



City Manager's Office
City of Vancouver
P.O. Box 1995
Vancouver, WA 98668-1995

MEMORANDUM

DATE: April 8, 2013
TO: Eric Holmes, City Manager
FROM: Matt Ransom, Project Development and Policy Manager
RE: City Policy Setting re Columbia River Crossing Project

The City of Vancouver Council has been briefed dozens of times in worksession, retreats and public hearings regarding the Columbia River Crossing project. In each of those settings the Council has had opportunities to provide policy guidance and input to the City Manager and staff. The following listing (and attachments) is a refined summary of major policy setting documents and form the guideposts for staff involvement and support for the proposed project.

City Plans:

- 1) Vancouver City Center Vision and Sub-Area Plan; M-3832 (June 18, 2007)
- 2) Vancouver Comprehensive Plan 2011-2030; M-3994 (November 7, 2011)

City Resolutions:

- 1) June 11, 2012. Resolution. Endorsement of C-TRAN placing a ballot measure on the November 2012 general election seeking a sales tax increase under RCW 81.104 to fund the proposed Light Rail Transit Operations & Maintenance expenses.
- 2) July, 7, 2008. Resolution. Endorsement of a Locally Preferred Alternative for the project which included: replacement bridge, light rail transit, transit system alignments, and other policy objectives and a mitigation framework.
- 3) January 7, 2008. Resolution. Endorsement of high capacity transit and related direction to C-TRAN in regards to system financing and development.

Letter Transmittals:

- 1) December 18, 2009. Letter. Subject: Communicates Council desire to redirect project in regards to provision of freeway access at Fourth Plain Boulevard and 39 Street.
- 2) December 18, 2009. Letter. Joint letter with Fort Vancouver National Trust concerning endorsement of the final concept from the Vancouver Community Connector Design Competition.



C-TRAN – Path Forward

The C-TRAN Board of Directors is meeting in retreat on April 13 to discuss further their preferred path forward regarding the funding of the light-rail transit O&M expenses in conjunction with construction of the proposed CRC project. There are many options that the C-TRAN Board has at their disposal. Those options include:

C-TRAN Options:

C-TRAN runs Light Rail and pays O&M. It is assumed that C-TRAN seeks another vote under RCW 81.104, or RCW 36.57A taxing authority

C-TRAN runs Light Rail but asks another agency to pay for (some or all) O&M: It is assumed that C-TRAN capture savings in existing operations and implement new fees and external agency funding partnerships
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C-TRAN delegates O&M responsibilities to another agency. It is assumed a separate agency (ex. City of Vancouver) would step forward and assume the authority to pay for and operate the light-rail transit element of CRC
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Under Option 3 – Delegate to others, there are two potential scenarios that might play out, which include:

Delegate limited powers - to another agency to assume O&M responsibilities for just the CRC light-rail project. C-TRAN would continue to operate the core bus and proposed Fourth Plain BRT project (if the BRT project advances), and paratransit.

Delegate all powers – effectively restructure the PTBA to delegate all transit powers (bus and high-capacity transit) to a new transit entity. In this case, a new transit entity would need to be established and taxing authority enacted.
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Further cursory review is ongoing related to Option 3. That is, staff is reviewing the procedures, policy and perceived effects of Option 3 in relation to the City of Vancouver. Should this option be pursued by the C-TRAN Board, then a more rigorous policy and fiscal analysis would be warranted.

06/11/12

RESOLUTION NO. M- 3775

A RESOLUTION recommending an Operations and Maintenance (O&M) funding plan for the proposed Light Rail Transit improvement project (Washington segment) planned for construction with the I-5 Columbia River Crossing (CRC) Project, and authorizing action by the City of Vancouver's delegates to the C-TRAN Board, guided by the principles herein.

WHEREAS, the Vancouver City Council approved a Resolution in 2008 endorsing the Locally Preferred Alternative of a Replacement Bridge and Light Rail Transit, and

WHEREAS, the Federal Record of Decision for the Final Environmental Impact Statement, which establishes the complete scope of the CRC Project, evaluates the Locally Preferred Alternative of a Replacement Bridge and Light Rail Transit; and

WHEREAS, the Washington State Department of Transportation is a primary project sponsor and responsible for ongoing project development and future construction oversight in Washington; and

WHEREAS, C-TRAN is the designated Public Transit Benefit Area that provides transit operations within Clark County; and

WHEREAS, C-TRAN is the preferred entity to operate and fund the annual Light Rail Transit Operating and Maintenance (O&M) costs for the Washington State segment of Light Rail Transit associated with the CRC; and

WHEREAS, the Federal Transit Administration (FTA) is expected to fully fund the capital construction costs of the CRC Light Rail Transit and associated improvements; and

WHEREAS, the CRC Light Rail Transit project has received a Medium-High rating in the most recent New Starts rating assessment as reported in the Annual Report of Funding Recommendation (FY 2013) by the Secretary of Transportation to the United States Congress (2012); and

WHEREAS, the C-TRAN Board has previously advised the public that a ballot measure will be presented to the voters of C-TRAN's service district; and

WHEREAS, the ballot measure previously proposed by C-TRAN was to be a request to establish a sales tax of 1/10th of one percent, under RCW 81.104, for the express purpose of funding the proposed Light Rail Transit O&M, and

WHEREAS, should further study of funding options, in the alternative of those authorized under statute RCW 81.104, be needed to support the proposed Light Rail Transit O&M, the Vancouver City Council will support additional study and review.


NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF VANCOUVER, WASHINGTON THAT:

Section 1. Legislative Findings. The recitals set forth above are adopted as the legislative findings of the City Council of the City of Vancouver in support of this Resolution.

Section 2. The City Council of the City of Vancouver requests a binding vote in C-TRAN's entire service and taxing district that authorizes imposition of a 0.1 percent sales and use tax available under RCW 81.104 to the Clark County Public Transportation Benefit Area (C-TRAN) for the purpose of funding the C-TRAN HCT (high capacity transit), as directed by the C-TRAN Board of Directors.


Section 3. Vancouver City Councilmembers serving on the C-TRAN Board shall support passage of C-TRAN policy or other legislative acts which support adoption of a funding plan consistent with the provisions of Section 2.

ADOPTED at a regular session of Vancouver City Council this 14th day, of June, 2012.



Timothy D. Leavitt, Mayor

Attest:



R. Lloyd Tyler, City Clerk
By: Carrie Lewellen, Deputy City Clerk

Approved as to form:



Ted H. Gathe, City Attorney

7/7/08

RESOLUTION NO. M-3663

A RESOLUTION relating to selection of a Locally Preferred Alternative (LPA) for the Columbia River Crossing project (CRC), and authorizing action by the City of Vancouver's delegates to the C-TRAN Board and Regional Transportation Council Board, guided by the principles herein, in support of a regional LPA.

WHEREAS, Interstate 5 is a corridor of national significance that serves the entire west coast of the United States, as well as international commerce with Canada, Mexico, and all of the countries of the Pacific Rim that access US west coast sea ports; and

WHEREAS, Interstate 5 between Portland, Oregon and Vancouver, Washington experiences some of the worst congestion along the entire length of the Interstate 5 corridor; and

WHEREAS, the I-5 Interstate Bridge is one of only two Columbia River crossings between Vancouver, Washington and Portland, Oregon and approximately 138,000 people rely on crossing the I-5 Bridge daily by car, transit, bicycle and on foot; and

WHEREAS, the Vancouver-Portland Metropolitan Area is expected to grow by one million new residents by the year 2030; and

WHEREAS, the existing I-5 bridges are old and do not meet current seismic hazard avoidance standards; and

WHEREAS, the I-5 Transportation and Trade Partnership Final Strategic Plan recommended congestion and mobility improvements within the I-5 Bridge Influence Area in 2002; and

WHEREAS, the Governors of Oregon and Washington initiated the Columbia River Crossing Project (CRC) and appointed a 39 member task force with representation from both

states and representing a wide range of interests to guide the planning process for river crossing and corridor improvements; and

WHEREAS, the City of Vancouver staff and elected officials have collaboratively participated with the Washington State Department of Transportation, Oregon Department of Transportation, Southwest Washington Regional Transportation Council, Portland Metro Council, C-TRAN, Tri-Met, and the City of Portland on the development of the DEIS; and

WHEREAS, the CRC Project with guidance from the Taskforce and eight Partner Agencies evaluated a wide range of potential solutions; and

WHEREAS, Vancouver City Council has previously resolved to support further study of improvements to the I-5 Corridor in the Portland/Vancouver I-5 Transportation and Trade Partnership Task Force in Resolution M-3424, April 7, 2003; and

WHEREAS, the CRC five-mile project corridor serves as a key economic connector to two major ports, much of the Portland/Vancouver region industrial land, and the entire US west coast; and

WHEREAS, the movement of land and marine freight is significantly hindered by the existing CRC five-mile project corridor condition; and

WHEREAS, the CRC Draft Environmental Impact Statement (DEIS) identifies that the segment of I-5 in the vicinity of the Columbia River has extended peak-hour travel demand that exceeds capacity on bridge spans that are over 50 and 90 years old that do not meet current traffic safety standards; and

WHEREAS, the seven closely-spaced interchanges in the five-mile CRC project corridor do not meet current safety or traffic engineering standards and are therefore inefficient and contribute significantly to corridor congestion and collisions; and

WHEREAS, the bicycle and pedestrian facilities on the I-5 bridge and in the project corridor are undersized and do not meet current safety standards; and

WHEREAS, demand for bicycle and pedestrian facilities is increasing; and

WHEREAS, existing bi-state public transit service is inadequate to meet peak hour travel demand in the congested project corridor, not least because existing service operates in mixed traffic on the congested corridor; and

WHEREAS, high capacity transit does not currently connect Vancouver and Portland, and high capacity transit in an exclusive right-of-way would provide greatly improved transit service with much better schedule reliability and service than mixed-use traffic operation; and

WHEREAS, doing nothing is not an acceptable option because it would result in unpredictable and increasing travel delay in the I-5 corridor as a result of increased congestion and bridge lifts and collisions, and would leave in place the ever-present latent risk of bridge failure in a seismic event; and

WHEREAS, Vancouver's adopted comprehensive land use plan, including the transportation element, and the Vancouver City Center Vision plan each identify and plan for a comprehensive multi-modal project to relieve congestion on I-5 and call for connecting to the regional high capacity transit system in Portland; and

WHEREAS, Vancouver's adopted Comprehensive Land Use Plan and City Center Vision Plan identify the need to improve circulation in downtown and at the connecting interchanges in order to support efficient multi-modal travel and increased livability within the downtown core; and

WHEREAS, to be successful, the CRC project must improve the livability, attractiveness, and long term viability of Vancouver; to do otherwise would be inconsistent with our adopted plans, policies, and practices; and

WHEREAS, there has been broad and comprehensive public outreach and public comment on the project alternatives by the citizens of Vancouver; and

WHEREAS, the City of Vancouver's endorsement of an LPA is one "narrowing" step in a multi-step process and an important opportunity for Vancouver City Council to articulate concerns which need to be weighed at this and subsequent steps; and,

WHEREAS, the City of Vancouver has identified issues requiring further study and cumulative project impacts that exceed those identified in the DEIS and presents, in Attachment A to this Resolution, a framework for mitigations and enhancements to address those impacts; and

WHEREAS, the replacement bridge option provides the most congestion relief and best overall performance in terms of safety, marine and roadway freight benefit, seismic suitability, and bicycle and pedestrian environment; and

WHEREAS, the light rail transit option provides the most transit capacity, highest transit ridership, overall best transit performance, lowest long-term operating cost, and connects seamlessly to the regional light rail system; and

WHEREAS, the Clark College terminus is consistent with the City of Vancouver Comprehensive Plan, is the most cost-effective high capacity transit terminus option, and fosters a phase II eastward expansion, consistent with the Comprehensive Plan and the Council I-5 Partnership Resolution M-3424; and

WHEREAS, a Broadway/Washington light rail couplet in lower downtown and a McLoughlin alignment to Clark College accommodate roadway capacity for traffic and CTRAN bus service Vancouver and maximize the positive land use impact of light rail; and

WHEREAS, this resolution provides a prudent course of action,

NOW, THEREFORE,

BE IT RESOLVED BY THE CITY OF VANCOUVER:

Section 1. The foregoing recitals are adopted as legislative findings of the City Council of the City of Vancouver in support of this resolution.

Section 2. Based on the information and findings published in the DEIS, the City of Vancouver endorses a Locally Preferred Alternative consisting of:

- a. A replacement bridge
- b. Light rail transit
- c. A transit terminus at Clark College
- d. An alignment on a Washington / Broadway couplet in lower downtown and on McLoughlin Boulevard to the Clark College terminus.

Section 3. The following policy statements should guide further development of the project upon approval of a LPA:

- a. Because of the national and international importance of the I-5 corridor for trade and national security, and because of the importance of and federal interest in Columbia River navigation, the federal government should play a very prominent role in project funding.
- b. Vancouver's land use and economic development plan for the downtown core is built around revitalization and re-establishment of the historical links between the downtown core and both the Columbia River Waterfront and Fort Vancouver and the Historic

Reserve. Additionally, Vancouver's adopted Comprehensive Land Use Plan and Vancouver City Center Vision Plan are premised primarily on creating livable and sustainable human-scale environments that provide transportation mobility and accessibility for the entire range of travel modes. In practice, this calls for attention to the details of balancing pedestrian connectivity and safety, bicycle network system connections, automobile and freight capacity, safety, and functionality, and universal accessibility. These principals must guide every step of the CRC design process in order to be consistent with Vancouver's adopted plans. Deviation from these principals anywhere in the project influence area, which may include making it more difficult to achieve Vancouver's plans, in particular re-connecting downtown with the Historic Reserve and the Columbia River waterfront in the future, can only be characterized as a project impact that must be mitigated in order to be consistent with Vancouver's adopted long term plans.

- c. The City of Vancouver Council directly supports a balanced multi-modal approach of highway, high capacity transit, transportation demand management, bicycle and pedestrian improvements to serve the City's and region's travel needs, and prefers the stacked bridge design option.
- d. The City of Vancouver Council endorses the principles of sustainability within the City of Vancouver, and therefore the Columbia River Crossing project should implement principles of sustainability into project planning, design and construction in order to improve the natural and social environment and the regional economy and to minimize overall environmental impact and effects related to climate change.

- e. The City of Vancouver Council communicates that the project mitigations identified in the DEIS, in Attachment A to this Resolution, and those submitted through the DEIS comment process, must be satisfactorily addressed as the LPA is refined into specific project elements, and final design plans are developed.
- f. The City of Vancouver will continue to be centrally involved in project leadership in a post-LPA project management steering team capacity and will contribute to those decisions affecting design, financing and community mitigation of the proposed improvements. This team should consist of the eight directly affected government agencies (Cities of Vancouver and Portland, Tri-Met and CTRAN, WSDOT and ODOT, and Metro and Southwest Washington RTC). The City recognizes that many project elements have not been finalized at the time of LPA adoption, yet believes it is in the community's interest to move the process into the next design and financial planning phase.

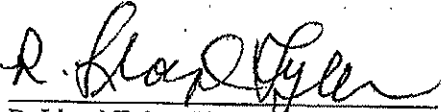
Section 4. Vancouver City Councilors serving on the C-TRAN board and the Southwest Washington RTC Board should support and advocate for passage of a resolution supporting adoption of a LPA for the Columbia River Crossing Project as defined herein.

ADOPTED at regular session of the Council of the City of Vancouver, this 7th day of July, 2008.



Royce E. Pollard, Mayor

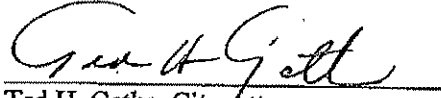
Attest:



R. Lloyd Tyler, City Clerk

~~By Carrie Lewellen, Deputy City Clerk~~

Approved as to form:



Ted H. Gathe, City Attorney

Attachment A: Framework for Project Related Mitigation and Enhancements

ATTACHMENT A

Framework for Project Related Mitigation and Enhancements.

Policy Framework

Vancouver has great neighborhoods. The CRC project must positively contribute to ALL of Vancouver's neighborhoods and districts, consistent with Vancouver's adopted plans and policies, and consistent, to the extent possible, with duly adopted Neighborhood Action Plans where they are consistent with adopted City plans.

Vancouver's land use and economic development plan for the downtown core is built around revitalization and re-establishment of the historical links between the downtown core and both the Columbia River Waterfront and Fort Vancouver and the Historic Reserve. Vancouver has a rich and vibrant history that needs to be maintained and improved. Years of City resident, business and stakeholder initiatives have focused on connecting and enhancing the cultural, historic and interpretive landscape of Vancouver, and preserving historical resources and landscape elements. Much of that focus has been the process enhancing the resources and landscape through restorative efforts and creating physical connections which tie the individual elements into a cohesive interpretive experience. As one of the northwest's earliest settlements, honoring and preserving our history is a prominent and central purpose that the City has committed to through actions, adopted plans, and policies that will leave a legacy for future generations. The improvement of I-5 and implementation of light-rail-transit should promote and enhance this legacy.

Additionally, Vancouver's adopted Comprehensive Land Use Plan and Vancouver City Center Vision plan are premised primarily on creating livable and sustainable human-scale environments that provide transportation mobility and accessibility for the entire range of travel modes. In practice, this calls for attention to the details of balancing pedestrian connectivity and safety, bicycle network system connections, automobile and freight capacity, safety, and functionality, and universal accessibility. These principals must guide every step of the CRC design process in order to be consistent with Vancouver's adopted plans. Deviation from these principals anywhere in the project influence area, which may include making it more difficult to achieve Vancouver's plans, in particular re-connecting downtown with the Historic Reserve and the Columbia River waterfront in the future, can only be characterized as a project impact that must be mitigated in order to be consistent with Vancouver's adopted long term plans.

The City of Vancouver Council endorses the principles of sustainability for projects within the City of Vancouver, and therefore believes that the Columbia River Crossing project should implement principles of sustainability into project planning, design and construction in order to improve the natural and social environment and the regional economy and to minimize overall environmental impact and effects related to climate change.

Project Impacts and Potential Mitigations

Cumulative Impacts

This category covers those impacts that will have an impact on Vancouver which result from sum of incremental impacts of the CRC project. Cumulative impacts, when added to other past, present, and reasonably foreseeable future actions, would cause a direct impact or would preclude fulfillment of plans and goals as adopted by the City.

Staff review of the proposed DEIS alternatives find that plans and initiatives of the City's Plans could be precluded by the LPA project, and therefore will need to be addressed / mitigated prior to the completion of the final EIS. Staff identified specific issues that need to be addressed; including

- Physical barriers or other limitations that would be imposed to preclude the construction of the community connections in the Vancouver City Center Vision must be avoided. The footprint and presence (barrier effect) which I-5 creates between the heart of downtown and the historic Reserve must be minimized. Connecting the historical and interpretive artifacts and landscape elements, and preserving the landscape is a central goal of the City. Community connections identified in the plans and designed to connect the cultural landscape elements include:
 - Evergreen Blvd pedestrian and community enhancement (now referred to as the Evergreen freeway lid) connecting the existing and proposed development at Evergreen/C Street to West Vancouver Barracks
 - Main Street extension (5th Street to Columbia Way)
 - Columbia Way alignment at north river bank (open up and re-establish north river bank pre I-5 character)
 - Redevelopment or re-use of land unencumbered by physical structures for the bridge itself or supporting water treatment facilities (5th Street to north river bank)
 - Landbridge connection to Main Street extension (extended Main Street to Old Apple Tree park)
 - 5th Street pathway to Reserve (roughly Main/5th Street to 5th Street in Reserve)
 - 7th Street Heritage Bridge C Street to West Vancouver Barracks across I-5
- Construction disruption. A project of this size and complexity will require years of construction activity. This activity will occur on downtown streets, within neighborhoods and at the major interchange gateways to the City. The resultant impact, if left unmitigated, could impose severe hardships to the business and community environment within Vancouver. The project must dedicate resources and expertise the issue of managing construction disruption and alleviating direct and indirect impacts to travel access and business conditions.
 - Mitigations to be considered to address these issues should include: additional transit or other mobility services during the construction period; business support services in the form of marketing and business planning, funding support for a transportation

management association or other transportation advocacy group to help assist in detour planning and business marketing and general advocacy, and direct or indirect financial aid to minimize the disruption caused by the final project construction.

- o Additionally, direct construction impacts such as pavement degradation have to be mitigated. Any degradation of pavement or roadway base that results from construction activity will be mitigated through restoration. As an alternative, the project could pre-mitigated by reconstructing a defined truck route prior to construction to an industrial roadway section.

Design Considerations

Many of the project's physical and aesthetic designs will be resolved during the refinement of the LPA project detailed planning and engineering phase. The City should reinforce through its support for an LPA, the importance of context sensitive and aesthetically pleasing design solutions for each of the elements of the project (highway, transit, bicycle and pedestrian).

In support for context sensitive and well rounded urban design solutions, the Urban Design Advisory Group which the Mayor co-chairs will be issuing a preliminary report in June 2008. That report should serve as a starting point for refinement of the physical designs that should follow. Specific principles are to be documented in the report, and a few of the broad principles are generally summarized below.

- The highest quality bridge architecture allowable by engineering limitation and reasonable costs should be undertaken to produce a signature design.
- Iconic elements and design principles should be employed for the Columbia River span and all other bridges to be re-built or modified between SR-14 and SR-500
- The CRC project as a whole should provide the highest standard of sustainable design and construction methods to assure the least cost environmental footprint given the project's proposed scale and diversity of infrastructure.
- The design of the LRT system and structures should be of high-quality architectural and street design. The facilities must be designed for maximum rider and community safety and incorporate design principles and supplemental technology and achieve those ends.
- Given the functions of the main span bridge, the river crossing should be designed to a "world class" standard for pedestrians and bicyclists and should contemplate in its design non-auto vehicle classes that could utilize such a facility in the future.

The project sponsors will need to ensure that both the integrity of the project and integration within the surrounding communities is achieved. The following additional considerations help to further integrate the project within the surrounding community.

- Demand management must play a central role in helping to manage the auto demand during peak traffic periods and support downtown Vancouver's circulation goals.
- Pedestrian and bicycle linkages to the proposed transit stations should be provided and filled-in where currently missing. The final street and station designs for LRT should add to; and

not impede pedestrian circulation in the random manner which those activities occur within a dense urban environment.

- Transit stops and park and ride facilities must be designed to be active and secure facilities which support the surrounding community. This can take the form of ground floor retail or commercial functions and also joint-use agreements for ancillary parking activities. Generally, the principle of joint public/private development in and around the major transit facilities should be pursued as the opportunity exist.
- Safety and Security is a primary objective of the transit system and specific improvements, strategies and measures should be deployed to ensure maximum security and safety for transit patrons and the adjacent community.
- Transit park and ride facilities must be designed to integrate with surrounding neighborhoods; controlling and mitigating neighborhood traffic impacts and preventing neighborhood overflow parking.
- Transit park and ride facilities must be designed to facilitate non-park and ride traffic circulation, and to minimize the traffic, neighborhood, and environmental impacts of buses serving the park and ride stations as transfer facilities.
- Light rail station area planning must fully engage the Vancouver community, and be designed and constructed to the highest standard to create great urban places, and not just transit stops.
- Freeway access streets (ex. Washington, Columbia, Mill Plain, C Street, 4th Street, and 6th Street) should receive additional traffic management, intelligent transportation system, pedestrian and bicycle enhancements to integrate the freeway access function into the fabric of the downtown street network. Extra care and effort needs to be implemented at these locations to ensure maximum safety and efficient traffic operations to fulfill the operational function and complement the downtown street character.
- Intra and Inter-neighborhood multi-modal traffic circulation must be retained and enhanced throughout the project corridor; especially in the vicinity of freeway overcrossings.
- Project mitigation elements, such as sound walls, must be evaluated for impacts and alternatives, and any identified impacts must be mitigated consistent with the policies included herein.

Direct Impacts

The following areas have reflected direct impacts and those impacts must be mitigated to the full extent practicable and as required by prevailing federal, state or local laws and ordinances.

- Section 4F (including parklands and historic structures)
- Right-of-way impacts
- Noise impacts
- Water quality impacts
- Shoreline impacts
- Habitat impacts
- Air quality impacts
- Vibration impacts

- Light and glare impacts
- Transportation level-of-service, general circulation, access and parking impacts (covering auto, bicycle and pedestrian)
- Construction Disruption impacts (covering all the above listed categories including traffic circulation and business access)

1/7/08

RESOLUTION NO. M-3648

A RESOLUTION relating to City of Vancouver support of a C-TRAN resolution authorizing negotiation by the Executive Director of C-TRAN of a Memorandum of Understanding concerning the Columbia River Crossing Project; and authorizing action by the City of Vancouver's delegates to the C-TRAN Board, guided by the principles herein, in support of the C-TRAN resolution.

WHEREAS, transit is central to the City of Vancouver's plan for mobility and livability; and

WHEREAS, the Columbia River Crossing Project is vital to the regional and national economies; and

WHEREAS, the City of Vancouver endorses and supports development of a new multi-modal river crossing, including linking Clark County to the regional high capacity transit system in Oregon; and

WHEREAS, the question before the C-TRAN Board at this time is whether to assume the role of lead agency for high capacity transit in Clark County; and

WHEREAS, the City of Vancouver urges C-TRAN, as Clark County's transit provider, to look beyond the Columbia River Crossing Project toward Clark County's future high capacity transit system, and to make short term decisions within the context of the Columbia River Crossing Project, with a focus towards achieving the long-term goal of enhancing transit in Clark County; and

WHEREAS, the resolution pending before the C-TRAN Board at this time, supporting negotiation of a Memorandum of Understanding, would begin the process of working out the details of selection and functions of the lead and partner agencies; and

WHEREAS, the Columbia River Crossing Draft Environmental Impact Statement will be released in February 2008, and public comment, community involvement, and alternative refinement will continue into the spring as the region works toward a consensus "Locally Preferred Alternative" for the Columbia River Crossing Project; and

WHEREAS, placing conditions on the potential project Memorandum of Understanding, such as those proposed conditions that define finance package characteristics, system mode, alignment, or termini would pre-empt the federally-mandated National Environmental Policy Act (NEPA) process for extensive public involvement and alternative evaluation, and would prematurely pre-define project outcomes; and

WHEREAS, a prudent course of action is to provide principles to underlay or guide development of the Locally Preferred Alternative Memorandum of Understanding negotiation, while leaving latitude to craft a package that is achievable and in the community's best long-term interest; and

WHEREAS, this resolution proposes principles supported by the City of Vancouver in order to implement that prudent course of action,

NOW, THEREFORE,

BE IT RESOLVED BY THE CITY OF VANCOUVER:

Section 1. The recitals set forth above are adopted as findings supporting the action of the City Council in adopting this resolution.


Section 2. The C-TRAN board should pass the resolution attached hereto as Attachment 1 calling for beginning negotiation of a Memorandum of Understanding, with the goal of defining C-TRAN's role as the lead high capacity transit agency in Clark County for the Columbia River Crossing Project.

Section 3. The following principles should guide those negotiations:

- a. Financing of the Columbia River Crossing Project should be structured in such a way that it will include, but not be limited to, maximized Washington State toll credits, in order to minimize or eliminate the need for local capital cost match.
- b. The High Capacity Transit service area and funding obligations in Clark County should be limited to a sub-district including those who most benefit from the HCT system.
- c. Initiation of High Capacity Transit service in Clark County should provide a net service benefit to existing C-TRAN patrons, without diverting existing revenues from C-TRAN's current operating and capital costs.
- d. Achieve an equitable, sustainable, and efficient cost allocation between the states and transit agencies, specifically addressing concerns of division of costs between Washington and Oregon entities.
- e. Without specifying details of finance package characteristics, system mode, alignment, or terminus of the project at this time, the Memorandum of Understanding should support building of the most efficient, cost effective, and context sensitive project.

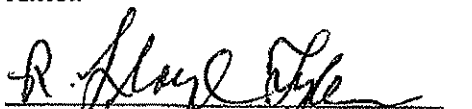
- f. With regard to concerns suggesting removal of the I-5 northbound high occupancy vehicle (HOV) lane in Oregon, delete subsection 2.f from C-TRAN Resolution BR crc 07 021, and refer this issue to the Southwest Washington Regional Transportation Council for consideration.
- g. Allow the National Environmental Policy Act (NEPA) process to seek, receive, and respond to public comment on all alternatives, transit modes, alignments and financing strategies which are to be identified in the Draft Environmental Understanding as published to then finalize C-TRAN Memorandum of Understanding directives based upon those findings.

ADOPTED at regular session of the Council of the City of Vancouver, this 7th
day of January, 2008.




Royce E. Pollard, Mayor

Attest:



R. Lloyd Tyler, City Clerk
~~By Carrie Lewellen, Deputy City Clerk~~

Approved as to form:



Ted H. Gathe, City Attorney

BOARD RESOLUTION #BR-07-021

A RESOLUTION OF THE CLARK COUNTY PUBLIC TRANSPORTATION BENEFIT AREA AUTHORITY (C-TRAN) BOARD OF DIRECTORS AUTHORIZING C-TRAN TO PARTICIPATE IN THE DEVELOPMENT OF A MEMORANDUM OF UNDERSTANDING WITH THE CITY OF VANCOUVER, WASHINGTON (CITY), WASHINGTON STATE DEPARTMENT OF TRANSPORTATION (WSDOT), OREGON DEPARTMENT OF TRANSPORTATION (ODOT), AND TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON (TRIMET) ESTABLISHING A FRAMEWORK AND PROCESS THAT IDENTIFIES THE ROLES AND RESPONSIBILITY FOR FUNDING, COORDINATION, DESIGN, CONSTRUCTION, OWNERSHIP AND OPERATION OF THE HIGH CAPACITY TRANSIT (HCT) COMPONENT OF THE PROPOSED COLUMBIA RIVER CROSSING (CRC) PROJECT.

RECITALS

WHEREAS, C-TRAN understands that C-TRAN, CITY, WSDOT, ODOT, and TRIMET (hereinafter, also referred to as "Parties") wish to enter into a Memorandum of Understanding ("MOU") that develops a framework and process to facilitate and identify the respective roles of the Parties in funding, coordinating, designing, constructing, owning, and operating the high capacity transit (HCT) component of the Columbia River Crossing (CRC) Project (Project); and

WHEREAS, C-TRAN and TRIMET wish to continue coordination of all bi-state related transit service, including those anticipated as part of the CRC Project, upon which the Parties agree; and

WHEREAS, the Parties anticipate that if they are successful in reaching the understandings contemplated by the MOU, then the Parties will negotiate the terms of a Project agreement, which will supersede the MOU, and will include the detailed and specific roles and responsibilities of the Parties and a Project schedule, which will set forth the dates for commencement and completion of the major activities involved in the Project, and will be binding upon such Parties only upon approval by Parties' respective governing boards, and

WHEREAS, C-TRAN has authority to develop and enter into such an MOU pursuant to CH. 39.34 RCW.

NOW, THEREFORE, BE IT RESOLVED by the C-TRAN Board of Directors:

1. C-TRAN's Executive Director/CEO is directed to work with the CRC Project staff (WSDOT and ODOT), the CITY and TRIMET to develop a MOU that establishes a framework and process to facilitate and identify the contemplated roles and responsibility of the Parties for the HCT component of the CRC Project as set forth in the above recitals which are incorporated by reference herein. The MOU will also

identify the anticipated schedule and key decision points for each Party's governing body.

2. The following principles will guide these negotiations:
 - a. Financing of the Columbia River Crossing Project should be structured in such a way that it will maximize Washington State toll credits to eliminate the need for a local capital cost match.
 - b. The High Capacity Transit service area and funding obligations in Clark County should be limited to a sub-district including those who most benefit from the HCT system.
 - c. Initiation of High Capacity Transit service in Clark County should provide a net service benefit to existing C-TRAN patrons, without diverting existing revenues from C-TRAN's current operating and capital costs.
 - d. Achieve an equitable, sustainable, and efficient cost allocation between the states and transit agencies, specifically addressing concerns of division of costs between Washington and Oregon entities.
 - e. Without specifying details of finance package characteristics, system mode, alignment, or terminus of the project at this time, the Memorandum of Understanding should support building of the most efficient, cost effective, and context sensitive project.
 - f. Initiate discussions with the Southwest Washington Regional Transportation Council (RTC) and appropriate Oregon officials with regard to concerns suggesting removal of the I-5 northbound High Occupancy Vehicle (HOV) lane in Oregon.
 - g. Allow the National Environmental Policy Act (NEPA) process to seek, receive, and respond to public comment on all alternatives, transit modes, alignments and financing strategies which are to be identified in the Draft Environmental Impact Statement and Locally Preferred Alternative before finalizing the Memorandum of Understanding.
3. The Board further directs the C-TRAN Executive Director/CEO to update the Board on progress on the MOU at each of its monthly meetings, and to provide a final draft of the MOU to the Board concurrent with the final approval of the locally preferred alternative (LPA) for the Project, which is anticipated to be at the May 2008 Board meeting.
4. The C-TRAN Board of Directors must approve any MOU prior to the document becoming effective.

RESOLVED AND ADOPTED THIS 8th day of January 2008.

Ayes :

Nays :

Absent :

Tim Leavitt, Chair

Attest:

June Berry, Clerk of the Board :

1/2/08/jeb
Board:BR crc 07 021.doc

Transportation Services
4400 N.E. 77th Avenue, Suite 350
P.O. Box 1995
Vancouver WA 98668-1995



Phone: (360) 487-7700
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Memorandum

TO: Mayor Pollard and Vancouver City Council
FROM: Matt Ransom, Transportation Planning Manager
DATE: January 2, 2008
RE: C-TRAN Memorandum of Understanding for the Columbia River Crossing Project

At the December 17, 2007 work session, council members discussed the proposed resolution authorizing negotiation of a memorandum of understanding (MOU), currently under consideration by the C-TRAN Board of Directors. Council also reviewed and discussed proposed additions and conditions for the MOU from three sources: a C-TRAN staff synthesis of 12-11-07 C-TRAN Board discussions; Resolution # BR-07-021 from the C-TRAN Board; and a December 11, 2007 Memorandum from the Board of Clark County Commissioners.

Transportation Services staff were asked to provide the Mayor and Council with a review of those documents and to offer observations for Vancouver City Council to consider within the context of this discussion. Following are staff observations and recommendations.

- A question before the C-TRAN board at this time should be whether or not to allow the C-TRAN executive to engage in discussions which would define C-TRAN's role as the transit component sponsor agency and grant applicant for Federal Transit Administration (FTA) purposes.
- The resolution authorizing negotiation of an MOU is not, by itself, a commitment to be the FTA lead agency, and it stipulates that the MOU will be superseded by a final Project Agreement. The Project Agreement will lay out "binding expectations and schedules." The MOU resolution before the C-TRAN board simply opens negotiations. It is the first in a three-step process.
- The resolution authorizing this MOU initiates an iterative process to determine how C-TRAN can create partnerships and define responsibilities to move the CRC preferred transit

January 2, 2008

element forward. Key issues to be addressed in the MOU should include: 1) is C-TRAN going to submit the FTA application and act as lead agency; 2) how will responsibility for project/contract management, design engineering, and other technical support functions be shared among the agencies; and, 3) what are the general assumptions about owning, funding, and operating the completed system.

- The C-TRAN Board is called to act at this time because the CRC must soon identify a sponsor agency for the high capacity transit (HCT) project component in order to advance the planning process with the FTA. **The issue of transit component sponsor agency is on the critical path and has to be defined in spring 2008.**
- The CRC DEIS will be released in February. Public comment, community involvement, and alternative refinement will continue into the spring as the region works towards a consensus "Locally Preferred Alternative." The CTRAN resolution and a proposed MOU must not pre-empt the community involvement and DEIS evaluation process.
- In light of the DEIS process, it is too early to place conditions on the project that define system mode, alignment, terminus and funding. To do so would pre-empt the NEPA process and community expectation for extensive public involvement and alternative evaluation.
- The demand that the northbound HOV lane in Oregon be removed with the CRC project is tenuously related to the resolution supporting MOU negotiations and should be set aside right now and saved for future consideration. Recommendations of that nature should be forwarded to the SW-RTC and the Bi-State Regional Transportation Committee.
- Pre-determined conditions on process and outcome will make it difficult for the C-TRAN executive to be responsive during MOU negotiations. Establishing principles to guide the executive will set parameters without introducing hamstrings.

Staff recommendation for action:

- It is too early to place "conditions" on the MOU discussions that define broad CRC project outcomes (ex. transit mode, alignment, terminus, funding plan, etc.)
- A prudent course is to provide principles to underlay or guide development of the LPA solution, while leaving latitude to **craft an MOU that is achievable and in the community's best long-term interest.**
- The attached resolution provides a statement supporting that course of action.

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December 18, 2009

CITY OF VANCOUVER

DEC 22 2009

TRANS. SERVICES

Doug Ficco
Columbia River Crossing Project
700 Washington Street, #300
Vancouver, WA 98660

RE: Vancouver Interchanges on I-5

Dear Doug,

At a briefing with City Council held on December 14, 2009, the Vancouver City Council expressed unanimous opinion that all the access to Vancouver interchanges (specifically Fourth Plain Boulevard and 39th Street) be retained and rebuilt in conjunction with all phases of the proposed I-5 widening for the Columbia River Crossing (CRC) project. This letter formally conveys the Vancouver City Council position on this matter.

In the staff briefing to Council, we learned of the current CRC plan which would eliminate the access ramp to Fourth Plain Boulevard from westbound SR-500; and the removal of the access ramp to 39th Street from southbound I-5 (in lieu of construction of the SR-500 ramps through a separate project). In each case, we find that the impacts to Vancouver, our residents and businesses would be severe and adverse, and cannot support such a loss of freeway access to our community. Removal of any freeway connection in Vancouver is unacceptable.

As a Council we are aware of the complexity of designing the proposed Columbia River Crossing project. Additionally, we are sensitive to and aware of the potential impacts to properties adjacent to the project caused by the proposed freeway reconstruction. To that end, we implore the CRC project and your capable design team to use all your creativity, skill and effort to minimize the potential for property impacts in Vancouver and account for the real costs thereof. In sum, we expect that your design teams will leave "no stone unturned" in your efforts to utilize all design methods and known or unique construction techniques to minimize the potential property impact issues.

Royce E. Pollard • Mayor
Pat Jollota • Councilmember
Jeanne Harris • Councilmember
Jeanne E. Stewart • Councilmember



Tim Leavitt • Councilmember
Larry J. Smith • Councilmember
Pat Campbell • Councilmember
Pat McDonnell • City Manager



CITY OF VANCOUVER

DEC 28 2009

TRANS. SERVICES

December 18, 2009

Doug Ficco
Columbia River Crossing Project
700 Washington Street, #300
Vancouver, WA 98660

RE: Vancouver Community Connector Invitational Design Competition

Dear Doug,

It is with great pleasure that we are able to forward to your attention and inclusion with your project work the selected design concept that was approved by a distinguished jury for the Vancouver Community Connector design competition process. The selected design concept was submitted by the team: Gustafson Guthrie Nichol / Allied Works Architecture (GGN/AWA).

Through a rigorous evaluation of the design concepts by means of both written materials and oral presentation, the Jury to the competition made a unanimous selection of the exceptional proposal by the GGN/AWA team. On November 9 and October 27 the Vancouver City Council and the Fort Vancouver National Trust Board each had the opportunity to review the jury recommendations and both the Council and Board have endorsed this selection through formal motion. We have also directed our staff to further coordinate with the Columbia River Crossing project in fulfillment of the Community Connector design concept.

The competition process was a unique opportunity to engage premier design talent in the study and presentation of conceptual design concepts to connect over I-5 while also responding in a manner which would mitigate the adverse impacts caused by the planned widening of I-5 adjacent to the West Barracks, the Fort Vancouver National Site and the proposed commercial project at Riverwest. The goal of the competition was to select a design team and concept vision, which was interpreted over the course of the 60-day design competition. It should be used as a starting point for further dialog and evolution between the selected design team and the Columbia River Crossing (CRC) project staff.

Through this design competition process we were able to engage our citizens and stakeholders in a very effective manner. Hundreds of people attended events, submitted written comments and viewed the presentations and submissions from each of the design teams. This level of community engagement is reflective of the immense value and vision that the Community Connector will bring to help heal the divide present along I-5 between the historic roots of our community and the growing downtown.

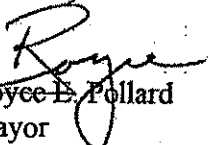
December 18, 2009

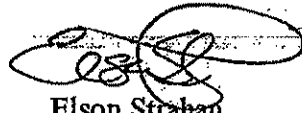
Page Two

We want to personally thank the Washington Department of Transportation, and also the Governor's office, for the funding support which was provided to supplement the City resources to complete the design competition process. As stated above, we were impressed with the response our community have given this proposal and are encouraged that our continued partnership will ensure that the design vision is implemented.

It is our intent to work with your project staff to develop this concept further and to see this built with the construction of the Columbia River Crossing project as a mitigative response to the adverse impacts that are created by the project on the protected resources of the Fort Vancouver National Site. Please contact our staff to outline a process and schedule for work on this most important project initiative.

Sincerely


Royce E. Pollard
Mayor
America's Vancouver


Elson Strahan
President / CEO
Fort Vancouver National Site

- c. Christine Gregoire, Governor, State of Washington
- Paula Hammond, Secretary of Transportation, Washington State Department of Transportation (WSDOT)
- Don Wagner, Southwest Regional Administrator, WSDOT
- Tracy Fortman, National Park Service
- Doug Wilson, National Park Service
- George Killian, Killian Pacific, LLC
- Thayer Rorabaugh, Manager of Transportation Services
- Matt Ransom, Transportation Planning Manager

Enclosure Vancouver Community Connector Companion Document