

**Meeting Summary**  
**Columbia River Crossing Task Force**  
**February 3, 2005**  
**Scheduled: 4–6:30 p.m.**

**Members Present:**

Sam Adams, City of Portland  
Rich Brown, Portland Business Alliance  
Rex Burkholder, Metro  
Bob Byrd, Identity Clark County  
Lora Caine, Friends of Clark County  
Serena Cruz, Multnomah County  
Hal Dengerink, Washington State  
University Vancouver (Task Force Co-  
chair)  
Elliot Eki, Oregon/Idaho AAA  
Dave Frei, Arnada Neighborhood  
Association  
Jill Fuglister, Coalition for a Livable  
Future  
Lynne Griffith, C-TRAN  
Brad Halverson, Overlook  
Neighborhood Association  
Henry Hewitt, Stoel Rives (Task Force  
Co-chair)  
Eric Holmes, City of Battle Ground  
Monica Isbell, Portland Business  
Alliance  
Dean Lookingbill, Regional  
Transportation Council  
Ed Lynch, Vancouver National Historic  
Reserve Trust  
Dick Malin, Central Park Neighborhood  
Association  
Mark McCloud, Greater Vancouver  
Chamber of Commerce  
Wally Mehrens, Columbia Pacific  
Building Trades  
Bob Russel, Oregon Trucking  
Association

Art Schaff, Washington State Trucking  
Association  
Jonathan Schleuter, Westside Economic  
Alliance  
Karen Schmidt, Washington Freight  
Mobility Strategic Investment Board  
Steve Stuart, Clark County  
Walter Valenta, Bridgeton  
Neighborhood Association  
Scot Walstra, Vancouver Chamber of  
Commerce  
Tom Zelenka, Oregon Freight Advisory  
Committee

**Members' Substitutions Present:**

Bob Applegate for Bill Wyatt, Port of  
Portland  
Addison Jacobs for Larry Paulson, Port  
of Vancouver, USA  
Neil McFarlane for Fred Hansen, TriMet

**Project Team Members Present:**

Katy Brooks, The JD White Company,  
Inc. (JDW)  
Kyle Brown, JDW  
Rob DeGraff, Co-Project Director  
Doug Ficco, Co-Project Director  
Matthew Garrett, Project Team  
Don Wagner, Project Team  
Kris Strickler, Project Team

**Absent Members:**

Dr. Wayne Branch, Clark College  
Fred Hansen, TriMet  
Larry Paulson, Port of Vancouver, USA

Bart Phillips, Columbia River Economic  
Development Council  
Royce Pollard, City of Vancouver,

Janet Ray, Washington AAA  
Dave Shields, City of Gresham  
Jeri Sundval, Environmental Justice  
Action Group

### **Introduction:**

Henry Hewitt, Task Force Co-chair, began the meeting by thanking those in attendance. Some of the Task Force members have participated in other phases of the study and he appreciates their commitment to the effort. Previous efforts concluded that baseline transportation conditions on the I-5 bridge were not an option, however, there is no single solution that will satisfy everyone. Henry added that the project will likely require 3 years of study and he looks forward to working with other Task Force members. Henry also emphasized that this group's success will be measured by the degree to which we are able to develop consensus around a project that solves the problem. Thus, members should keep in mind that no one can get everything they want in an effort like this; that we need to look for solutions that appropriately balance varied interests for the benefit of the community.

Hal Dengerink, Task Force Co-chair, welcomed members. He noted that, while he does not have an extensive background in transportation, he understands the core issues and solutions that are needed. The community will benefit from the work of the Task Force and Hal thanked them for their commitment. The meeting was then turned over to Katy Brooks, The JD White Company, Inc. (JDW), who discussed meeting logistics and asked Task Force members to briefly introduce themselves.

Sam Adams, City of Portland, introduced himself and stated he is a City Commissioner and was pleased to be participating.

Eric Holmes, City of Battle Ground, introduced himself and stated that he is Battle Ground's City Manager.

Karen Schmidt, Washington Freight Mobility Strategic Investment Board, introduced herself and noted that she is the Board's Director.

Neil McFarlane, TriMet, stated that he was attending for Fred Hansen, who was on vacation.

Walter Valenta, Bridgeton Neighborhood Association, stated that he lives on a floating home on north Portland harbor. He is interested in transportation issues and is committed to making the project beneficial to his community.

Dick Malin, Central Park Neighborhood Association, stated that he lives in the Central Park Neighborhood in Vancouver, which will be affected by the project.

Ed Lynch, Vancouver National Historic Reserve Trust, stated that he is representing the Trust, which owns land on the north side of the river.

Bob Byrd, Identity Clark County, stated that he is representing an organization which focuses on civic issues in Vancouver.

Dave Frei, Arnada Neighborhood Association, introduced himself.

Monica Isbell, Portland Business Alliance, stated that she is head of a supply chain consulting company. Her perspective on the project will be from a freight mobility standpoint.

Rex Burkholder, Metro, stated that he represents the agency's elected council and is chair of the Joint Policy Advisory Committee on Transportation (JPACT) and serves on the Bi-State Transportation Committee.

Bob Applegate, Port of Portland, stated that he was attending for Bill Wyatt, who was away lobbying for the channel deepening project.

Rich Brown, Portland Business Alliance, noted that Bank of America (his employer) has clients and employees on both sides of the river and is interested in the outcome of the project.

Bob Russel, Oregon Trucking Association, stated that the project has impacts on the trucking industry and other modes of freight. He is most interested in multi-modal approaches to freight mobility.

Tom Zelenka, Oregon Freight Advisory Committee, introduced himself and stated that his organization operates on both sides of the river.

Wally Mehrens, Columbia Pacific Building Trades, introduced himself and stated that he is the organization's Executive Secretary.

Dean Lookingbill, Regional Transportation Council (RTC), stated that he is the Director of the organization and is representing the Board of Directors on the Task Force.

Scot Walstra, Vancouver Chamber of Commerce, stated that he is director of business development for NW Natural Gas and is also a member of the Vancouver Chamber of Commerce's Board of Directors. He added that NW Natural Gas has operations on both sides of the river and is interested in the project's outcome.

Art Schaff, Washington State Trucking Association, stated that he is the organization's Oregon District Manager, and that the organization has an interest in the outcome of the project.

Brad Halverson, Overlook Neighborhood Association, stated that he lives near Swan Island and works at Kaiser Permanente. He also chaired the Interstate MAX Advisory Committee and was a South/North Advisory Committee member.

Addison Jacobs, Port of Vancouver, USA, stated that she was attending for Larry Paulson while he was away representing the Port in New Zealand.

Elliot Eki, Oregon/Idaho AAA, introduced himself and stated that his region's membership totals approximately 620,000 and is interested in traffic mobility.

Jonathan Schleuter, Westside Economic Alliance, stated that his organization represents businesses in the western region of Portland.

Lynne Griffith, C-TRAN, stated that she is the organization's Executive Director and has served on the I-5 Trade Corridor Committee. She currently serves on the Bi-State Coordinating Committee and is an RTC board member.

Steve Stuart, Clark County, stated that he is a County Commissioner and represents its Bi-State transportation boards.

Lora Caine, Friends of Clark County, stated that her organization is concerned with smart growth in Clark County and she has represented the organization on the I-5 Trade Corridor Committee.

Jill Fuglister, Coalition for a Livable Future, stated that her organization is part of 60 non-profits that focus on regional planning and livability issues.

Serena Cruz, Multnomah County, stated that she is a County Commissioner for north Portland. Her interests in the project include her constituents as well as economic and business interests in the region. She served on the I-5 Trade Corridor Task Force and is a Bi-State Transportation Commission member.

### **Task Force Protocols:**

Katy discussed Task Force protocols. She directed the attention of the Task Force members to the meeting principles which consist of:

- Be as succinct as possible.
- Be considerate of each other's input and refrain from interrupting.
- During discussions, strive to communicate your values, concerns and ideas, rather than taking a position.
- Represent your constituency.
- Respect differing opinions.

Katy presented the Task Force charter, which is as follows:

*The Task Force's role will be to provide input into the Columbia River Crossing Project (CRCP). Within the context created by the Strategic Plan, the Task Force will:*

- *Respond to and advise the joint project team on technical data and its policy implications leading to a Notice of Intent*
- *Provide advice to the Joint Commission Subcommittee throughout the Environmental Impact Statement (EIS) until the issuance of the Record of Decision.*
- *Represent and report back to their representative organizations*

Katy added that the Task Force will be considering project technical information and policy issues during the National Environmental Policy Act (NEPA) process, which will likely last between 3 and 4 years. The Federal Highway Administration (FHWA) has asked that the EIS process move quickly and the state DOTs have heeded that advice. She noted that the Task Force Co-chairs have agreed that having alternates attend for members is acceptable, but that they should refrain from voting. Lora asked whether alternates could bring votes to the Task Force. Henry responded that, at the outset, it would be preferable that Task Force alternates not vote. Tom stated that he is uncomfortable with the possibility of policies changing during the course of the Task Force. Henry responded that, while the I-5 Trade Corridor Task Force policy was that alternates could not vote, one alternate was attending 90% of the meetings which necessitated a policy change. Hal added that alternates should represent the constituency for which they are speaking and, if an organization sends an alternate, they should consistently send the same person (i.e. remain with one alternate throughout the process).

Rex noted that the meeting time was inconvenient due to conflicts with Metro's council meetings, and future meetings should be arranged with scheduling conflicts considered. Katy responded that the project team will be cognizant of scheduling and endeavor to minimize conflicts. She added that the Task Force will meet approximately once per quarter. Ed asked whether meetings could be scheduled for the next 2 years. Katy stated that the project team would consult members' schedules and attempt to schedule future meetings for the next 2 years. The project team will e-mail the Task Force with proposed dates. Task Force members indicated they agreed with the proposed solution.

Katy stated that the project team will provide ample notice of upcoming meetings and distribute materials via e-mail. The project team will also provide print copies of all materials at the meetings. Serena, Monica, and Sam all requested that print copies of meeting materials be sent to them prior to Task Force meetings, rather than receiving them via e-mail.

Katy noted that Task Force subcommittees will not be appointed. She added that some discussion may occur over e-mail rather than convening the entire Task Force.

Katy stated that members should indicate whether they wish to speak by standing their name placards on end. In addition, votes will be counted with members indicating, with their fingers, their level of agreement on a scale of one to five, with one being in total disagreement, and five indicating total agreement. Jill asked how the votes will be tallied. Katy stated that it will be a majority decision.

Doug Ficco, Co-Project Director, discussed a NEPA decision-making process diagram, which can be found in Appendix B—Presentation Materials. Henry noted that while the Task Force technically has no power, and no authority, it does have the ability to significantly influence the process and its outcome.

### **Project Briefing:**

Jay Lyman, David Evans and Associates, presented an historical overview of the efforts leading up to the current project. Slides from his presentation can be found in Appendix B—Presentation Materials.

Following Jay's presentation, Rob DeGraff, Co-Project Director, presented an overview of the NEPA and how it pertains to the current project. Slides from his presentation can be found in Appendix B—Presentation Materials.

Rex asked how other studies conducted in the interim will fit into the current process. Rob responded that the agencies have undertaken additional work leading up to the scoping process which will help inform our decisions about what concepts advance into the EIS. Rob added that agencies have also been studying the regulatory framework which consists of Oregon, Washington, and federal statutes, which often are not complementary. The project team may need to speak with state and federal legislators to discuss areas where the statutes are not aligned. In addition, they will be exploring financing options so that the economic viability of the alternatives can be considered by the Task Force. Rob added that the project team will be working with local, state, and federal decision makers throughout the EIS process to properly coordinate funding options. Wally asked whether another group was working on the financing options and forming recommendations. Rob responded that the project team is working on the financing options and will bring information to the Task Force in order to receive members' input.

Wally asked whether the project could be funded through public-private partnerships. Rob stated that the project is a bi-state endeavor. Oregon has a law that allows ODOT to form public-private partnerships (i.e. Red Line MAX). Washington, however, has different guidelines, which complicates those types of funding opportunities for the current project. Washington and Oregon have agreed to refrain from forming public-private partnerships for the Columbia Crossing Project until a statutory framework has been developed.

Jonathan inquired regarding the shelf life of an EIS. Neil responded that an EIS has an approximate 3-year shelf life.

Hal noted that the scoping process should be thorough in considering the various alternatives in order to prevent the possibility of challenges later in the process. This also contributes to the length of an EIS. Rob responded that Hal's comments were accurate.

Walter asked whether funding has been earmarked for the project. Rob responded that the project team is working federal reauthorization for the project which would help pay for the EIS. Future reauthorization could also help fund further phases of the project. Walter asked whether the politicians realize the importance of the project. Rob stated that the project is not being

ignored and that its importance is realized. Henry added that the project is very attractive at a national level, which may allow it to receive preferential funding.

Brad asked about the projected goal for completion of the Draft Environmental Impact Statement (DEIS). Rob responded that the DEIS is expected to be completed by 2007.

Rex stated that there is an interest in developing new “bridges” across the Columbia River and the current project is an opportunity to form a bi-state compact, which can help alleviate dissimilar statutes by allowing the states to agree on comprehensive laws which would apply both equally.

Wally asked whether the information the Task Force receives could be shared with the public. Katy responded in the affirmative and in fact it is expected the members will share this information with the groups they represent. The Task Force meetings fall under public meeting law.

Katy discussed the next steps in the process. The Task Force will meet again in May 2005, when the project team will present:

- project purpose and need
- beginning of the scoping process
- project contractor
- key issues that will be addressed in the process

Henry stated that the purpose of the meeting was to provide background on the project and initiate the Task Force process. He encouraged members to ask questions of one another following the meeting and become better acquainted.

**Public Comments:**

No members of the public indicated that they wished to address the Task Force.

The meeting ended at 6:00 p.m.

**Appendix A—Sign In Forms**

**DRAFT**

**Appendix B—Presentation Materials**

**DRAFT**