

Brief summary of the proposed RTP amendment concerning the Columbia River Crossing:

1. The proposed amendment retains the Columbia River Crossing project in the RTP.
2. The proposed amendment itemizes the various elements of the project to be clear of the scope of the project reflected in the RTP.
3. The proposed amendment clarifies that the “Oregon Only” project, developed by ODOT after Washington pulled out in July 2013, is all that is included in the “Financially Constrained” RTP project list, because funding the entire original project would require Washington’s financial participation. This defers Washington project elements (and “phase 2” expansions of the Marine Drive and Hayden Island interchanges) to the full un-constrained RTP project list.

5.3.2.1 ~~Columbia River Crossing Project (Mobility Corridor #1 – Portland Center City to Clark County)~~

This heavily traveled route is the main connection between Portland and Vancouver. In addition to providing access between the two states, it is a very significant access route to major freight terminals, including Port of Portland terminals in the Rivergate District, Port of Vancouver, air cargo terminals at PDX, truck terminals along Columbia Blvd., on Swan Island and below the Fremont Bridge at the UPSP rail yards.

The Metro Council ~~has~~ approved a Locally Preferred Alternative for the Columbia River Crossing Project (CRC) in 2011 which has been approved by key federal agencies including approval of a Record of Decision by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). The scope of the approved CRC project included in the Record of Decision and this RTP includes the following elements:

1. Removal and replacement of the existing lift span bridges with a new set of bridges of sufficient height to avoid a lift span constructed to current seismic standards;
2. Provision of three through lanes each direction on the replacement bridges plus two auxiliary lanes each direction to safely provide for the large volume of merging and weaving traffic through the many interchanges approaching the bridges;
3. Reconstruction of the interchanges at Marine Drive, on Hayden Island in Oregon and in Washington at SR 14, Mill Plain Blvd., Fourth Plain Blvd. and to/from SR 500;
4. Implementation of tolls as both a financing mechanism and a demand management tool through the use of peak period pricing;
5. Extension of light rail transit from its current terminus at the Expo Center, across the Portland Harbor to a station on Hayden Island and then across the Columbia River on the lower deck of the new southbound bridge, then through downtown Vancouver, WA to a park-and-ride terminus near Clark College;
6. Improvement to and construction of new local access streets in the vicinity of the Marine Drive and Hayden Island interchanges, both to provide access to I-5 and provide alternate routes around the I-5 interchanges, including:
 - a. Extension of North Expo Road adjacent to the Expo Light Rail Station and across a new local access bridge (shared with the Light Rail bridge across the Portland Harbor) and connecting into the local streets on Hayden Island;
 - b. Reconstruction and realignment of North Expo Road along the south side of the Expo Center to Force Avenue;
 - c. Reconstruction of North Vancouver Way and North Union Court and reconfiguration of their connections to NE Martin Luther King Blvd.;
 - d. Connection of North Marine Drive and North Vancouver Way under I-5 to the North Expo Road extension to the new Portland Harbor local access bridge;
 - e. Reconstruction of North Hayden Island Drive and North Jantzen Avenue on Hayden Island consistent with changes to the Hayden Island interchange;

7. Construction of new bicycle and pedestrian facilities providing connections to Delta Park, the Bridgeton Trail, the Marine Drive Trail, Hayden Island and across the Columbia River on the lower deck of the new northbound bridge.

~~It creates a multi-modal solution for the Interstate 5 corridor between Oregon and Washington to address the movement of people and freight across the Columbia River. A replacement bridge with three through lanes in each direction, reconstructed interchanges, tolls priced to manage travel demand as well as provide financing of the project construction, operation and maintenance, light rail transit to Vancouver, and bicycle and pedestrian investments have been identified for this corridor.~~

Included in this RTP within the Federal RTP (which is fiscally constrained) is the scope of the phased Oregon led project which could be implemented with funding that can reasonably be expected within the 2040 horizon of the plan. Included within the full RTP Investment Strategy (to address state requirements to define needed transportation improvements to support the region's adopted land use vision) is the full project defined in the Record of Decision including deferred project elements beyond funding that can reasonably be expected. Key elements of the scope not in the Federal (fiscally constrained) RTP but reflected in the full RTP Investment Strategy are:

1. The reconstructed interchanges at Mill Plain Blvd., Fourth Plain Blvd. and to/from SR 500 (which would be tied to a funding commitment from the Washington Legislature).
2. Phase 2 of the Hayden Island interchange, incorporating the split diamond design; and
3. Phase 2 of the Marine Drive interchange adding a flyover ramp for the eastbound to northbound movement and a braided ramp between the Marine Drive southbound on-ramp and the I-5 off-ramp to Victory Blvd.

Although the Columbia River Crossing project is included in this RTP, ODOT has deferred the project at the direction of the Governor of Oregon after the failure of the Washington Legislature to approve funding for the project. While the Oregon Legislature did approve funding for the interchanges and local street improvements on the Oregon side of the river and ODOT completed an investment grade toll revenue analysis demonstrating the bridge itself could be funded through tolls and the Federal Transit Administration has recommended funding for the Light Rail extension to Clark College in its FY 2015 Annual Report on Funding Recommendations for the Capital Investment Grant Program (New Starts, Core Capacity, Small Starts), the Oregon Legislature was unwilling to proceed with an Oregon led first phase project without the full support and participation of Washington.

More generally in Mobility Corridor #1 – Portland City Center to Clark County~~the I-5 corridor~~, the Portland Metro region should:

- Consider the potential adverse human health impacts related to ~~the projects~~ and existing human health impacts in the project area, including community enhancement projects to address environmental justice
- Consider managed lanes

- Maintain an acceptable level of access to the central city from Portland neighborhoods and Clark County
- Maintain off-peak freight mobility, especially to numerous marine, rail and truck terminals in the area
- Consider new arterial connections for freight access between Highway 30, port terminals in Portland and port facilities in Vancouver, Washington
- Maintain an acceptable level of access to freight intermodal facilities and to the Northeast Portland Highway
- Address freight rail network needs
- Develop actions to reduce through-traffic on MLK and Interstate to allow main street redevelopment
- Inform and coordinate with the Regional Transportation Council (RTC) and the Bi-State Coordination Committee prior to JPACT and Metro Council consideration of projects that have bi-state significance



Oregon

John A. Kitzhaber, MD., Governor

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Dear Council President Hughes and JPACT Chair Dirksen,

I understand that at today's JPACT meeting you shared a proposal forwarded by the Metro Council to redefine and remove elements of the Columbia River Crossing project from the region's long range planning document. While it may not be 100% certain today how exactly the project might advance over the next 30 years, it is clear to me that without undertaking a serious effort at understanding the ramifications and engaging the public, removing a project that has been considered for over a decade by all the affected jurisdictions on both sides of the river, neighborhood groups, other relevant organizations from the fiscally constrained plan by offering a last minute amendment to a "technical update" of the Regional Transportation Plan is not an appropriate step at this time.

Redefining elements of the project and stripping out pieces of the project from the fiscally constrained RTP over the course of a couple weeks does not respect the thoughtful transportation planning that has taken place up to now, or provided for the public process, coordination and collaboration necessary for making an informed public policy decision.

I want to be clear that ODOT opposes removing any elements of the CRC from the fiscally constrained RTP and/or redefining elements of the project through this technical update of the RTP as this amendment proposes to do. The Department supports the current language as included in Metro's Public Review Draft of the RTP.

I look forward to working with both of you between now and the next full Regional Transportation Plan Update to consider our path forward in this critical transportation and trade corridor and for making considered course corrections for the long term future when, and if, they are appropriate.

Respectfully,

Matt Garrett

Director, Oregon Department of Transportation

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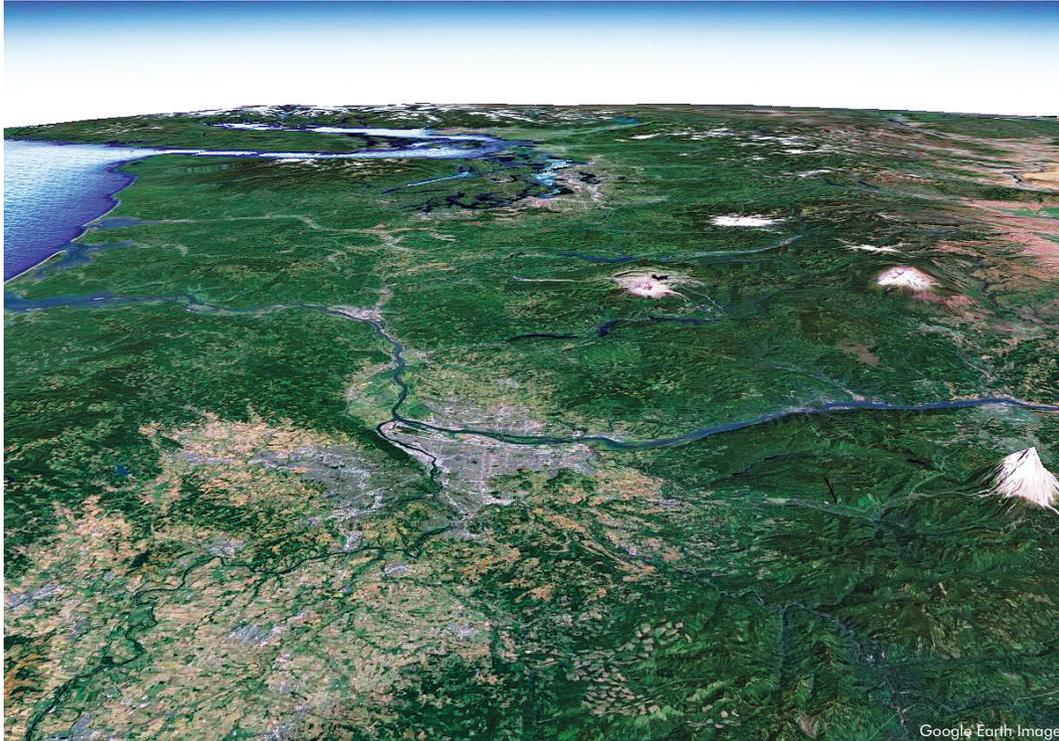
Bi-state Committee Members
JPACT Members

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Regional Connections

by Sheila Martin and Jeremy Young

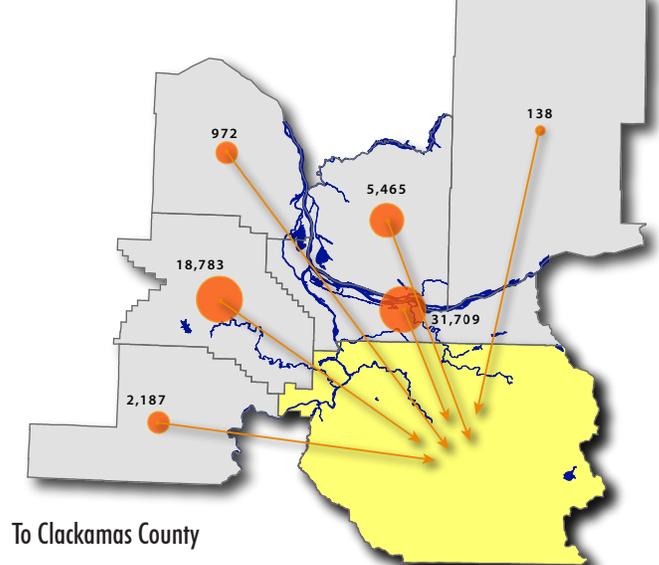
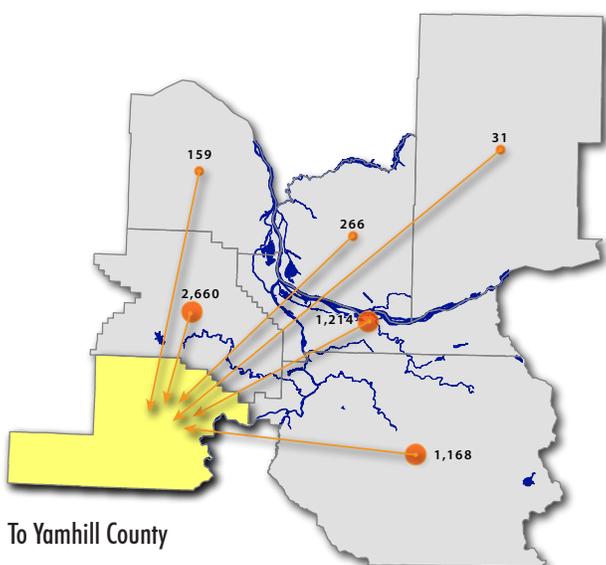
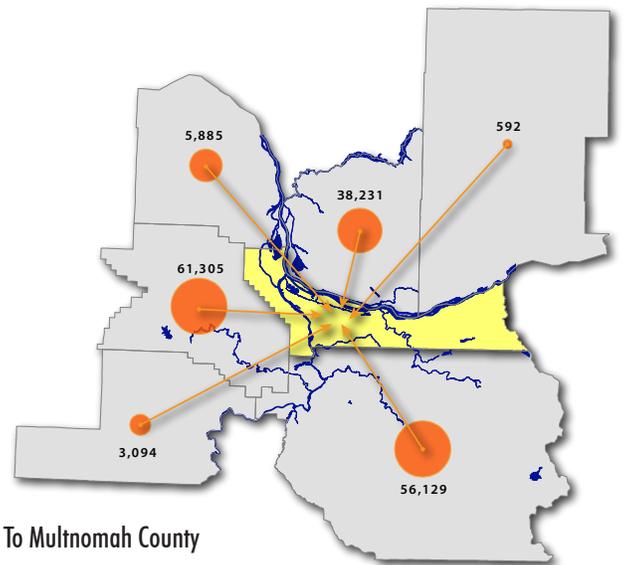
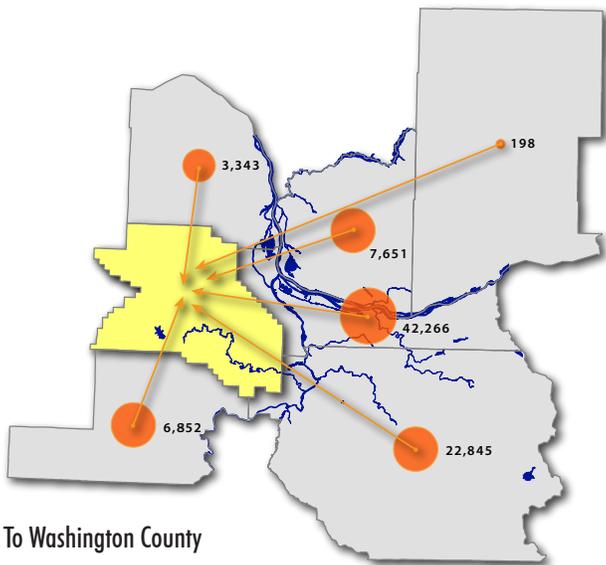
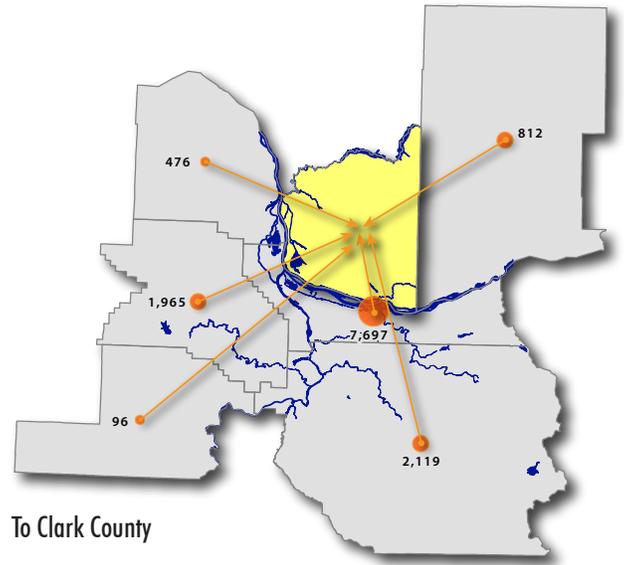
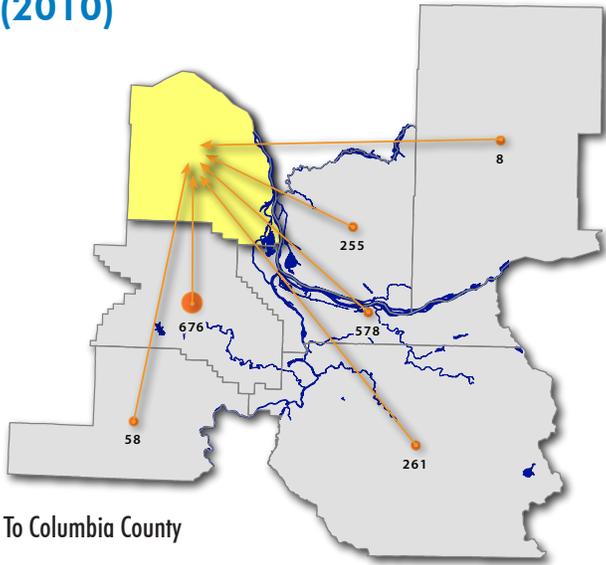


Dr. Nohad Toulan's legacy has many facets and one is the development of institutions for regional decisionmaking. His establishment of the Institute of Portland Metropolitan Studies in 1991 was based on his assessment of the opportunity to develop an institution that could focus on issues that required cross-jurisdictional cooperation. At the time, this was revolutionary thinking. Although Metro had been established in 1979, it didn't (and still doesn't) officially include the Washington side of the metroscape. Myron Orfield's *Metropolitica* wasn't published until 1997 and Neil Pearce wouldn't publish his *Citystates* until

1993. Nevertheless, Dr. Toulan recognized that progress on many important issues required that we think and act regionally, and that no formal institutions for accomplishing this yet existed.

This atlas provides evidence that the metropolitan region is indeed connected as people travel through the region to live and work. We provide two sets of maps that speak to the region's connectedness through the movement of people. The first set of maps demonstrates how people move about the region on a daily basis to work; the second set shows how people move into and about the region as they change their place of residence.

Commuting (2010)



Source: On The Map

The final set of maps shows some of the consequences of this mobility: the changing demographic diversity of our metropolitan region. As people migrate in and find their place, demographic patterns have changed. The result, which may be surprising for some, is that our communities share the experience of demographic change, although that change looks a little different in each neighborhood.

Commuting Patterns

The maps on the facing page show the volume of daily commuting into each county, in the Portland metropolitan region, from each of the other counties. These numbers are based on the location of someone's primary job and the location of their residence. The county shown on the map in yellow is the county people are commuting to, and the size of the orange circles indicate the volume of commuting from each of the other counties.

The greatest volume of commuting occurs between Multnomah and Washington counties, with over 61,000 people commuting into Multnomah County each day from Washington County, and 42,000 each day commuting from Multnomah to Washington counties. Clackamas County also exchanges many workers across its borders, with over 56,000 people commuting to Multnomah County each day, and over 22,000 commuting into Washington County. Clackamas receives approximately 32,000 workers from Multnomah County and 19,000 from Washington County.

Commuting to and from the other counties is much smaller, but we do, perhaps surprisingly, see hundreds of people traveling from one edge of the region to the other – from Columbia to Clackamas and from Skamania to Yamhill. Clearly, the labor market within the region is connected by people willing to travel long dis-

tances to find the right fit for their skills and interests. This means labor market, housing market, and transportation issues require a regional approach.

Migration Patterns

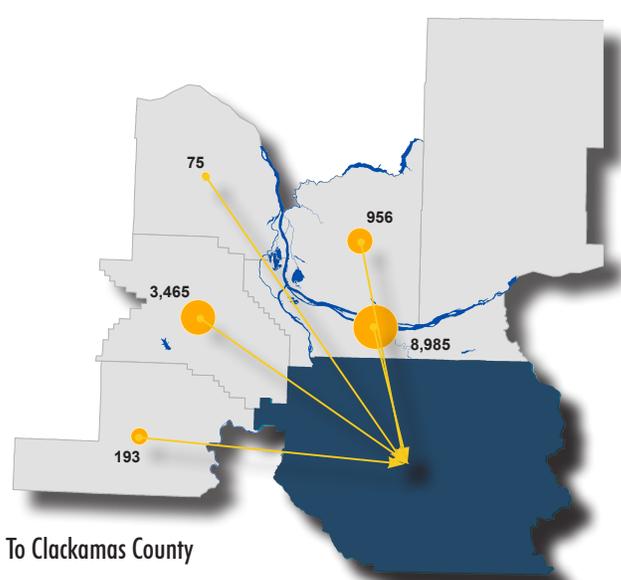
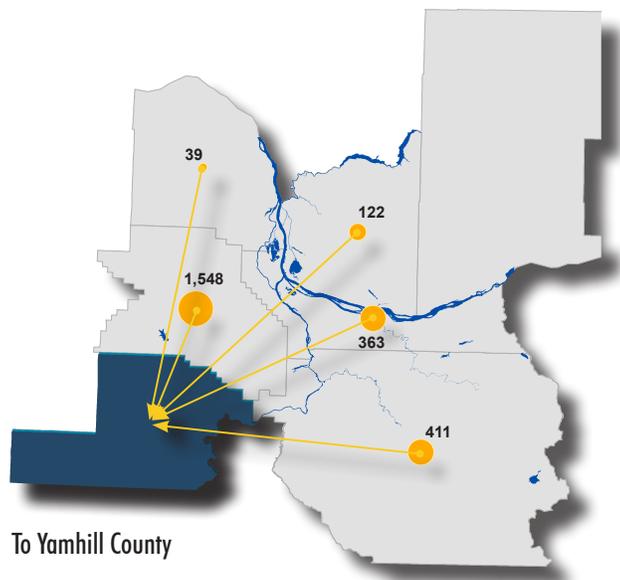
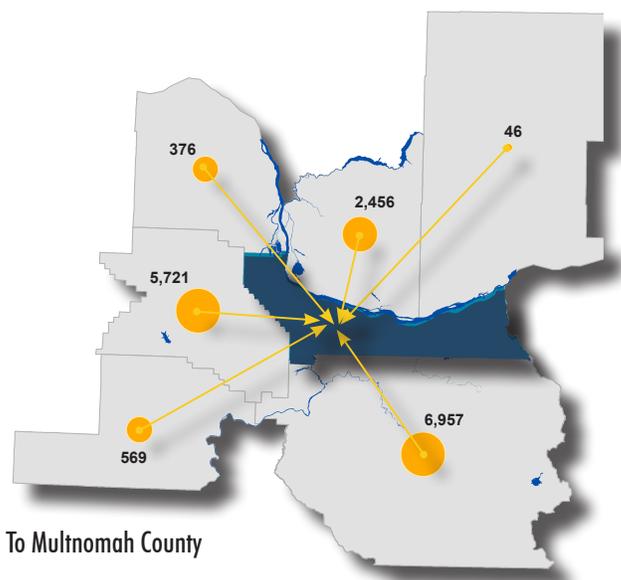
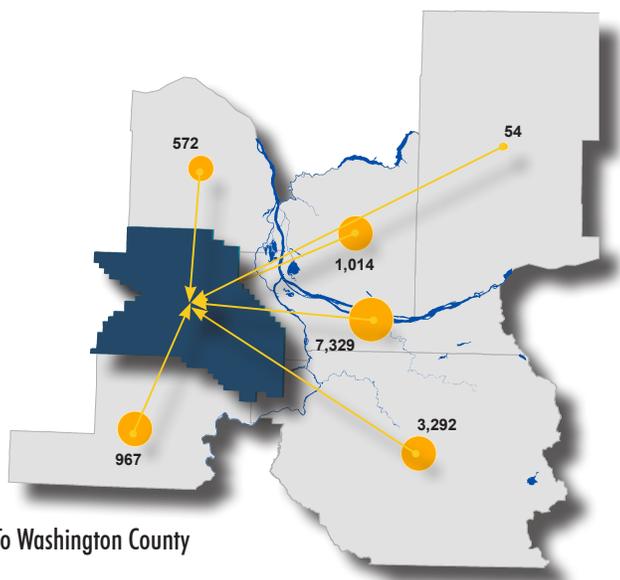
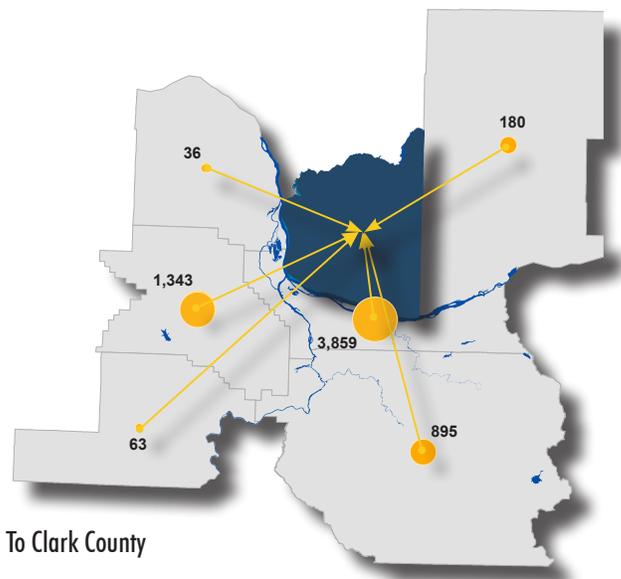
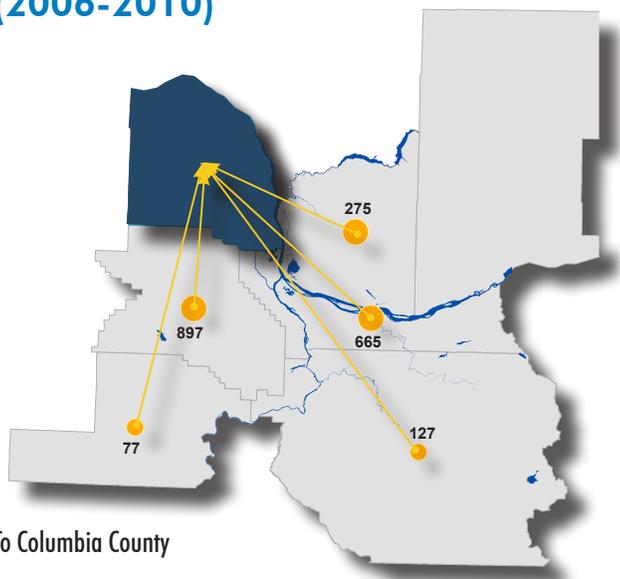
The metroscape is also connected by a pattern of intra-regional migration—people moving from one part of the metropolitan region to another—as their life circumstances, tastes, and housing needs change. Migration connects us because as we move around the region, we bring with us our experiences, perceptions, and points of view. As we interact with our neighbors, we expose them to ideas that may be new to them—and we learn about the challenges and benefits of living in our new community.

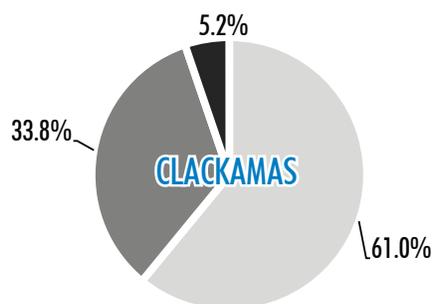
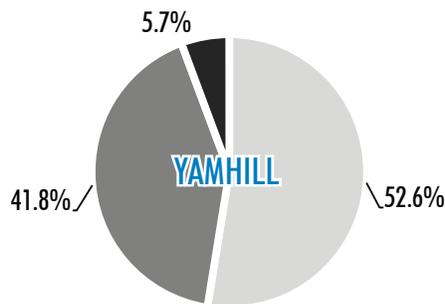
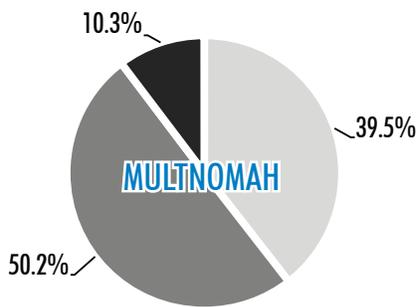
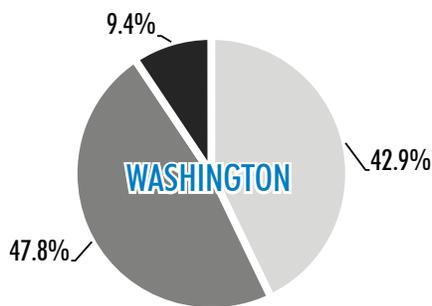
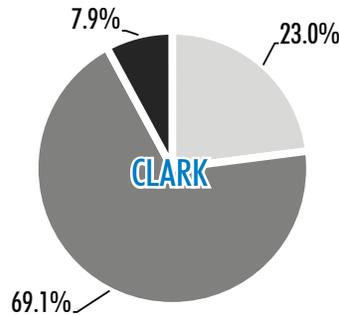
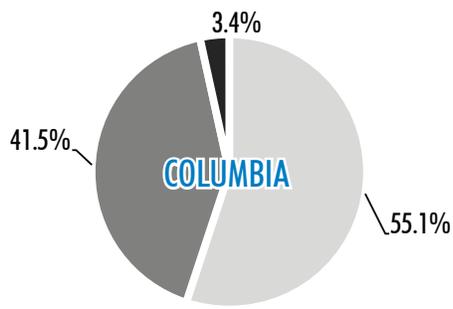
To quantify these patterns, we rely on the 5-year aggregate data from the American Community Survey for the years 2006 to 2010. The survey asks the question, “Did this person live in this house or apartment one year ago?” and if the answer is no, “Where did this person live one year ago?”

Based on the answers to these questions, we mapped the flow of migrants into and among the counties in the metroscape. The maps show that almost 41,000 people migrated to Washington County during this period. Thirty two percent of those were from within the metropolitan region. Forty eight percent came from out of state, and 9.4 percent came from abroad. Within the stream of regional migrants to Washington County, the highest number came from Multnomah County.

Fifty-five thousand people moved to Multnomah County during this period. About 29 percent of these, or 16,000 in-migrants, were from other counties in the Portland region. The highest number of regional in-migrants to Multnomah

Intra-Regional Migration (2006-2010)





County came from Clackamas County, followed by Washington and Clark. However, Multnomah County attracted almost 28,000 people from outside of Oregon and almost 6,000 from abroad.

Clackamas County also received over 13,000 in-migrants; most of these (51 percent) were from within the metropolitan region, with the highest number of migrants from Multnomah County. About one-third of migrants to Clackamas County came from a different state, and about 5 percent moved there from abroad.

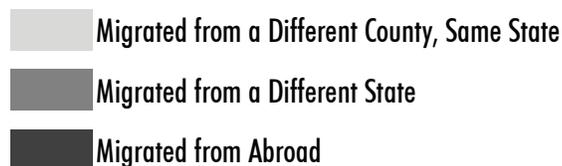
Clark County, Washington received over 27,000 in-migrants, with only 23 percent of these coming from within the metropolitan region. Just over two-thirds (69 percent) came from other states, and about 43 percent of those (8,167) came from Oregon (3,859 coming from Multnomah County). This represented about 14 percent of Clark County's total in-migration.

About 8,400 people moved to Yamhill County and the majority of these—53 percent—came from a different state. 29 percent moved from within the region, with the highest flows being from Washington County.

Columbia County received the fewest number of in migrants – only 3,750—and most of these came from within the metropolitan region. 897 Washington County residents moved to Columbia County and 665 people moved there from Multnomah County.

This continuous change in the amalgam of residents in each neighborhood in the metro-cape means that we are constantly challenged to question our assumptions about who we are as a region and how to approach our important public policy challenges.

Migration Origination Locations



Source: American Community Survey (ACS)

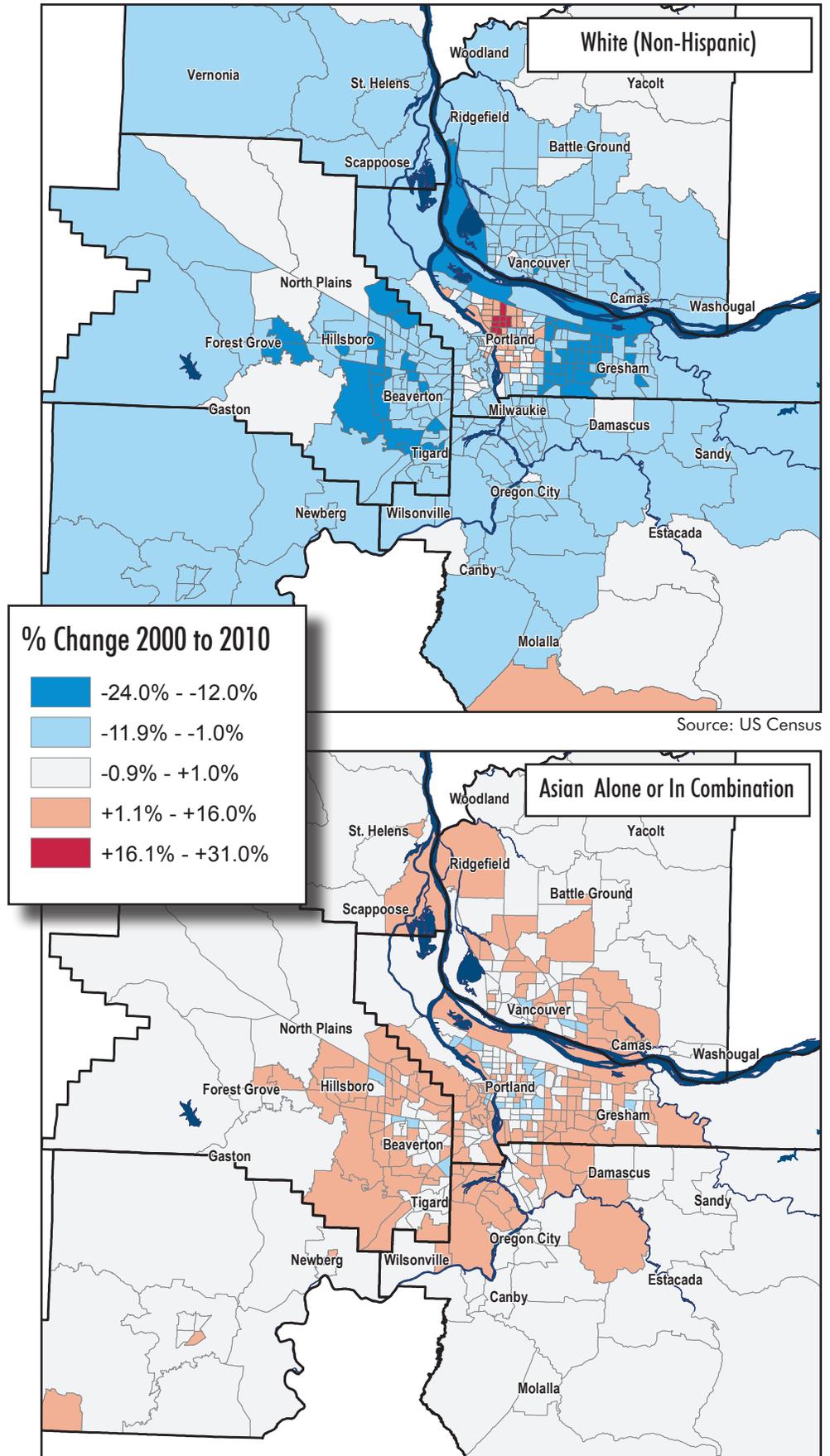
Regional Diversity

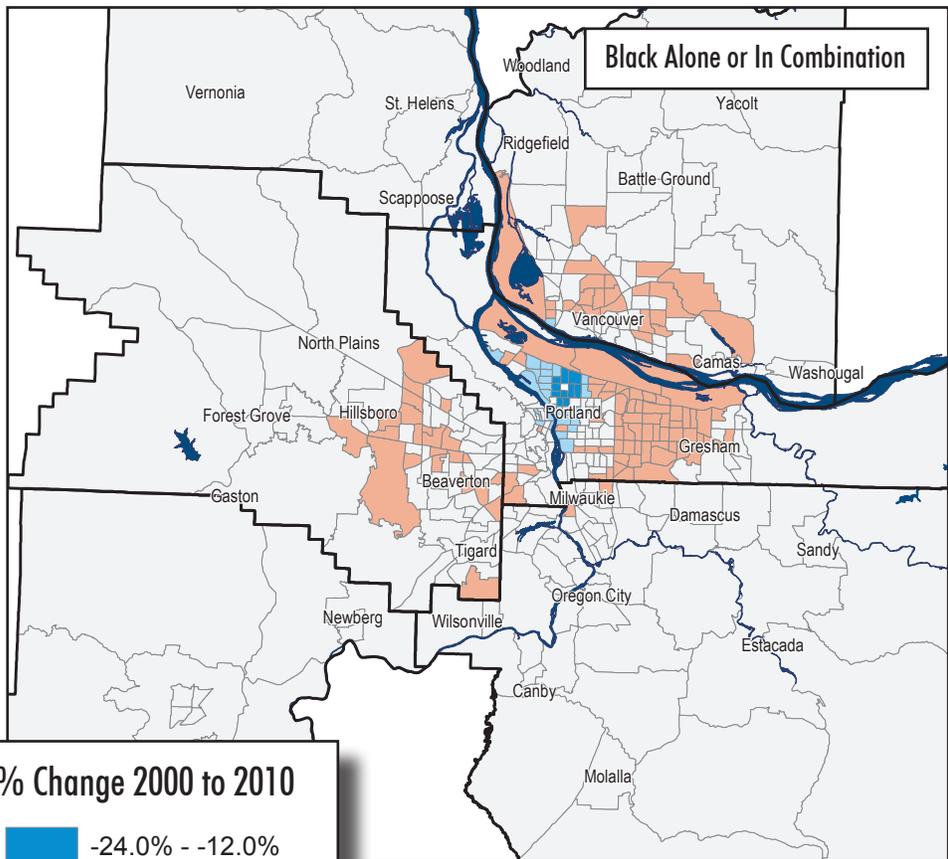
A final factor that connects us is the changing racial and ethnic demographics of our region. As previously explained, each county in our region had in-migrants from other states and other countries, leading to a changing regional demographic profile. Specifically, over the past decade, our region has become much more diverse as the percentage of individuals who are White and non-Hispanic has declined. But the patterns of change across the region are somewhat different depending on each community's economic drivers, changes in its housing market, and its historic ethnic communities.

Each map shows for each census tract in the region the change in the percentage of the population within a specific ethnic group (Asian alone or in combination, Black alone or in combination, Hispanic of any race, and White alone, non-Hispanic) between 2000 and 2010. The maps show how the population share of these ethnic groups has changed over those ten years.

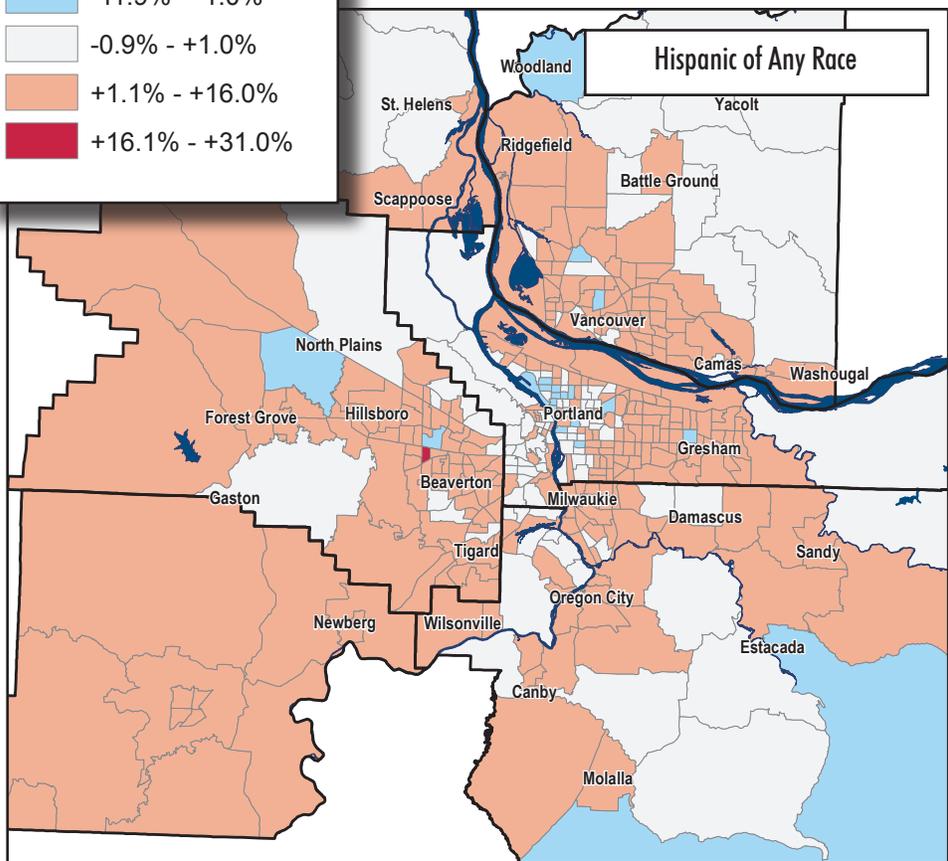
The percentage of people who are Asian has increased in many suburban areas of the metropolitan region. While a few areas within Portland, Beaverton, and Vancouver have experienced a relative decline in the Asian population, many areas in northern and eastern Clark County, western Washington County, and eastern Multnomah and Clackamas counties have experienced a relative increase in their Asian populations.

The maps showing changes in the Black population show a somewhat different pattern, with large decreases in the percentage





Source: US Census



Source: US Census

of the Black population in the historically Black neighborhoods of North and Northeast Portland and consistent increases in East Portland, Gresham, and in parts of Clark County.

The percentage of the population that is Hispanic has increased almost everywhere in the region, with a few decreases for Census tracts in close-in neighborhoods of Portland where increases in the cost of housing likely prompted some Hispanics to move to other areas.

The percentage of the White alone, non-Hispanic population has declined almost everywhere in the region, mirroring increasing diversity throughout the region with a few exceptions. The most notable exception is in close-in northeast Portland neighborhoods where the increase in the White population has been over 20 percent in several Census tracts. This trend appears to reflect the decline in the Black population in these neighborhoods.

As the region's racial and ethnic diversity increases and the demographic mosaics of our neighborhoods shift, we wonder whether the changes are increasing or decreasing our opportunities to connect with people who don't look like us or share our cultural backgrounds. Evidence suggests that cultural diversity contributes to economic growth by introducing new ideas and cultural experiences into society and workplaces, resulting in more creative problem solving. Our increasing diversity is an asset to be embraced and an important ingredient in our connective tissue. **M**