  
Brad Halverson, Overlook Neighborhood Association, Portland  
Dick Malin, Central Park Neighborhood Association, Southwest Washington  
Walter Valenta, Bridgeton Neighborhood Association, Portland

### **Trucking Industry**

Bob Russel, Oregon Trucking Association  
Larry Pursley, Washington Trucking Association

## **Chambers of Commerce and Portland Business-Based Organizations**

Rich Brown, Bank of America, Portland  
Mark McCloud, Greater Vancouver Chamber of Commerce  
Grant Armbruster, Portland Business Alliance  
Scot Walstra, NW Natural Gas, Vancouver (appt. by Greater Vancouver Chamber)

## **Local Economic Organizations**

Bob Byrd, Identity Clark County  
Monica Isbell, Starboard Alliance Company, LLC, Portland  
Bart Phillips, Columbia River Economic Development Council, Vancouver  
Jonathan Schleuter, Westside Economic Alliance, Portland

## **Community Organizations**

Brett Hinsley, Columbia Pacific Building Trades  
Ed Lynch, Vancouver National Historic Reserve Trust  
Jeri Sundvall-Williams, Environmental Justice Action Group

## **Statewide Commuter/Travel**

Elliott Eki, Oregon/Idaho AAA  
Janet Ray, Washington AAA

## **Statewide Freight**

Jerry Grossnickle, Columbia River Tugboat Association  
Karen Schmidt, Washington Freight Mobility Strategic Investment Board  
Tom Zelenka, Oregon Freight Advisory Committee

**September 2006**

The purpose of this memo is to provide a better understanding of the current funding levels and anticipated costs for the Columbia River Crossing project.

### **Funding**

The project is currently funded from several state and federal sources. The most recognizable and recent sources of funding are the Transportation Partnership Act funds assigned to the project by the Washington State Legislature, Oregon Transportation Investment Act III funds from the Oregon Transportation Commission, and the federal funds dedicated from the most recent SAFETEA-LU reauthorization. The following table identifies the amount of funding from each of those sources and when they are anticipated to be available.

Washington Transportation Partnership Funds – Total Funding: \$50 million

2005-2007 biennium\* - \$10 million dispersed in early 2006

2007-2009 biennium - \$20 million dispersed in two installments of \$10 million each (Late summer 2007 and late summer 2008)

2009-2011 biennium - \$20 million

Oregon Transportation Investment Act III – Total Funding: \$5 million

2006 - \$5 million dispersed in early 2006

SAFETEA-LU – Total Funding: \$14.2 million (\$8 million Washington, \$6.2 million Oregon)

2006 – 40% of total funding dispersed in early 2006, then 20% of total funding dispersed in late 2006

2007 – 20% of total funding dispersed in late 2007

2008 – Final 20% of total funding dispersed in late 2008

Previous Funding Remaining – Total Funding: \$4.9 million

Funds remaining from 2004 and 2005 federal allocations and State of Oregon allocation

The graphic on the following page illustrates the anticipated funding. As you can see, the total funding available to the project is potentially in excess of \$74 million.

### **Projected Expenditures**

Budgeted expenses (including DOT and local agency staff, along with consultant contract costs) are also shown in the following graph. Through the completion of the Environmental Impact Statement (EIS) and the federal Record of Decision (ROD), including the design development of the selected alternative to about the 30% engineering level, the total budgeted expenditures are estimated to reach approximately \$70-\$80 million. Of course, following the completion of the EIS, additional expenditures for engineering, right of way acquisition, and construction will be required. Those expenditures will not be budgeted until we get closer to the selection of an alternative for construction.

### **Potential Concerns**

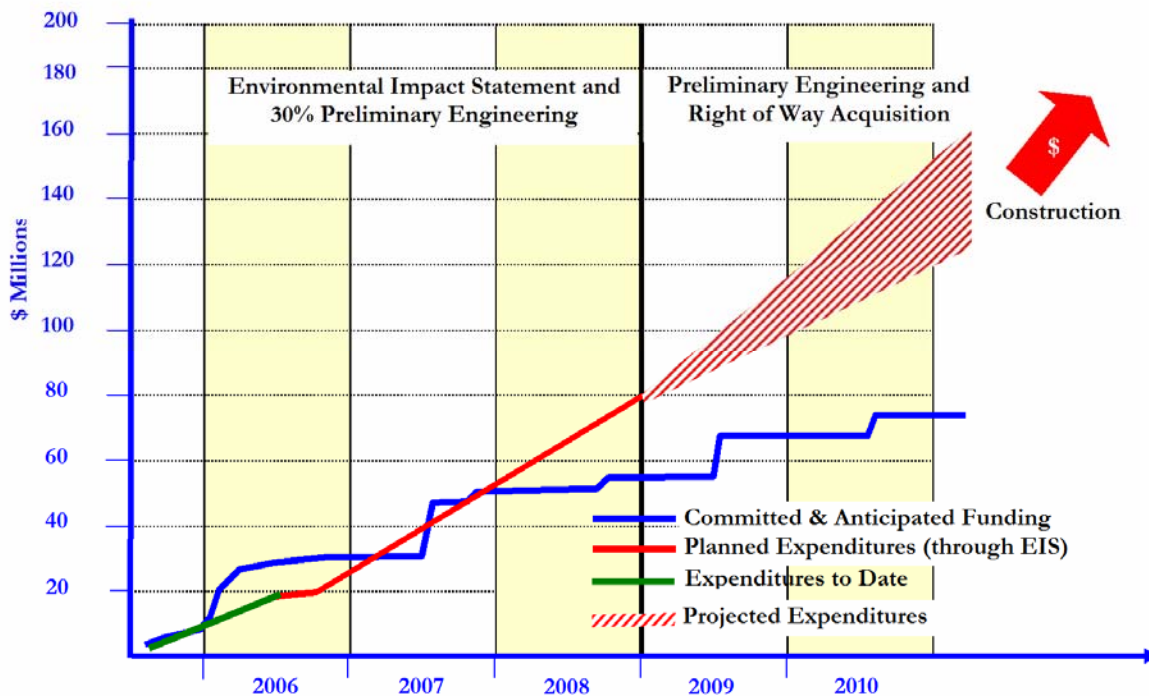
A comparison of funding with projected expenditures leads to the recognition of three potential concerns.

1) The identified funding sources may not be sufficient to complete the ROD and reach the 30% completion of engineering design at the same time. As noted above, the total projected funding (committed and anticipated) is approximately \$74 million, while the ROD and engineering costs are estimated to reach \$70-\$80 million.

2) The timing of the funding does not match projected expenditures. In other words, we may have a cash flow problem. The funds allocated by the Transportation Partnership Act (TPA) are distributed over three 2-year periods (a total of six years), while the ROD for this project is expected in late 2008. What that means is that only \$30 million of the TPA funds will be available for this phase of the project, and an additional \$20 million will be available after the Record of Decision has been reached. At this time, we can not anticipate that the \$20 million will be available to be advanced into an earlier biennium. In addition, the availability of the federal funds is simply an estimate at this point. Congress may delay them for a variety of reasons

In short, there is in fact a funding gap of \$20 million or more for the project that will impact the work program as early as February 2007. The gap presents a cash flow problem for the project that is only remedied by adding more funds to the project prior to February 2007.

3) As the following graph illustrates there are no dedicated funds at this point for completion of the engineering, right of way acquisition, and construction. WSDOT and ODOT are working closely with our local partners, as well as with the Federal Highway Administration and the Federal Transit Administration, to identify and pursue potential funding strategies. It is conceivable that the project could be in line to begin construction within a few years of the Record of Decision. In order to achieve that goal and deliver this project in the shortest timeframe, we must actively pursue funding now.





**Columbia River Crossing  
Community and Environmental Justice Group  
September Monthly Meeting**

September 14, 2006  
6:00 p.m.-8:30 p.m.  
Kenton Firehouse  
2209 N. Schofield St.  
Portland, OR 97217

***Agenda***

Meeting Objectives:

- Conduct neighborhood resource mapping exercise
- Review and approve Operating Guidelines
- Member participation and communications plan follow-up
- Begin discussing the 12 preliminary alternative packages
- Introduce the evaluation process
- Overview of the NEPA Process

I. Dinner and Neighborhood Resource Mapping	6:00 p.m.
II. Welcome	6:30 p.m.
III. Group Business/Old Business	6:35 p.m.
a. Operating Guidelines	
b. Member participation	
c. Communications Plan update	
IV. 12 Preliminary Alternative Packages	7:00 p.m.
V. EJ & Neighborhood Concerns and Issues	7:45 p.m.
VI. Overview of the NEPA Process	8:00 p.m.
VII. Bus Tour	8:05 p.m.
VIII. Action Items and Next Steps	8:10 p.m.
IX. Public Comment	8:20 p.m.
X. Close	8:25 p.m.
XI. Depart	8:30 p.m.

# NEPA PROCESS SUMMARY

---

## What is NEPA?

NEPA stands for the National Environmental Policy Act. NEPA is a federal law that requires federally-funded projects to evaluate a range of alternatives including doing nothing known as “No Build” and the impacts of those alternatives on the environment. It also requires agencies proposing a project to consider input from the public, Tribal Governments and other agencies before making a final decision.

The federal law was enacted in 1970, a time when many modern environmental laws were written as a result of several environmental disasters and a national consensus that clean air, clean water, healthy forests and thriving animal populations are important to U.S. citizens.

Confusion can arise over the “NEPA” acronym. The “P” stands for “policy” not “protection.” Agencies are not required to select an option or alternative that has the least impact to the environment. They are required to consider the full range of alternatives before making that decision.

NEPA can be considered a complex law that slows a decision-making process. However, it also can be considered a law that ensures that people affected by a problem and/or federal project have an opportunity to learn about and affect the proposals before a decision is made.

## Why does NEPA apply to this project?

The NEPA process applies to the Columbia River Crossing project for two reasons: Interstate 5 is a publicly owned facility and the project receives federal funding.

## How does NEPA work?

Depending on the type of project, the environmental effects fall into one of three categories: 1) No effect on the environment; 2) No “significant” effect on the environment; and 3) Environmental effects expected. Based on the size of the Columbia River Crossing project, we expect significant effects on the human and/or natural environment. Projects with little or no effect on the environment have fewer requirements under the law.

## Overview of the NEPA process:

### 1. Explain why the project is needed. (“Define the Purpose and Need”)

The Purpose and Need statement explains why the project is necessary and the fundamental problems the project should address. The Purpose and Need also guides the development of preliminary alternatives, and helps decision makers narrow those alternatives to one that best meets the project needs.

### 2. Ask the public: What should the agency consider in this project? (“Scoping”)

Early in the NEPA process, Tribal Governments, the public and other agencies are given a chance to contribute information about community and environmental issues. Often public meetings are held. This step informs tribes, citizens and agencies about the proposed project, lets them know how any studies will be conducted, and solicits their input on issues and potential solutions to consider.

### 3. Identify the potential range of options to address the need. (“Define Proposed Action and Preliminary Alternative”)

Project managers will describe the proposed project and the initial range of alternatives. Preliminary alternatives are usually broad and subject to change. Information from the previous step is often used to develop the preliminary alternatives.

### 4. Answer the question: Will the project affect the environment? (“Will the project result in significant environmental impacts?”)

If the agency leading the work effort knows a project will have significant environmental impacts, the agency will plan to write a report, called an “Environmental Impact Statement (EIS).” An EIS is a comprehensive report that

# NEPA PROCESS SUMMARY

---

describes in detail the effects to the natural and human environment for each of the alternatives under consideration.

## **5. Evaluate options to deal with the need (“Preliminary Alternatives Analysis and Screening”)**

Before writing the Draft EIS, project managers will compare each of the preliminary alternatives to ensure that a broad range of options has been considered. Project managers and the public have the opportunity to compare benefits and impacts of implementing different project approaches. Some alternatives will be dropped at this stage and the most promising carried forward into the Draft EIS.

## **6. Study the impacts to the natural and human environment (“Prepare and Issue Draft EIS”)**

Project managers will thoroughly research and analyze all of the potential environmental effects associated with the alternatives being considered and write the Draft EIS. The Draft EIS is made available for public review and comment.

## **7. Hold a public hearing**

One or more public hearing are required for a Draft EIS. The hearing is advertised locally and is usually held during the public review period with enough time remaining to gather additional public comments.

## **8. Identify the best option/alternative (“Prepare and Issue Final EIS”)**

After the public hearing and the Draft EIS comment period, project managers prepare the Final EIS (FEIS). The FEIS includes public comments received, and describes coordination that occurred since the DEIS was published. It also identifies the best or “locally preferred” alternative, why it was chosen, and any design commitments and mitigation measures.

## **9. Publish decision on best option (“Prepare Record of Decision”)**

The federal lead agencies for this project, the Federal Highway Administration and the Federal Transit Administration, must publish their decision in the Federal Register. Non-federal agencies seek approval for the chosen option at this step. The Record of Decision (ROD) summarizes the basis for the project decision. The ROD does not commit an agency to action, and does not guarantee funding. It identifies the alternatives considered, including any “preferred alternative”, and whether the project proponent has taken steps to minimize environmental harm. The ROD includes responses to substantive public comments on the FEIS, and summarizes any mitigation measures or environmental commitments.

# Neighborhood Resource Mapping

## Q&A

---

**Q:** *What is Neighborhood Resource Mapping?*

**A:** Neighborhood Resource Mapping is a group exercise in which members of the community identify the resources that are important to them on a map. An example map is included on the reverse.

**Q:** *What resources do we want the Community & Environmental Justice Group to identify?*

**A:** We would like them to identify those gathering places, event sites and features which are important to them and the community they represent, within the Columbia River Crossing's Area of Primary Impact (API). Resources identified in other communities include:

- community centers
- neighborhood organizations
- bike trails
- coffee shops
- annual block party sites
- barber shops
- parks and schools
- public art
- churches

**Q:** *Why is Neighborhood Resource Mapping important?*

**A:** CRC Staff want to understand how the project would affect residents and neighborhoods, including access to neighborhood resources. This information will be used to help narrow the list of project alternatives, analyze the impacts of alternatives and design better alternatives.

**Q:** *How else can you be involved in identifying Neighborhood Resources?*

**A:** After the September 14th meeting, think about and/or ask your neighbors:

- What resources help to define your neighborhood?
- Who provides critical services to your community?
- Where do your neighbors gather?
- What areas in your community would you show to out-of-town guests?

Share the information with us by emailing to [feedback@columbiarivercrossing.org](mailto:feedback@columbiarivercrossing.org) or by calling Michael Harrison of Parametrix at (360) 694-5020 or (503) 736-4818.

## Who Is Involved?

Columbia River Crossing is a joint project of the State of Oregon and State of Washington in partnership with the federal government and local agencies in each state. The agencies involved are listed on this page with a short description of their role in the project. In addition to these groups, the project relies on the involvement of individuals, organizations, and businesses to provide input to the decision making process.

### Project Development Team

The Project Development Team is responsible for the day-to-day management, development, and delivery of the Columbia River Crossing project. It includes staff from sponsoring agencies (primarily WSDOT and ODOT) and is supported by contracted staff.

### Working Groups

Working Groups have been formed to address specific project issues as they arise. Groups are expected to include specialists from agency and consultant staff as well as other organizations. The project anticipates working groups to address public involvement, freight issues, economic development, travel forecasting, engineering, specific environmental disciplines, and financing. Other working groups may also be formed as needed.

### Task Force

The 39-member Task Force is comprised of leaders from a broad cross section of the Washington and Oregon communities interested in the project, including public agencies, businesses, civic organizations, neighborhoods, freight, commuter and environmental groups. The Task Force will provide recommendations regarding the project to the Project Sponsors Council.

### Project Sponsors Council

The Project Sponsors Council will receive recommendations from the Task Force, public input, and advice from the Project Development Team and concur on whether to move forward based on those recommendations. It includes executive staff or elected officials from:

- WSDOT
- ODOT
- RTC
- Metro
- C-TRAN
- TriMet

- City of Vancouver
- City of Portland
- FTA and FHWA (ex-officio)

### **Federal Highway Administration and Federal Transit Administration**

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) are co-lead agencies for the National Environmental Policy Act (NEPA) process that governs proposed actions requiring federal funding, federal permits, or federal approvals. FHWA and FTA will sign the Environmental Impact Statement and the Record of Decision, affirming the selection of project alternatives, and allowing it to move forward into design and construction.

### **Interstate Collaborative Environmental Process (InterCEP)**

The Interstate Collaborative Environmental Process (InterCEP) was established to coordinate and streamline the regulatory reviews and permitting functions of the participating agencies. Members include representatives from key national 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 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.