

From: Sharonnasset <sharonnasset@aol.com>
Sent: Monday, September 30, 2019 4:53 PM
To: Medvigy, Gary; Lentz, Temple; Quiring, Eileen; jimwherman@embarqmail.com; McEnery-Ogle, Anne; Hansen, Bart; lannen@co.skamania.wa.us; msmith@cityofcamas.us; mike.dalesandro@cityofbg.org; shughes@portridgefield.org; shirley.craddick@oregonmetro.gov; francic@wsdot.wa.gov; shawn.donaghy@c-tran.org; rian.m.windsheimer@odot.state.or.us; ed.orcutt@leg.wa.gov; Sen.LewFrederick@oregonlegislature.gov; vicki.kraft@leg.wa.gov; RTC meetings; ann.rivers@leg.wa.gov; annette.cleveland@leg.wa.gov; sharon.wylie@leg.wa.gov; lynda.wilson@leg.wa.gov; bill.turlay@ci.vancouver.wa.us; news@thereflector.com; monica.stonier@leg.wa.gov; brandon.vick@leg.wa.gov; admin@iccbusiness.org; president@vdausa.org; director@vdausa.org; admin@vdausa.org; billw@portcw.com; Messinger, Rebecca; Mize, Jeff; Patty.Daniells@leg.wa.gov
Cc: Workman, Diane; Ransom, Matt; sharonnasset@aol.com
Subject: [Contains External Hyperlinks] We appreciate that immediate action taken by the SW Washington Regional Transportation Council's Director Matt Ransom
Attachments: Sent RTC 9.30.19 final_recc_at_glance.pdf; send RTC -5 Part summary package option_package.pdf; RTC send I-5 Partnership Task Force Members.pdf; sent RTC We appreciate SENT.pdf

9/30/2019

Dear SW Washington Regional Transportation Council Members,

We appreciate that immediate action taken by the SW Washington Regional Transportation Council's Director Matt Ransom in response to the September 3, 2019 email to the RTC Board Members. The Director's acknowledgment of two processes with different findings and recommendations is important. The immediate clarification by the RTC's Director makes it much easier for the RTC Board Members to complete our request for a formal statement on letterhead from the RTC Board Members verifying the difference between the two I-5 Portland/Vancouver Transportation and Trade Partnership processes.

For assistance in drafting the letter, the Mayor of Vancouver WA who is the current RTC Chairperson was a representative on the 28 member I-5 Partnership Task Force that chose a replacement bridge and light rail loop of I-5 and I-205 bridges in 2002. The Mayor's firsthand knowledge is a benefit.

Thank you, for your prompt action on this very important issue.

With Respect,
Sharon Nasset
Economic Transportation Alliance
Sharonnasset@aol.com 503.283.9585

Attached data

I-5 Partnership At A Glance Final Recommendation
I-5 Partnership further study recommendations list
I-5 Partnership Task Force Member list

-----Original Message-----

From: Ransom, Matt <Matt.Ransom@rtc.wa.gov>
To: sharonnasset@aol.com <sharonnasset@aol.com>
Cc: Workman, Diane <diane.workman@rtc.wa.gov>
Sent: Wed, Sep 11, 2019 12:07 pm
Subject: RE: SW Washington Regional Transportation Council Members,

Ms. Nasset

I'm responding to your email RTC received, dated September 3, 2019.

Response:

The "Task Force" was a stakeholder group assembled to advise the public agency sponsor project team regarding review of materials and to provide stakeholder input to the project team.

The Portland/Vancouver I-5 Transportation and Trade Partnership: Final Strategic Plan was the culmination of, and, documented the final recommendations of the study process.

You can find the final Strategic Plan

here: https://www.wsdot.wa.gov/accountability/ssb5806/docs/2_Long_Range_Planning/FinalStrategicPlan_with_attachments.pdf

Best regards

Matt Ransom
Executive Director



PO Box 1366
Vancouver, WA 98666-1366
P. 564-397-5208 (new phone #)
<http://www.rtc.wa.gov>

From: Sharonnasset [mailto:sharonnasset@aol.com]

Sent: Tuesday, September 03, 2019 2:19 PM

To: medvigy@clark.wa.gov; Lentz, Temple; Quiring, Eileen; jimwherman@embarqmail.com; McEnerny-Ogle, Anne; Hansen, Bart; lannen@co.skamania.wa.us; msmith@cityofcamas.us; mike.dalesandro@cityofbg.org; shughes@portridgefield.org; shirley.craddick@oregonmetro.gov; francic@wsdot.wa.gov; shawn.donaghy@c-tran.org; rian.m.windsheimer@odot.state.or.us; ed.orcutt@leg.wa.gov; Sen.LewFrederick@oregonlegislature.gov; vicki.kraft@leg.wa.gov; RTC meetings; ann.rivers@leg.wa.gov; annette.cleveland@leg.wa.gov;

Subject: [Contains External Hyperlinks] SW Washington Regional Transportation Council Members,

September 2, 2019

Dear SW Washington Regional Transportation Council Members,

I would like to thank the Regional Transportation Council Board Members and Director for being committed to clarity on transportation issues in our area. The Economic Transportation Alliance is requesting a formal public letter clarifying the recommendation of and the difference between

- Portland/ Vancouver I-Transportation and Trade Partnership Study
- Portland/ Vancouver I-Transportation and Trade Partnership Task Force

The need for transparency and clarity of the recommendations from the previous studies is very important

The Portland/ Vancouver I-5 Transportation and Trade Partnership Study, recommended adding capacity across the Columbia River between Portland and Vancouver. Several alternatives for adding capacity were recommended for further study with only ONE that replaced the current I-5 bridges. A Supplemental OR a replacement bridge statement was made in 2002, before the completion of the 2005 I-5 bridge inspection by ODOT, which gave the bridges 60 years of life with no restrictions and valued them between 500-million to 1-billion dollars.

The Portland/ Vancouver I-5 Transportation and Trade Partnership Task Force, was composed of 28 individuals selected by the governors of Washington and Oregon to sit on a committee to choose a Locally Preferred Alternative (LPA) in an Environmental Impact Statement (EIS) process. The Task Force Members chose a replacement bridge “with all the bells and whistles” and a light rail loop across the I-5 and I-205 bridges providing local, sub-regional, and regional transit in Clark County while connecting to the Portland metro system.

The acknowledgement to add capacity across the Columbia River by several modes was the outcome of both studies.

Attached data for confirmation of the above statements.

1. The Portland/ Vancouver I-5 Transportation and Trade Partnership Study Final Recommendation at a Glance
2. The Portland/ Vancouver I-5 Transportation and Trade Partnership Study Final Draft of Recommendation for further study.
3. This video link is ODOT representative Rob DeGraff explaining to the Joint Transportation Commissions’ of Washington and Oregon. He states the I-5 transportation studies recommend added capacity as needed across the river NOT replacement of the current bridges. This statement

is consistent with the Federal

Register https://www.youtube.com/watch?v=CzQwLDHJo_M&t=442s

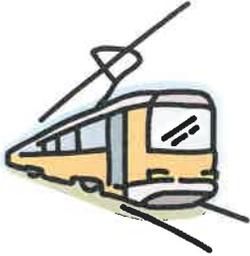
4. The Portland/ Vancouver I-5 Transportation and Trade Partnership Task Force recommendations
“Also calls for post-Task Force study of a west arterial road west of I-5 in the vicinity of the railroad bridge”
5. ODOT bridge comparison chart of 2002
6. ODOT 2005 I-5 bridge inspection report.
7. The Portland/ Vancouver I-5 Transportation and Trade Partnership Community Forum Leaders list
8. RTC formal letter of clarification concerning the CRC and RC-14 BI-State Industrial Corridor (Third Bridge Now) alignment study.

Thank you, for your prompt action on this very important issue.

With Respect,
Sharon Nasset
Economic Transportation Alliance.
Sharonnasset@aol.com 503.283.9585

This e-mail and related attachments and any response may be subject to public disclosure under state law.

Final Recommendations at a Glance



Transit:

- Provide a phased light rail loop in Clark County in the vicinity of the I-5, SR500/4th Plain and I-205 Corridors.
- Provide peak-hour, premium express bus service in the I-5 and I-205 Corridors to markets not well served by light rail.
- Increase transit service in the Corridor over the next 20 years called for in regional transportation plans.



Interstate 5:

- The I-5 freeway between the Fremont Bridge in Portland and the I-205 interchange in Vancouver will be a maximum of 3 through lanes in each direction. This includes widening I-5 to 3 lanes between Delta Park and Lombard, and 99th St. to I-205 in Vancouver.
- Designate one of the 3 through lanes for use as a high occupancy vehicle (HOV) lane during the peak period, in the peak direction.
- Add a new supplemental or replacement bridge across the Columbia River with up to 2 auxiliary and/or arterial lanes in each direction, and 2 light rail tracks.
- Improve interchanges between SR 500 and Columbia Blvd to address safety and capacity problems -- including making Columbia Blvd into a full interchange.
- In adding river crossing capacity and making interchange improvements every effort should be made to: 1) avoid displacements and encroachments, 2) minimize the highway footprint and 3) minimize the use of the freeway for local trips.



Additional Rail Capacity:

- Pursue the rail infrastructure improvements required to accommodate anticipated 20 year freight rail growth in the I-5 Corridor and frequent, efficient intercity passenger rail service.
- Establish a public/private Bi-State rail forum to advise regional decision makers about prioritizing, scheduling and funding of needed rail improvements.
- The rail forum and regional decision-makers should encourage funding for:
 - Additional inter-city passenger rail service in the Pacific Northwest High Speed Rail Corridor
 - High Speed Rail service in the Corridor; and
 - The replacement of the existing "swing span" with a "lift span" located closer to the center of the river channel

Land Use:

- Adopt and implement a Bi-State Coordination Accord to protect existing and new capacity and support economic development.
- Jurisdictions in the Corridor will develop and agree on a plan to manage land development to avoid adversely impacting I-5 or the Region's growth management plans.





Transportation Demand and System Management:

- Commit to a comprehensive use of TDM/TSM strategies -- alternative modes, work-based strategies, policies and regulatory strategies, pricing and TSM strategies -- and pursue additional funding for transit and TDM/TSM strategies.
- Prepare an "I-5 TDM/TSM Corridor Plan" with guidance from the proposed "Bi-State Coordination Committee"
- Fund and implement additional TDM/TSM strategies now to encourage more efficient use of the transportation system.

Environmental Justice



- Establish a Community Enhancement Fund for use in the impacted areas in the I-5 Corridor in Oregon and Washington
- Map low-income and minority communities in the corridor.
- Take list of potential impacts identified by representatives of environmental justice communities into the EIS for the Bridge and Bridge Influence Area as a starting point for more analysis.
- Work with affected communities to explore ways to offset impacts and/or bring benefits to the community.
- Develop a public outreach plan for EIS process that includes special outreach to low-income and minority communities.
- Form and coordinate two working groups for the EIS -- one for public involvement and one for environmental justice.



Finance

- OR, WA and the Portland/Vancouver region should develop a financing plan for transit and highway capital projects
- Tri-Met and C-Tran need to increase revenues for a significant expansion of transit service, starting within the next five years.
- Establish regional transit financing commitments that will allow for:
 - an aggressive bi-state TDM program and
 - an expansion of transit service to support the light rail loop.
- Seek funding to widen I-5 to 3 lanes: Delta Park to Lombard after environmental and design work is completed.

Next Steps/Implementation



- Fall 2002: SW Washington Regional Transportation Council and Metro review and amend the Regional Transportation Plans to incorporate recommended I-5 corridor improvements.
- Delta Park to Lombard: widen I-5 to 3 lanes
 - Summer 2002-2004: Conduct environmental assessment and design work
 - Post 2004: Construction of Delta Park to Lombard
- 2003 – 2009: Environmental Impact Study on Bridge Influence Area (new supplemental or replacement bridge, interchange improvements between SR 500 and Columbia Blvd., including light rail between Expo Center and downtown Vancouver)
- 2010+: Construct improvements in Bridge Influence Area.



The following table summarizes the decisions of the I-5 Task Force regarding Option Packages for the I-5 Corridor. Those packages designated as “study further” will be evaluated over the summer and results will be available in the fall of 2001. Those packages designated as “do not study” will be dropped from further consideration by the I-5 Task Force.

<u>Package</u>	<u>Task Force Decision</u>
1. <i>Baseline (no new Columbia River Crossing)</i>	<i>Study further</i>
2. <i>Express Bus on New Bridge, Without Additional Freeway Corridor Capacity</i>	<i>Study further</i>
3. <i>Light Rail Transit on New Bridge Without Additional Freeway Corridor Capacity</i>	<i>Study further</i>
4. <i>Commuter Rail Without Additional Freeway Corridor Capacity</i>	<i>No Decision by Task Force yet. Recommendation is to defer further study until results from Rail Capacity Analysis are available (Fall 2001)</i>
5. <i>Planned Regional Bus With Additional Freeway Capacity</i>	<i>Do not study – refine as an option in Package 6</i>
6. <i>Express Bus to Downtown Portland With Corridor-Wide Freeway Capacity Increase (includes new Columbia River crossing)</i>	<i>Study further</i>
7. <i>Light Rail Transit With Corridor-Wide Freeway Capacity increase (includes new Columbia River Crossing)</i>	<i>Study further</i>
8. <i>New Arterial Road: Mill Plain to US 30, with Columbia River Crossing</i>	<i>Study further</i>
9. <i>New Freeway Corridor</i>	<i>Do not study</i>



- Provides multi-modal alternatives:
 - Range of freeway investments
 - Range of transit options
- Incorporates transportation demand management
- Supports land use and growth management
- Reflects public and technical input
- Allows future mixing and matching of elements (picking the best parts)



Option Package No. 1: Baseline (No New Columbia River Crossing)

Decision: Study Further

Overview:

This option includes only the existing transportation system plus improvements included in the adopted transportation plans for Clark County and the Portland metropolitan area.

Package Elements:

Transit Improvements:

- Light rail transit (LRT) from Rose Quarter to Expo Center
- Express bus service from Clark County park-and-ride lots to the Portland International Raceway LRT station.
- Express bus will use existing lanes across the Columbia River.
- Planned growth in transit service based on adopted regional transportation plans. Includes more transit service in the corridor.

I-5 Improvements:

- Provide a third lane in each direction in Vancouver from 134th to Main St. In the morning rush hour, the southbound lane will be for high occupancy vehicles (HOV).
- System management, including ramp metering, freeway reader boards, and other measures to maintain traffic flow
- Potential freight and other improvements in the Special Analysis Areas: 1) Rose Quarter and 2) Lombard to SR 500

Arterial Road Improvements:

All Option Packages have a common set of arterial road improvements based on adopted regional transportation plans.

- Arterial improvements in all packages include:
 - Widen Marine Drive to 5 lanes from Terminal 6 to Portland Road
 - New 4 lane bridge to Hayden Island from Marine Drive
 - Improve Columbia/Killingsworth intersection and connection to I-205
 - North Lombard overcrossing into Rivergate



Transportation Demand Management:

All Option Packages have a common set of demand management measures based on adopted regional transportation plans.

- Demand management measures in all packages include:
 - Increase funding for carpool and vanpool programs
 - Increase funding for employer outreach encouraging flex hours and telecommuting
 - Expand employer sponsored transit passes to reduce transit fares for commuters
 - Increase mixed use development to reduce vehicle trips
 - Increase parking pricing and parking management



Option Package No. 2: Express Bus on New Bridge, without Corridor-Wide Freeway Capacity Increase

Decision: Study Further

Overview:

This Option Package includes development of express bus service linking destinations within Clark County, including service to the light rail station at Expo Center.

Package Elements:

Baseline improvements, plus...

Transit Improvements:

- Express bus in high occupancy vehicle lane from 134th to light rail station at Expo Center
- Options for possible extensions of express bus include, express bus from:
 - Parkrose light rail station to 134th Street on I-205
 - I-5 to I-205 on SR 500

I-5 Improvements:

- New Columbia River bridge to support express bus. Bridge could also support HOV, freight or local traffic between Vancouver and Portland.
- Potential freight and other improvements in the Special Analysis Areas: 1) Rose Quarter and 2) Lombard to SR 500



Option Package No. 3: Light Rail Transit on New Bridge Without Corridor-Wide Freeway Capacity

Decision: Study Further

Overview:

This Option Package includes an extension of the light rail transit (LRT) system to Clark County without a corridor-wide I-5 capacity increase.

Package Elements:

Baseline improvements, plus...

Transit Improvements:

- Phased extension of light rail transit into Clark County including:
 - Extending Interstate MAX to downtown Vancouver area
 - Extending Airport MAX along I-205 from the Parkrose station to the Vancouver Mall area, and
 - An east/west connection within a corridor in the vicinity of SR 500/Fourth Plain Boulevard from Downtown Vancouver to Vancouver Mall.
- Future extension of the LRT system could include areas north on I-5 and I-205 to 134th Street.
- Establish feeder bus service to light rail stations



I-5 Improvements:

- This option package will be studied with two variations: 1) as a Light Rail only bridge, and 2) as a joint-use bridge for LRT and vehicle traffic.
- Potential freight and other improvements in the Special Analysis Areas: 1) Rose Quarter and 2) Lombard to SR 500

Option Package No. 4: Commuter Rail Without Corridor-Wide Freeway Capacity Increase

**No Decision Yet -
Recommendation: Defer Study
Decision to Fall 2001**

Overview:

This Option Package focuses on development of commuter rail between downtown Portland and Clark County without an increase in corridor-wide freeway capacity.

Package Elements:

Baseline improvements, plus...

Transit Improvements:

- Establish commuter rail service on new rail alignment including tunnel under North Portland, new stations in Portland and Vancouver, and a new rail bridge across the Columbia River and North Portland Harbor
- Establish feeder bus service to rail stations

I-5 Improvements:

- Potential freight and other improvements in the Special Analysis Areas: 1) Rose Quarter and 2) Lombard to SR 500



Option Package No. 5: Planned Regional Bus System with Corridor-Wide Capacity Increase

**Decision: Do not Study Further
- Combine with Option 6**

Overview:

This Option Package involves a major increase in I-5 roadway capacity with no major increase in high capacity transit.

Package Elements:

Baseline improvements, plus...

I-5 Improvements:

- Add a fourth lane in each direction. The fourth lane could be:
 - A reversible express lane, or
 - A high occupancy vehicle (HOV) lane, or
 - A general purpose lane for all freeway traffic
- Build new I-5 Columbia River Bridge
- Potential freight and other improvements in the Special Analysis Areas: 1) Rose Quarter and 2) Lombard to SR 500



Option Package No. 6: Express Bus to Downtown Portland with Corridor-Wide Freeway Capacity Increase (includes new Columbia River Crossing)

Decision: Study Further

Overview:

This Option Package includes development of express bus service linking destinations within Clark County, including service to downtown Portland. It also includes the addition of a fourth lane in each direction along I-5 to be used for high occupancy vehicles, express lanes, or freight use.

Package Elements:

Baseline improvements, plus...

Transit Improvements:

- Express bus service from Clark County to downtown Portland
- Options for possible extensions of express bus include express bus from:
 - Parkrose light rail station to 134th Street on I-205
 - I-5 to I-205 on SR 500

Note: There may be difficulty getting funding from the Federal Transit Administration for express bus service that runs parallel to a new light rail line (Interstate MAX).



I-5 Improvements:

- Add a fourth lane in each direction. The fourth lane could be:
 - A reversible express lane, or
 - A high occupancy vehicle (HOV) lane, or
 - A HOV lane that could accommodate freight traffic
- Build new I-5 Columbia River Crossing
- Potential freight and other improvements in the Special Analysis Areas: 1) Rose Quarter and 2) Lombard to SR 500



Option Package No. 7: Light Rail Transit with Corridor-Wide Freeway Capacity Increase (includes new Columbia River Crossing)

Decision: Study Further

Overview:

This Option Package includes an extension of the light rail transit (LRT) system to Clark County with a major corridor-wide I-5 capacity increase.

Package Elements:

Baseline improvements, plus...

Transit Improvements:

- Phased extension of light rail transit into Clark County including:
 - Extending Interstate MAX to downtown Vancouver area
 - Extending Airport MAX along I-205 from the Parkrose station to the Vancouver Mall area, and
 - An east/west connection within a corridor in the vicinity of SR 500/Fourth Plain Boulevard from Downtown Vancouver to Vancouver Mall.
- Future extension of the LRT system could include areas north on I-5 and I-205 to 134th Street.
- Establish feeder bus service to light rail stations



I-5 Improvements:

- Add a fourth lane in each direction. The fourth lane could be:
 - A reversible express lane, or
 - A high occupancy vehicle (HOV) lane, or
 - A HOV lane that could accommodate freight traffic
- Build new I-5 Columbia River Crossing
- Potential freight and other improvements in the Special Analysis Areas: 1) Rose Quarter and 2) Lombard to SR 500



Option Package No 8: New Arterial Road with Columbia River Bridge

Decision: Study Further

Overview:

This Option Package involves a new arterial road between *US 30 in Portland and Mill Plain Blvd. in Vancouver.*

Package Elements:

Baseline improvements, plus...

Arterial System Improvements:

- Provide arterial linking US 30 in Portland to Mill Plain in Vancouver. Would involve a new crossing of the Willamette River and a new crossing of the Columbia River near existing rail corridor across Hayden Island

I-5 Improvements:

- Potential freight and other improvements in the Special Analysis Areas: 1) Rose Quarter and 2) Lombard to SR 500



Option Package No. 9: New Freeway Corridor

Decision: Do Not Study Further

Overview:

This Option Package involves construction of a new westside freeway corridor. A specific alignment has not been established.

Package Elements:

Baseline improvements, plus...

New Freeway Corridor:

- New freeway and bridge west of the existing I-5 bridge connecting Clark County, Washington and Washington County, Oregon

I-5 Corridor:

- Potential improvements in the Special Analysis Areas:
1) Rose Quarter and 2) Lombard to SR 500

Option Package No. 9: Key Factors Leading to Recommendation to Discontinue Further Study

Studied previously and ...

- Would do little to address congestion in I-5 corridor (most trips in I-5 corridor start or end near I-5)
- Very significant environmental impacts to Vancouver lowlands, Sauvie Island, Tualatin Mountains
- Conflicts with local, regional, and state land use policies

Portland/Vancouver I-5 Transportation and Trade Partnership Task Force

OREGON

Lenny Anderson, Swan Island TMA

Mike Burton, Executive Officer, Metro
Andy Cotugno, Participating Representative

Commissioner Serena Cruz, Multnomah County

Brian Fitzgerald, Market Transportation;
Bill Maris, Participating Representative

Stu Hall, Liberty Mutual

Fred Hansen, General Manager, TriMet

Henry Hewitt, Stoel Rives, LLP

Mayor Vera Katz, City of Portland

Dick Reiten, Northwest Natural;
Gary Bauer, Participating Representative

Jeri Sundvall, Environmental Justice Action Group

Walter Valenta, Bridgeton Neighborhood Association

Bruce Warner, Director, Oregon Department of
Transportation

Bill Wyatt, Executive Director, Port of Portland;
Dave Lohman, Participating Representative

WASHINGTON

Commissioner Ed Barnes, Washington Transportation
Commission

Jeff Beverly, Manager of Facility Engineering, S.E.H.
America, Inc.

Lora Caine, Fairgrounds Neighborhood Association

Lynne Griffith, Executive Director, C-Tran

Anne McEnery-Ogle, President, Shumway
Neighborhood Association

John McKibbin, J. Simpson McKibbin Company, Inc.

Scott Patterson, Executive Director, Greater Vancouver
Chamber of Commerce

Larry Paulson, Executive Director, Port of Vancouver

Mayor Royce Pollard, City of Vancouver

Commissioner Craig Pridemore, Clark County

Rick Sant' Angelo, Board Member, Friends of Clark
County

Elson Strahan, President, Clark College Foundation

Councilman Dan Tonkovich, City of Vancouver

9/30/2019

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For assistance in drafting the letter, the Mayor of Vancouver WA who is the current RTC Chairperson was a representative on the 28 member I-5 Partnership Task Force that chose a replacement bridge and light rail loop of I-5 and I-205 bridges in 2002. The Mayor's firsthand knowledge is a benefit.

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