Appendix L:
Socioeconomics and Environmental Justice Discipline Report

SOCIAL EFFECTS AND ENVIRONMENTAL JUSTICE DISCIPLINE REPORT

West Vancouver Freight Access Project, Schedules 2 through 4
Port of Vancouver

JDW Project #VAJDW-07-101

July 2009

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SOCIAL EFFECTS & ENVIRONMENTAL JUSTICE DISCIPLINE REPORT
West Vancouver Freight Access Project, Schedules 2 through 4
Port of Vancouver

July 2009

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Acronyms and Abbreviations

APE	Area of Potential Effects
BNSF	BNSF Railway Company
CE	Categorical Exclusion
CFR	Code of Federal Regulations
City	City of Vancouver
County	Clark County
dBA	A-weighted decibels
Ecology	Washington State Department of Ecology
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
LAG	Local Agency Guidelines
Ldn	24-hour day-night noise level
NEPA	National Environmental Policy Act
NGVD	National Geodetic Vertical Datum 29
NP	Northern Pacific
NSR	Noise Sensitive Receptor
OFM	Office of Financial Management
OHWM	ordinary high water mark
Port	Port of Vancouver
Proposed Project	West Vancouver Freight Access Project, Schedules 2 through 4
RCW	Revised Code of Washington
SEPA	State Environmental Policy Act
SR	State Route

SSDP	Shoreline Substantial Development Permit
UPRR	Union Pacific Railroad
VHA	Vancouver Housing Authority
WDFW	Washington Department of Fish and Wildlife
WSDOT	Washington State Department of Transportation
WVFA	West Vancouver Freight Access Project

1 SUMMARY AND PROJECT DESCRIPTION

1.1 SUMMARY

The West Vancouver Freight Access Project, Schedules 2 through 4 (Proposed Project), is being proposed by the Port of Vancouver (Port). The Port is located in the City of Vancouver (City) in Clark County (County), Washington (Figure 1). The Proposed Project consists of expanded rail facilities on and off Port property within an existing rail right of way, roadway modifications, stormwater facilities, building removal and relocation, and wetland and riparian mitigation. A more detailed description of the Proposed Project is provided in Section 1.2 of this report.

This report was prepared using the Social and Environmental Justice Templates found on the Washington State Department of Transportation (WSDOT) website at http://www.wsdot.wa.gov/Environment/Compliance/techguidance.htm and has been prepared in support of compliance with the National Environmental Policy Act (NEPA) to assist with the potential determination of a Categorical Exclusion (CE) under NEPA. This report addresses the social and economic justice effects of the Proposed Project. A summary of the key components of this report is provided below. More detailed information on these subjects is provided in the body of this report.

1.2 PROJECT DESCRIPTION

The project area for the Proposed Project is defined by the horizontal and vertical extent of the proposed rail alignment, plus a 75-foot buffer around the horizontal extent. Generally speaking, the project area includes all Port-owned properties that would be bisected by the proposed rail alignment and any property that would be acquired to accommodate the proposed rail alignment. It should be noted that the "Study Area" for the purposes of conducting an analysis of social effects and environmental justice effects of the project is greater than the extent of the project area. The study area is defined and discussed in detail in Section 3.1 of this report.

The Proposed Project would extend from the BNSF main lines to Terminal 5 (the former Alcoa/Evergreen property) in order to accommodate existing and future Port tenants (Figures 3, 4, 5, 6, and 7). The Proposed Project would include an expanded rail facility, roadway modifications, stormwater facilities, building removal and relocation, and wetland and riparian mitigation. The Proposed Project would include both aboveground and below-grade construction, including the following major elements.

A 1,300 foot-long, below-grade, pile-supported trench (roughly 30 feet wide and as much as 15 feet deep) would be constructed under the Columbia River Rail Bridge.

A 600 foot-long trench, using retaining walls, would be constructed through the former Fort Vancouver Plywood site and a portion of the existing Lafarge Cement Company site. This trench would be immediately adjacent and connected to the 1,300-foot-long section constructed in the Columbia River and would be up to 8 feet below the top of the slope. Because of adverse soil conditions, much of this trench section would be supported using gravel-filled, compacted stone columns.

With the exception of the below-grade trenches described above, most of the proposed rail alignment would be constructed either at grade or on elevated berms.

The expanded rail facility and its implications for roadway modifications, stormwater facilities, building removal and relocation, and wetland and riparian mitigation are discussed in greater detail below.

Port of Vancouver
West Vancouver Freight Access
Project, Schedules 2 through 4

Figure 1.
Project Vicinity

Columbia River
Vancouver Lake
WASHINGTON
OREGON
Willamette River
5

Legend

- Current Port Operations
- Future Port Operations
- Schedule 1 of the West Vancouver Freight Access Project (Complete)
- BNSF Existing Railway
- Roadways

Location Map

Source: Clark County (2005). Imagery: ESRI (April 2007) i-cubed.

Map Prepared: March 2009

Miles
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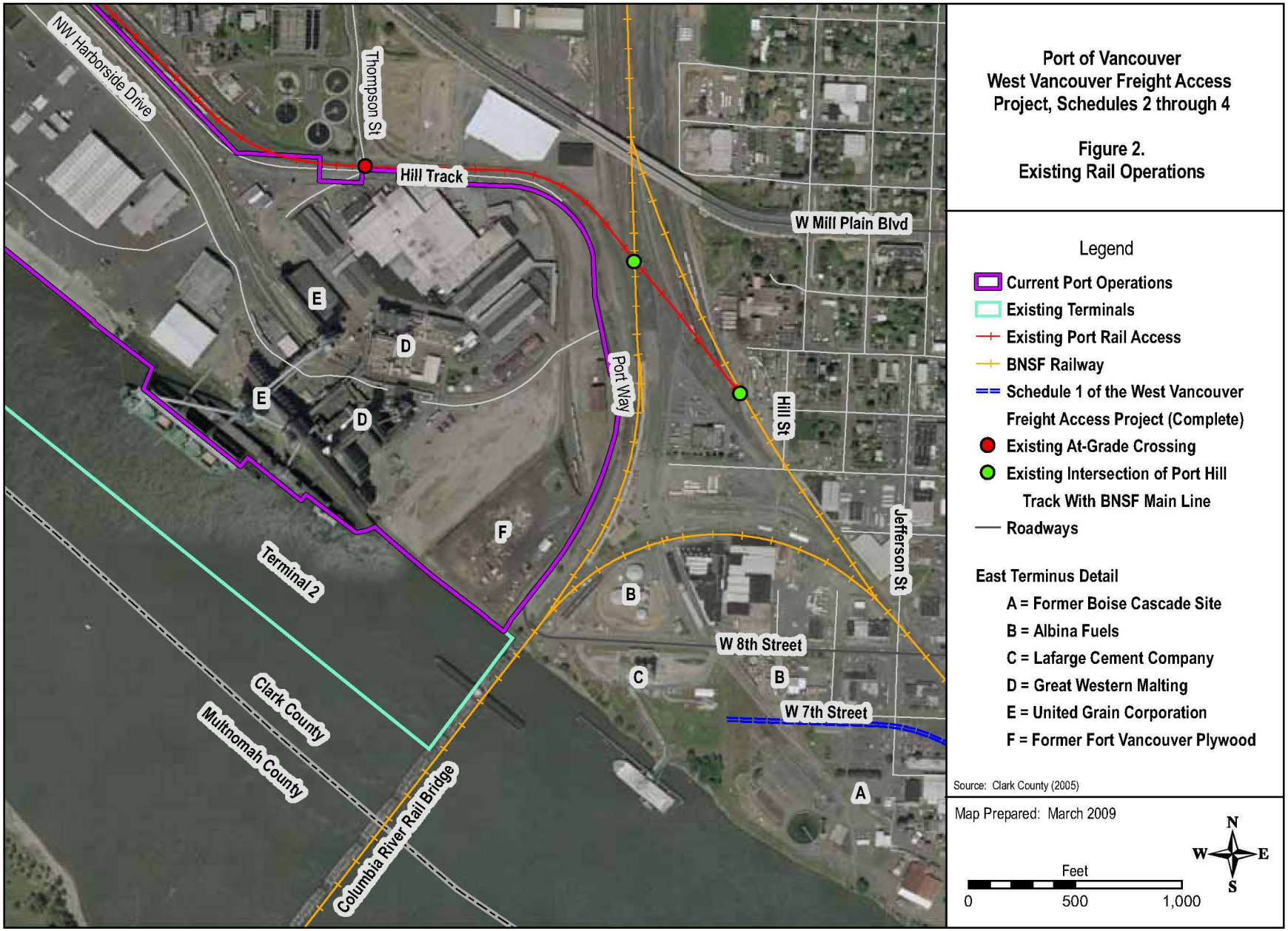

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Columbia River

Vancouver Lake

WASHINGTON

OREGON

Willamette River

Figure 7

Figure 6

Figure 5

Figure 4

5

Port of Vancouver West Vancouver Freight Access Project, Schedules 2 through 4

Figure 3. Proposed Project Overview

Legend

- Current Port Operations
- Future Port Operations
- Mitigation Areas
- Potential Wetland Mitigation Site
- Schedules 2 through 4 of the West Vancouver Freight Access Project (Planned)
- Schedule 1 of the West Vancouver Freight Access Project (Complete)
- BNSF Existing Railway
- Roadways

Location Map

Source: Clark County (2005). Imagery: ESRI (April 2007) i-cubed.

Map Prepared: March 2009

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Port of Vancouver
West Vancouver Freight Access Project, Schedules 2 through 4

Figure 4.
Project Detail:
East Terminus

Legend

- Current Port Operations
- Existing Terminals
- Schedules 2 through 4 of the West Vancouver Freight Access Project (Planned)
- Schedule 1 of the West Vancouver Freight Access Project (Complete)
- Existing Port Rail Access
- BNSF Existing Railway
- GWM Drum House and Storage Silos Relocation (Building #1895)
- United Grain Corporation Maintenance and Operations Relocation (Building #1955)
- Port Warehouse Partial Removal (Building #2045)
- Existing At-Grade Crossing
- Proposed Roadway Relocation
- Roadways

East Terminus Detail

- A = Former Boise Cascade Site
- B = Albina Fuels
- C = Lafarge Cement Company
- D = Great Western Malting
- E = United Grain Corporation
- F = Former Fort Vancouver Plywood

Source: Clark County (2005). Imagery: ESRI (April 2007) i-cubed.

Map Prepared: June 2009

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EX-0244-000021-TSS

Port of Vancouver
West Vancouver Freight Access Project, Schedules 2 through 4

Figure 5.
Project Detail:
Rail Yard East

Legend

- Current Port Operations
- Existing Terminals
- Schedules 2 through 4 of the West Vancouver Freight Access Project (Planned)
- Existing Port Rail Access
- Proposed Wetland Mitigation Bank (Parcel 6)
- Proposed Kinder Morgan Buildings
- Existing Kinder Morgan Buildings to be Relocated (2755, 2765, 2775, 2785 and 2795)
- Proposed Roadway Relocation
- Roadways

Rail Yard Detail

F = Kinder Morgan
G = POV Administrative Office
H = Subaru

Source: Clark County (2005). Imagery: ESRI (April 2007) i-cubed.

Map Prepared: June 2009

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EX-0244-000023-TSS

Port of Vancouver
West Vancouver Freight Access Project, Schedules 2 through 4

Figure 6.
Project Detail:
Parcel 6 and Rail Yard West

Legend

- Current Port Operations
- Future Port Operations
- Existing Terminals
- Schedules 2 through 4 of the West Vancouver Freight Access Project (Planned)
- Existing Port Rail Access
- Proposed Wetland Mitigation Bank (Parcel 6)
- Proposed Kinder Morgan Buildings
- Existing Kinder Morgan Buildings to be Relocated (2755, 2765, 2775, 2785 and 2795)
- Existing At-grade Crossing
- Proposed Overpass
- Terminal 4 Stormwater Pond
- Tristar Transload Facility Stormwater Pond
- Proposed Roadway Relocation
- Roadways

Rail Yard Detail

G = POV Administrative Office
H = Subaru
I = Clark County Corrections

Source: Clark County (2005). Imagery: ESRI (April 2007) i-cubed.

Map Prepared: June 2009

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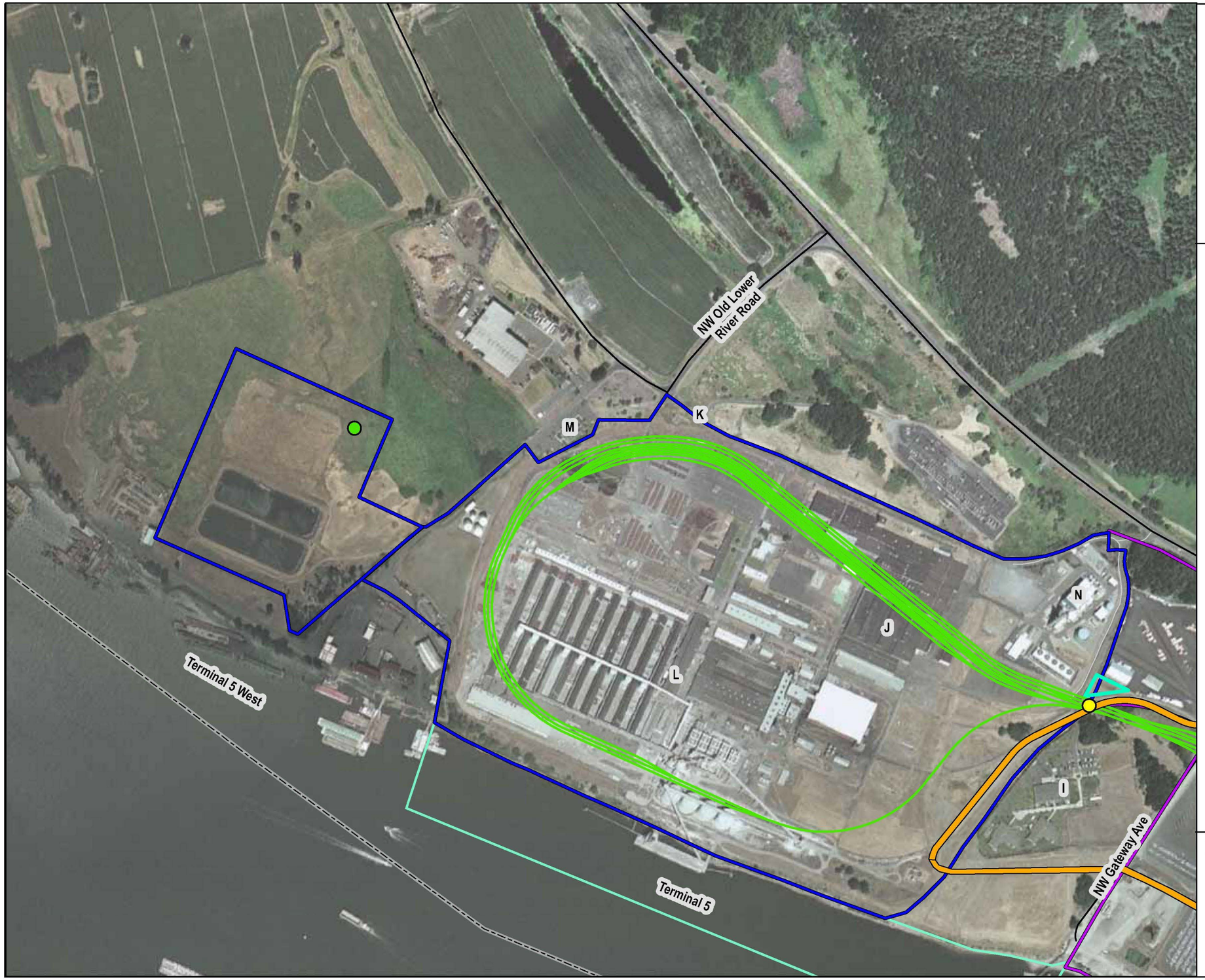

Port of Vancouver
West Vancouver Freight Access Project, Schedules 2 through 4

Figure 7.
Project Detail:
West Terminus

Legend

- Current Port Operations
- Future Port Operations
- Existing Terminals
- Schedules 2 through 4 of the West Vancouver Freight Access Project (Planned)
- Tristar Transload Facility
- Stormwater Pond
- Potential Wetland Mitigation Site
- Proposed Overpass
- Proposed Roadway Relocaton
- Roadways

Rail Yard Detail

- I = Clark County Corrections
- J = Alcoa
- K = BPA Access
- L = Evergreen Aluminum
- M = Tidewater Barge Offices
- N = Clark Public Utilities Power Plant

Source: Clark County (2005). Imagery: ESRI (April 2007) i-cubed.

Map Prepared: June 2009

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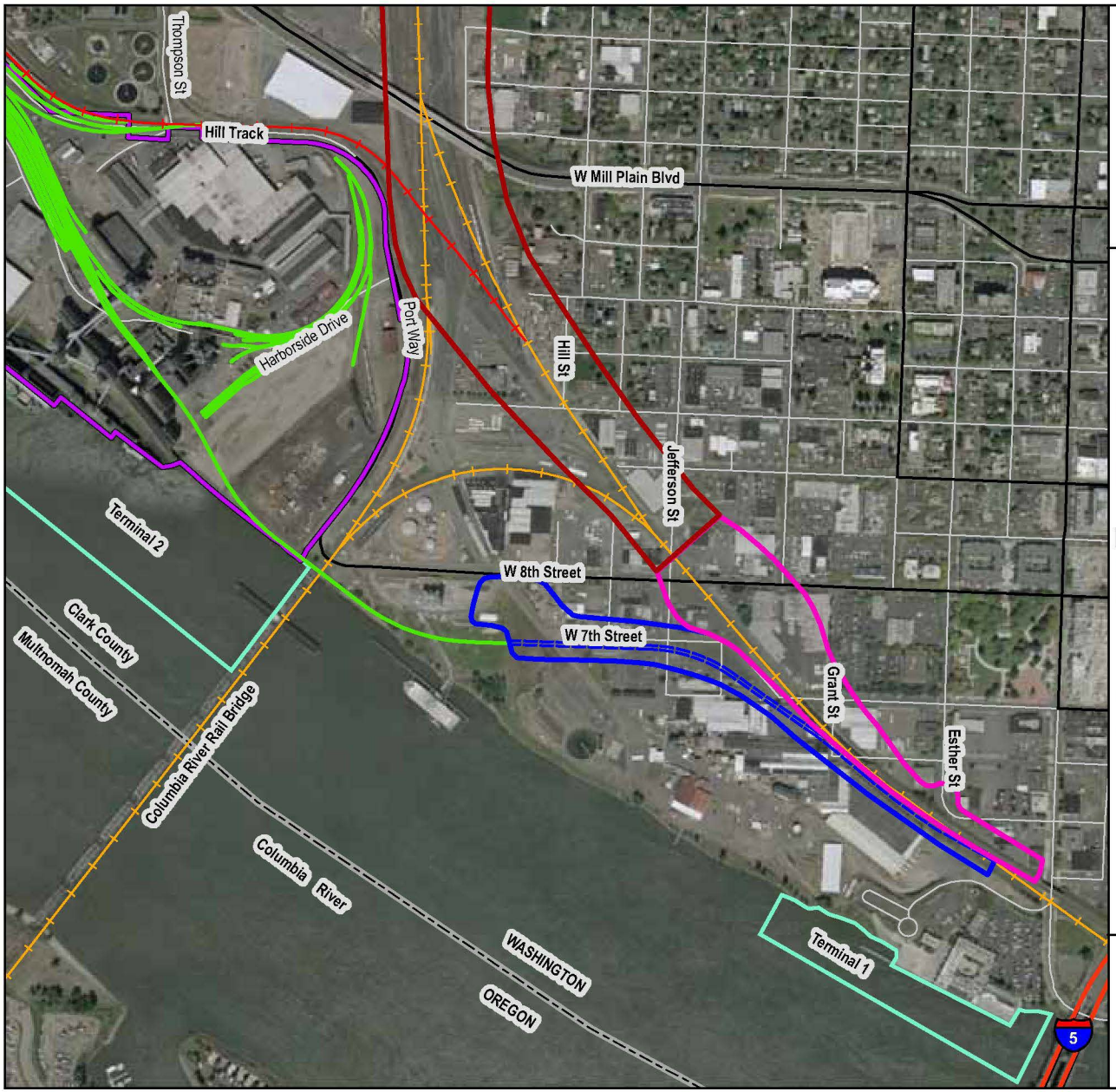

Port of Vancouver
West Vancouver Freight Access
Project, Schedules 2 through 4

Figure 8.
Related Projects

Legend

- Schedule 1 of the West Vancouver Freight Access Project (Complete)
- Washington Department of Transportation Vancouver Bypass Project
- BNSF Railway and City of Vancouver Waterfront Access Project
- Current Port Operations
- Existing Terminals
- Schedules 2 through 4 of the West Vancouver Freight Access Project (Planned)
- Existing Port Rail Access
- BNSF Railway

Source: Clark County (2005)

Map Prepared: March 2009

Feet
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With the exception of the below-grade trenches described above, most of the proposed rail alignment would be constructed either at grade or on elevated berms.

The expanded rail facility and its implications for roadway modifications, stormwater facilities, building removal and relocation, and wetland and riparian mitigation are discussed in greater detail below.

1.2.1 Proposed Rail Alignment

Under the Proposed Project, the Port would expand its existing rail facilities to serve existing and future Port tenants (Figure 3). The eastern end of the proposed rail alignment would tie into the BNSF main lines in two locations, one to the north and one to the south (Figure 4). The existing Hill track (the north lead track) would continue to provide Port access for BNSF switch engines and for the UPRR, and the at-grade crossing at Thompson Avenue/16th Street would continue to be used. The new south lead track would begin at the end of the Port's completed Schedule 1 alignment, and would connect near where Schedule 1 ties into the BNSF north-south main line just south of the wye (triangular) intersection to the east of the Columbia River Rail Bridge. The Schedule 1 lead track would descend at a 1.26% grade from the BNSF main line to where it would split to provide access to the Lafarge and Albina facilities. Access to the Lafarge facility would be provided via the pile-supported trench and a Lafarge offloading pipe bridge (underpass) would be demolished and rebuilt at this location. The proposed rail alignment would continue on as the south lead track, at a downgrade of 1.26% (a curve-adjusted percentage as required by the BNSF for safety reasons) until crossing under the Columbia River Rail Bridge at Port Way, encroaching into the northern edge of the Columbia River (Figure 4).

In order for the proposed rail alignment to pass beneath the Columbia River Rail Bridge, the pile supported trench would be constructed along the Columbia River shoreline, lowering the rail alignment and protecting it from the Columbia River (Figure 4). A portion of the trench would extend about 30 feet beyond the ordinary high water mark (OHWM) and would be approximately 30 feet wide. The structure would be built on pilings and the elevation of the top of the wall would be 27.5 feet National Geodetic Vertical Datum 29 (NGVD), which is less than 1 foot above the 100-year flood elevation height of 26.8 feet. This intrusion into the high flow channel area would affect approximately 450 linear feet of the riprap-armored riverbank west of the Columbia River Rail Bridge and approximately 475 linear feet of unarmored riverbank under and east of the bridge.

After crossing under the Columbia River Rail Bridge, the proposed rail alignment would rise at about the same grade (1.26%) and continue through the Great Western Malting facility (Area D in Figure 4), reaching its maximum elevation near where it would meet up with the existing United Harvest Grain staging tracks. Just beyond Great Western Malting, the existing Port unit grain yard would be rebuilt to provide five unit train tracks for United Harvest Grain and two arrival and departure tracks (Figure 4). Further west, two unit train tracks would be provided for Kinder Morgan, for a total of ten unit train tracks (including the proposed rail alignment) (Figure 5). The two Kinder Morgan tracks would provide for two 60 car train units, serving a relocated unloading facility. Access to Terminal 3 from these two tail tracks would be

constructed from the west. The United Harvest Grain arrival and departure tracks would run west to NW Gateway Avenue, where they would connect back into the proposed rail alignment as it leads into the loop track on Terminal 5 (Figure 6). At this same point, an interconnection with the Hill track would allow an interchange between the various lead tracks, the three Port staging tracks, and their various rail-served tenants.

At the western end of the proposed rail alignment, the existing Subaru tracks would be relocated south and extended to the east to provide improved load tracks. The Jimmy yard, located north of Subaru and used to store rail cars for various tenants, would be reconfigured on the west end in line with a new crossing of NW Gateway Avenue (Figure 6). The crossing would occur near NW Gateway Avenue. The proposed rail alignment would require modifications to an existing stormwater pond and the construction of a retaining wall to avoid impacts on wetlands at Parcel 1A. West of NW Gateway Avenue, a loop track would be constructed and would include staging tracks, a car preparation track, and a loop lead track at Terminal 5 (the former Alcoa/Evergreen site; Areas J and L in Figure 7).

At Terminal 5, the proposed rail alignment would form a loop track. The northern side of the loop would consist of staging tracks and car loading and unloading facilities. The loop track would be constructed over several areas that have soil caps over contaminated soils. Most of the proposed rail alignment would be constructed at grade. In a few cases, the soil caps would be partially excavated to install tracks; however, these installations would be completed in accordance with Washington Department of Ecology (Ecology) regulations to ensure that cap integrity would be maintained. The loop track would be constructed in close proximity to the Clark Public Utilities power plant and within approximately 80 feet of the Tidewater Barge office building (Figure 7).

The loop track (Schedule 4) is proposed to be completed first, within 2 years of beginning project construction (2009 to 2011). This would be followed by construction of the main staging yard (Schedule 3) and construction of the grade separation at NW Gateway Avenue (2010 to 2012). Construction of the south lead track (Schedule 2) would be completed by 2017.

1.2.2 Existing and Future Train Traffic within the Port

Currently, the Port handles an average of three train trips per day at the east end of the facility (1.5 inbound trains per day, plus 1.5 outbound trains per day. Under full buildout, it is anticipated that there could be up to an annual average of ten unit train trips traveling to and from the Port per day (five inbound trains and five outbound trains). Thus, the Proposed Project is expected to cause an increase of seven additional train trips per day after full buildout (3.5 inbound trains and 3.5 outbound trains). These additional trains would include an average of 96 freight cars pulled by an average of up to four engines.

There would be slightly fewer trains traveling west of the Kinder Morgan facility because a large percentage of the Port's tenants relying on rail service are located at the eastern end. For purposes of evaluating train noise near the proposed Terminal 5 facility, it was assumed there would be six additional train trips per day (three inbound plus three outbound) with an

average of 96 rail cars, with each train pulled by an average of up to four engines (Wiser pers. comm.).

The Port and its tenants would continue to use switch engines to maneuver short strings of freight cars to assemble unit trains. Switch engines used at the Port are generally 1,200 to 1,500 horsepower in size, and each switch engine typically pulls from eight to twenty freight cars. Although the daily traffic volume for unit trains is expected to increase as a result of the Proposed Project, it is uncertain whether any corresponding increase in switch engine traffic would be required to support the new unit trains. The Proposed Project would substantially improve the efficiency of the Port's rail yards, so the increase in unit train traffic might be more than offset by the improved efficiency (Wiser pers. comm.). Train traffic also consists of switch engine trips that pull the local delivery trains into the Port and separate and connect cars into the larger units. Currently, there are an average of 37 movements per day into the Port from the BNSF main line as measured across the Thompson Avenue crossing (MainLine pers. comm.). Initially (after construction of the loop track and rail yard expansion), train traffic on the Hill track is expected to increase only slightly, by approximately two movements per day, but could increase by as many as 18 movements per day for a total of 57 movements per day. This increase would only occur once a new tenant was identified for Terminal 5, the facilities were developed and built, and if existing Port tenants expanded their operations to full capacity based on rail constraints. It is more likely that, during this phase, train traffic would increase by some smaller number between 2 and 18 additional movements per day. However, for the purposes of this analysis, it is assumed that train traffic would increase by the full amount during this interim phase.

Once the proposed rail alignment is constructed, the volume of traffic using the Hill track would decrease to 28 movements per day. This would represent a decrease below existing conditions (57 train movements) at this location. This is because the majority of the Port's existing rail traffic is from the BNSF and comes from or is headed to destinations to the east, up the Columbia River Gorge. The UPRR trains come from and depart toward the south, using the Hill track, but not significantly affecting the north-south BNSF main line. The total number of switch moves is not anticipated to increase significantly under full buildout. This is because construction of the proposed loop track and expanded Jimmy yard would enable greater efficiencies in transporting and building unit trains and would allow the BNSF to operate 50-car local delivery trains compared to the existing 30-car trains (Wiser pers. comm.).

These trains would travel on Port property at 5 to 10 miles per hour and would carry varied cargo. The cars would include covered hoppers, tank cars, container cars, box cars, flats, gondolas, center beam, or other types. No loading activities are proposed near the existing Parcel 1A wetland mitigation site.

1.2.3 Building Removals or Remodels

The Proposed Project would require removing or remodeling several existing buildings. The Port is currently working with the tenants to identify the best sites for relocation. The existing locations of these buildings are shown in Figures 4 and 5 and include the following.

Port Building 1895 – The Great Western Malting Company Drum House and a portion of the adjacent grain storage silos would be removed (Figure 4). Some functions contained in the Great Western Malting facility's affected portions would be relocated into a new facility on the site.

Port Building 1955 – A United Harvest Grain maintenance and operations building would be relocated (Figure 4).

Port Building 2045 – The front portion of a Port warehouse would be removed, but the remaining portion of the warehouse would remain (Figure 4).

Port Buildings 2755, 2765, 2775, 2785, and 2975 – These facilities would be demolished or relocated to the south side of the proposed rail alignment as part of the Kinder Morgan relocation (Figure 5). Relocation would also include construction of a new dry bulk material handling facility building and the excavation of a 31-foot-deep pit. This pit would be designed to allow dry bulk materials to be conveyed below grade to existing storage facilities located south of the proposed handling facility.

1.2.4 Roadways

The Proposed Project would restructure several internal Port roadways, including relocating access to Great Western Malting, relocating NW Harborside Drive, and modifying one roadway that is accessible to the public, NW Gateway Avenue (Figure 6). No new at-grade crossings are proposed on public roadways. Trains would continue to use the existing at-grade crossing at Thompson Avenue/16th Street. The Port is continuing to work with the City of Vancouver (City) to address operational considerations at this location.

As the proposed rail alignment moves west, access to the Great Western Malting facility would be shifted to the southeast to accommodate the new rail lines. NW Harborside Drive would be relocated slightly to the south across the northern edge of Terminal 2. Access from Port Way would be relocated parallel to and east of the existing access. West of the Kinder Morgan facility, NW Harborside Drive would be relocated slightly south of a Port building across Terminal 3.

Aside from the Thompson Avenue/16th Street at-grade crossing, the only other existing at-grade crossing with public access occurs at NW Gateway Avenue (Figure 6). As part of the Proposed Project, a roadway overpass would eventually be constructed to replace the current NW Gateway Avenue at-grade crossing and would likely be located to the west of the current at-grade crossing (Figure 6). The structure would provide unencumbered access to the Port's western property, which includes the Subaru facility. The current road access to Terminal 5 (the former Alcoa/Evergreen property), and to the Clark County Corrections Facility from Lower River Road would be closed at the proposed rail alignment crossing. New access would be provided from NW Gateway Avenue along the south side of the project area.

1.2.5 Stormwater Management

Under the Proposed Project, there would be a net reduction in impervious surface area. This is because the proposed rail improvements associated with the majority of the railway facilities are not considered impervious surfaces. Railways are built on a permeable rail bed and ballast prism. Therefore, construction of these facilities does not require additional drainage. New drainage facilities would be constructed where required, such as at new and resurfaced paved areas. For example, at Terminal 5, drainage would be constructed to avoid stormwater interaction with the aforementioned soil cap areas. A stormwater collection, pumping, and treatment system would be provided for the pile-supported trench under the Columbia River Rail Bridge.

Infiltration would be the key stormwater management strategy for most of the project area. For some parts of the project area, existing stormwater systems and discharges to the Columbia River would be used. Stormwater from all portions of the project area would either infiltrate into groundwater as allowed, or drain to existing stormwater outfalls to the Columbia River as required. The stormwater treatment approach for portions of the project area served by existing stormwater systems is to provide basic water quality treatment, meeting the requirement for discharge to the Columbia River.

Construction of the proposed rail alignment would result in filling approximately 25,000 to 35,000 cubic yards in the northeast corner of the existing Terminal 4 stormwater pond. In addition, a small amount of fill (20 to 30 cubic yards) would be placed in the southern corner of the stormwater pond at the Tristar Transload facility on Parcel 1c (Figure 6).

As part of the Proposed Project, the Port would replace the lost capacity, as required by City regulations, by excavating other areas of both ponds. At the Terminal 4 stormwater pond, two of the existing discharges to the pond would also be retrofitted with hydrodynamic separators to pretreat and remove total suspended solids and pollutants bound to soil particles, including metals, before release to the pond.

1.2.6 Wetland and Riparian Habitat Mitigation

Implementation of the Proposed Project would result in impacts on wetlands and other waters of the United States and the state within the project area, including impacts on riparian habitat. Therefore, wetland and riparian mitigation is proposed.

The preferred site for wetland mitigation is the wetland mitigation bank proposed for Parcel 6 (Figure 6). However, in the event that the mitigation bank is not available within the necessary timeframe, mitigation would occur on a portion of the Terminal 5 West property.

Two sites are proposed for riparian habitat plantings. The first would be located along the Columbia River near Frenchman's Bar Park (Figure 3). Vancouver-Clark Parks and Recreation owns the site. Two separate areas within Frenchman's Bark Park, totaling 1.2 acres, would be planted with native trees and shrubs. The second riparian habitat mitigation site is located

along Buckmire Slough, adjacent to Vancouver Lake (Figure 3). This site would be planted with native trees and shrubs on a 0.80-acre reach along the western bank of the slough.

Additional mitigation would include the placement of large woody material at sites along the Columbia River to enhance riparian habitat. Concrete would also be removed at various locations along the riverbank to improve existing riparian habitat.

1.2.7 Related Projects

Within the vicinity of the Proposed Project, several additional rail improvement projects are being implemented or have been implemented recently (Figure 8). Although coordination between the various projects has optimized the overall functionality of the rail system, each project has independent utility and is being implemented by a different organization or agency. For these reasons, each project has undergone or is currently undergoing separate environmental review and is considered to be independent from the Proposed Project. These related projects are described below.

1.2.7.1 Port of Vancouver Schedule 1 and the West Vancouver Freight Access Master Plan

The WVFA Master Plan (Port of Vancouver 2006) represents the design plan for overall improvements to the Port's rail system that would be implemented over the course of many years. Segments of the rail alignment within the WVFA Master Plan are referred to as schedules by the Port. The WVFA Master Plan consists of Schedules 1, 2, 3, and 4. Although the end goal is to design a cohesive rail system, there are discrete projects within the WVFA Master Plan that can be built and function separately from each other. For example, Schedule 1 (Figure 4) is considered to have independent utility from Schedules 2 through 4, and is therefore considered to be a separate and independent project.

Congestion at the BNSF main line has resulted in delays and inefficiencies in the rail system. The primary impact on service occurs at the two diamond crossings located near Hill Street on the wye (triangle) track that serves two existing facilities at the Port. These two diamond crossings lower the speed at which the BNSF can operate its cars from the north-south main lines (crossing the Columbia River Rail Bridge) to the west-east main line to/from Pasco, Washington. Schedule 1 prepared the tracks to provide access to these two facilities from a turnout from the west-east main line, enabling the removal of these diamond crossings and improving the speed on the wye. As a result, trains from the north-south main line can make a more efficient passage to the west-east main line.

The previous configuration of the lead track in this area necessitated that the tail track cut through the former Boise Cascade site (Figure 4). In order to open this site for future redevelopment for mixed residential and commercial use as planned for by the City, the tail track needed to be removed. Implementation of Schedule 1 addressed these issues. The alignment designed under Schedule 1 leaves the BNSF west-east main line west of Esther Street and descends at a grade of 1.26% to Jefferson Street, where it connects with the existing industry spurs.

Because Schedule 1 has independent utility from the rest of the WVFA Master Plan, it is considered a separate project, and has undergone separate environmental review. No federal funds were used for this project. The project complies with the Washington State Environmental Policy Act (SEPA) and has gained appropriate state and local permits and approvals.

1.2.7.2 The BNSF and City of Vancouver Waterfront Access Project

In this same area, the City and the BNSF have partnered to implement the City of Vancouver Waterfront Access Project to improve access to the Columbia River from west downtown Vancouver. Historically, this area has been in heavy industrial use. However, the City now plans to convert the area to mixed commercial and residential uses that would link downtown Vancouver to the waterfront. Key to this revitalization effort is reconnecting the land currently split by the existing railroad tracks. As part of this project, Esther Street would be extended through the existing rail embankment and the 6th Street and Grant Street intersection would be expanded and realigned. This would require installing new bridges under the BNSF main lines to provide this new access and to open up visibility toward the waterfront.

This project is currently undergoing environmental review with the City acting as the lead agency under SEPA, and WSDOT as the lead agency under NEPA, as delegated by FHWA.

1.2.7.3 Washington State Department of Transportation Vancouver Rail Bypass Project

Amtrak provides intercity passenger rail service south to Oregon and north to Canada. The service is often delayed because of congestion through the Vancouver Rail Yard, which is located at the intersection of the Columbia River Rail Bridge with the north-south and west-east BNSF main lines. The Vancouver Rail Bypass Project, currently under construction, will construct a high-speed corridor for up to 28 Amtrak trains and allow them to bypass the congestion caused by freight trains.

A tremendous volume of train traffic transits through the Vancouver Rail Yard. In addition, regular yard operations cause significant delays to train traffic because the BNSF main lines traverse the yard. All train traffic from the east must transit through the southern part of the yard to access the northbound BNSF main line to Seattle, which in turn affects yard operations. The Vancouver Rail Bypass Project will provide a third north-south main line through the yard and a bypass to the yard to allow the trains that are coming from the east and going north to transit the area without affecting or being affected by the yard operations. This WSDOT project does rely on completion of the Proposed Project before its full benefit can be realized. As long as Port rail traffic continues to access the Port via the Hill track, the western bypass components and the southern wye intersection will not be fully efficient per the designs.

1.2.8 Study Approach

To evaluate the impacts of the Proposed Project in the project vicinity, the project team conducted a visual survey of the study area, interviewed key Port outreach staff and researched and reviewed available demographic data. This information was used to consider and examine

how people, both residents and employees, within and adjacent to the study area would be affected by the changes that would occur with the Proposed Project. Research conducted was used to establish baseline conditions to attempt to quantify and qualify anticipated social and environmental justice effects of constructing and operating the Proposed Project.

1.2.9 Baseline Conditions

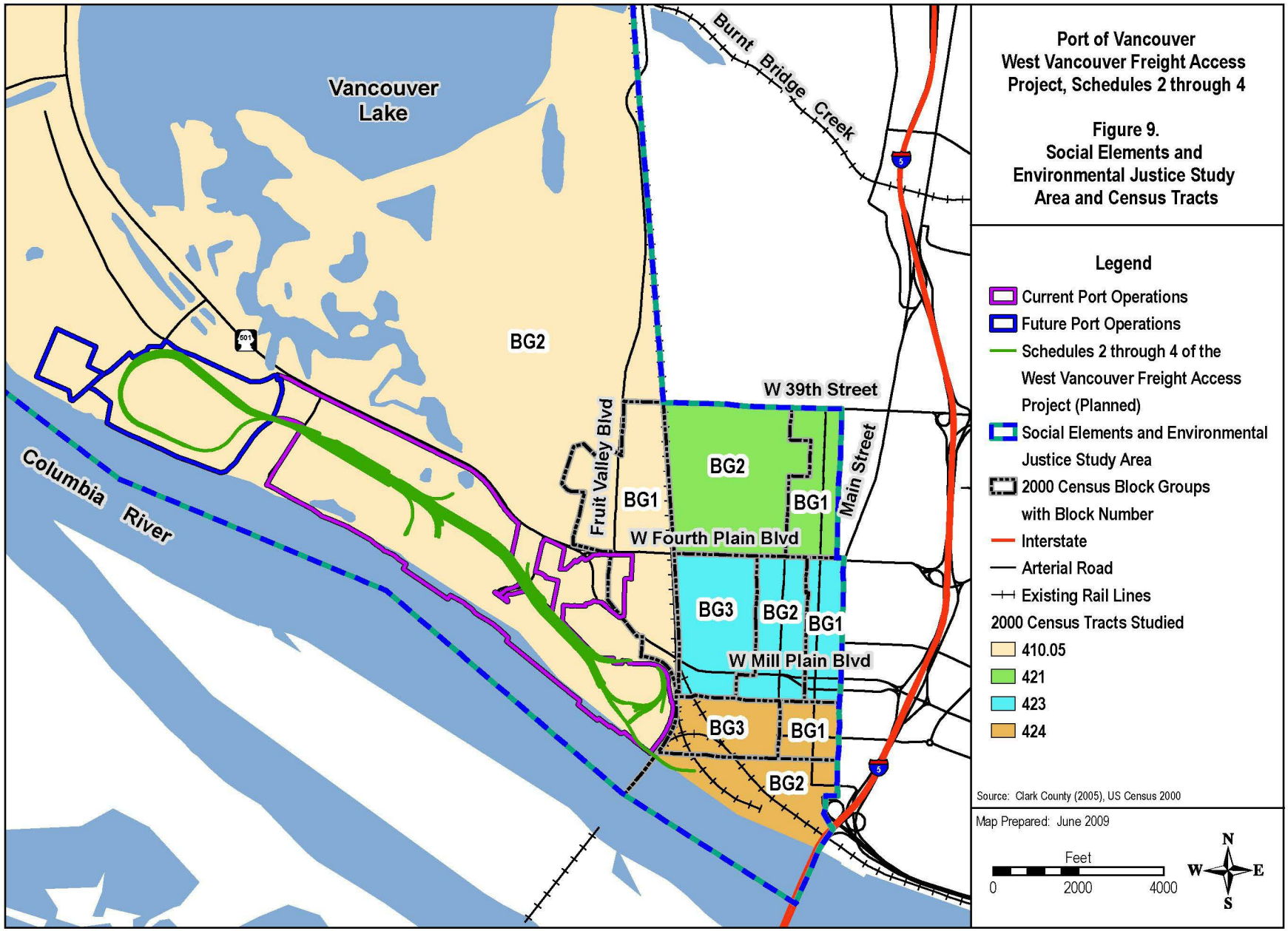
The study area includes the project footprint plus the surrounding area that could be indirectly affected by the Proposed Project. This coincides with four census tracts (410.05, 421, 423, and 424) as identified by the US Census Bureau (See Figure 9). These tracts overlap with the Fruit Valley, Esther Short, Hough, Carter Park, and Lincoln neighborhoods to the eastern end of the study area. Land uses within the study area ranges from heavy industrial at the Port, to central city downtown uses in the Esther Short neighborhood, to consolidated areas of single-family residential housing in the Fruit Valley and Hough neighborhoods. Demographic information is provided in greater detail in Section 3, Existing Conditions.

1.2.10 Community Cohesion

Community cohesion is defined on WSDOT's procedural guidance website as "the ability of people to communicate and interact with each other in ways that lead to a sense of community, as reflected in the neighborhood's ability to function and be recognized as a singular unit." The proposed project will be constructed in an area characterized by heavy industrial use and is predominantly within the Port of Vancouver. The nearest residential uses are approximately 1,100-feet and 1,400 feet away from the proposed project within residential areas located north and northeast of the project's eastern end (See Figure 4). Because the rail alignment occurs within heavy industrial areas within and adjacent to the Port, there is little to no community cohesion within the limits of project construction. However, neighborhoods located farther away from the project in the Esther Short, Hough, and Fruit Valley neighborhoods have a reasonably high degree of cohesion. These neighborhoods have active neighborhood associations that meet regularly throughout the year and feature central parks, community centers (Fruit Valley Neighborhood Community Center and the Hough Elementary School Pool), and shopping districts (downtown Esther Short area and Main Street) that serve as central cohesive elements within the neighborhoods.

1.2.11 Project Effects

Because the central cohesive elements of the surrounding residential neighborhoods are separated geographically from the direct effects of the Proposed Project, no effects to community cohesion are anticipated to result from the Proposed Project. Indirect effects are also anticipated to be less than significant and are discussed in greater detail below under Section 4, Potential Effects.



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Project effects on social and community resources are anticipated to be limited to the following:

- taking of the Great Western Malting complex, a resource determined to be eligible for listing on the National Register of Historic Places and protected under the National Historic Preservation Act and Section 4(f) of the US Department of Transportation Act of 1966.
- relocation of existing business operations within the Port.
- potential conflict of the rail corridor with a proposed trail (the Columbia River Renaissance Trail) in the vicinity of the Columbia River Rail Bridge.

As discussed in Section 6, Environmental Justice Determination, none of the potential effects of the Proposed Project would disproportionately affect environmental justice populations. Although there are low-income and minority populations located within the study area, the potential effects of the Proposed Project would either not affect these populations or would not rise to the level of a significant effect.

1.2.12 Measures to Avoid or Minimize Effects

Measures to minimize the potential adverse project effects noted above will be taken as follows:

Mitigation to address potential impacts on this historic property (Great Western Malting complex) will be developed through consultation under Section 106 as part of the development of a Memorandum of Agreement (MOA) between the Washington Department of Archaeology and Historic Preservation (DAHP), the Federal Highway Administration (FHWA), WSDOT and the Port. The MOA is required prior to project construction and would ensure that the potential impacts on this property are addressed.

No businesses will be displaced in their entirety within the project. However, the Proposed Project will require right of way acquisition and modifications to lease agreements for some existing businesses and leaseholders within the Port. The Port is in consultation with existing lease holders who will be affected by the Proposed Project and is developing compensatory measures to ensure that these businesses are provided just compensation and relocation assistance consistent with the Uniform Relocation Assistance and Real Property Acquisition Policy Act (Uniform Act).

The Port will comply with a condition of approval of the Shoreline Substantial Development Permit (SSDP) for the Proposed Project that requires "an agreement with Vancouver-Clark Parks & Recreation relating to the potential trail crossing over the rail lines in the area of this project."[1] The Port will address this condition and coordinate with Vancouver-Clark Parks & Recreation for the adoption of an agreement before approval of final construction documents.

[1] City of Vancouver Hearings Examiner Final Order - PRJ2007-00322, April 17, 2008, p. 5, condition #21.

1.2.13 Project Benefits

The Proposed Project is a component of a facilities expansion plan at the Port that is anticipated to add between 3,000 and 4,000 jobs to the local community within the next 6 years.[2] This will result in additional income for new employees, area businesses, and local tax jurisdictions.

1.2.14 Unavoidable Adverse Effects

Through the analysis identified in this report, no unavoidable adverse effects to the human environment, including environmental justice populations, have been identified.

2 REGULATIONS, STUDIES, AND COORDINATION

To the maximum extent possible, this report has been drafted with the intent of avoiding duplication of information using the social and environmental justice guidance and report templates on the WSDOT website[3].

The information provided in this report has been compiled from the following sources:

- reports, memorandums, and other technical documentation prepared by professional consultants for the Port, including a noise and vibration discipline report (ICF Jones & Stokes 2009a) , transportation discipline report (ICF Jones & Stokes 2009b), cultural resources report (ICF Jones & Stokes 2009c), hazardous materials discipline report (ICF Jones & Stokes 2009d), and air quality discipline report (ICF Jones & Stokes 2009e);
- previous land use applications and approvals for federal, state, and local permits;
- reference materials prepared by the Port for public outreach (Appendices A and B);
- personal communication with Port staff regarding development plans and public outreach;
- US Census data from the Census 2000 website, American FactFinder[4]; and
- information from websites from the Vancouver School District, Vancouver-Clark Parks Department, City of Vancouver, and Clark County to research the extent and character of available public resources in the study area that could be considered cohesive community elements.

Information was also collected from existing sources, including population and demographic data from Census 2000, the Washington Office of Financial Management (OFM), the City's comprehensive plan and subarea plans, the Clark County Comprehensive Plan, the Clark County Assessment and Geographic Information Systems Department, and agencies such as the Vancouver Housing Authority (VHA) and Vancouver School District.

[2] Port of Vancouver USA, The Port of Possibility, January 2009
[3] http://www.wsdot.wa.gov/NR/rdonlyres/BB9CA22E-72DB-4B26-8A44-7195FC8A49F5/0/SocialTemplate.pdf, accessed May 21, 2009
[4] http://www.census.gov/main/www/cen2000.html, accessed March 9, 2009.

This section lists the primary statutes and regulations applicable to social, environmental justice, and relocation issues. The analysis presented in this report considered these regulations and followed the guidance provided therein.

National Environmental Policy Act/State Environmental Policy Act - NEPA, 42 USC 4321 et seq., requires that all actions sponsored, funded, permitted, or approved by federal agencies undergo planning to ensure that environmental considerations such as social and economic effects are given due weight in project decision-making. Federal implementing regulations are in 23 CFR 771 (FHWA) and 40 CFR 1500-1508 (CEQ). Under the State Environmental Policy Act (SEPA), Chapter 43.21C RCW, with implementing rules (Chapter 197-11 WAC), it is assumed that "the general welfare, social, economic, and other requirements and essential considerations of state policy will be taken into account in weighing and balancing alternatives and in making final decisions." State implementing regulations are in Chapter 197-11 WAC and Chapter 468-12 WAC (WSDOT).

Title VI of the Civil Rights Act of 1964 - Title VI of the Civil Rights Act of 1964 (Title VI) prohibits discrimination based on race, color, sex, and national origin in the provision of benefits and services resulting from federally assisted programs and activities. Under the prohibition against national origin discrimination, recipients of federally funding are required to ensure that their programs and activities normally provided in English are accessible to LEP persons.

Uniform Relocation Assistance and Real Property Acquisition Policy Act (Uniform Act) as Amended – This statute (42 USC 4601) passed in 1970 and amended, establishes a uniform policy for the fair and equitable treatment of individuals and businesses displaced as a direct result of programs or projects undertaken by a federal agency or with federal financial assistance.

Americans with Disabilities Act and Age Discrimination Act – Disabled individuals are protected under Section 504 of the Rehabilitation Act of 1973 and Americans with Disabilities Act (ADA) of 1990. The Age Discrimination Act of 1975 protects the elderly. This applies to persons age 65 and over.

Presidential Executive Order 13166 – The President's Executive Order 13166, on "Improving Access to Services for Persons with Limited English Proficiency" (August 11, 2000), is intended "to improve access to federally conducted and federally assisted programs and activities for persons who, as a result of national origin, are limited in their English proficiency."

Presidential Executive Order 12898, Environmental Justice – The Presidential Executive Order on "Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations" (February 11, 1994) was intended "to promote nondiscrimination in federal programs substantially affecting human health and the environment, and to provide minority and low-income communities access to public information on, and an opportunity for public participation in, matters relating to human health or the environment."

Tribal Government Coordination - Tribal considerations are also addressed under both Section 4(f) 49 USC. 303 and Section 106 of National Historic Preservation Act 16 USC. 470f. Tribal consultation was initiated by WSDOT as part of formal consultation under Section 106 of the National Historic Preservation Act. As part of this consultation, Tribes have been invited to participate in the identification of important cultural resources, the assessment of potential impacts on these resources, and in discussions relating to mitigation if needed.

Washington State Relocation Assistance, Real Property Acquisition Policy Act (RCW 8.26) and WAC 468-100 – As identified in RCW 8.26, the purpose of this act is to establish a uniform policy for the fair and equitable treatment of persons displaced as a direct result of public works programs of the state and local governments in order that such persons shall not suffer disproportionate injuries as a result of programs designed for the benefit of the public as a whole and to minimize the hardship of displacement on such persons.

Governor's Executive Order 93-07 – The Governor's Executive Order on Affirming Commitment to Diversity and Equity in the Service Delivery and in the Communities of the State (1993) directs "all executive agencies and institutions of higher education to initiate actions to integrate the principles of diversity into all facets of workplace community and in the delivery of services to the people of Washington."

3 EXISTING CONDITIONS

3.1 STUDY AREA

As shown in Figure 9, the study area for analyzing social and environmental justice effects is roughly bounded by the Columbia River on the south and west, Vancouver Lake to the north, and Grant Street to the east. The study area is larger than the project area because the potential social effects of the Proposed Project could extend into the local community beyond the physical footprint of the proposed activities in the project area. The study area boundary is limited to the extent shown in Figure 9 because the primary social effects are anticipated to be related to noise from construction and operation of the Proposed Project. Project-related noise would not extend beyond the study area boundaries as discussed below and presented in the noise and vibration discipline report (ICF Jones & Stokes 2009a).

The study area is expanded towards the east to include the residential areas closest to the Proposed Project. These areas include all or portions of the Fruit Valley, Ester Short, Hough, Carter Park, and Lincoln neighborhoods. For consistency and clarity with demographic research conducted for the project, the study area coincides with and includes the full geographic limits of census tracts 410.05, 421, 423, and 424 (see Figure 9). Most of the demographic data was obtained from the US Census Bureau and presented at the block group level. Block groups are clusters of census blocks created by the Census Bureau as a geographic level between blocks and census tracts to permit the release of tabulated data that is confidential and cannot be presented at the block level. For this reason, the entirety of census block groups 1 and 2 of census tract 410.05 have been included as part of this study area. More information on the characterization of census data is presented below.

3.2 DEMOGRAPHIC INFORMATION

Demographic information for the study area was collected from the Vancouver School District and the US Census Bureau. Information from the US Census Bureau is provided at the census block group level. As discussed above, the study area is composed of all or part of 4 census tracts. These four census tracts include 10 census block groups. Block groups generally contain between 600 and 3,000 people and never cross the boundaries of states or counties. Census tracts consist of one or more block groups. Census tracts, which typically have between 1,500 and 8,000 people, with an average size of about 4,000 people, are defined with local input and are intended to represent neighborhoods (they are designed to be relatively homogeneous with respect to population characteristics, economic status, and living conditions). The project area is located entirely in census tract 410.05, block group 2. In addition to including Census 2000 information, this report also addresses data collected by the Vancouver School District from its students on primary languages spoken and home. This information is provided in greater detail below.

3.2.1 Population

As of Census 2000, 389,359 persons resided in Clark County and of these, 143,560 resided within the city limits of Vancouver. Approximately 8,850 people live in the study area. In 2005, the Clark County Board of County Commissioners established an anticipated county-wide annual population growth rate of 2% for purposes of the development of their 20-year comprehensive grown management plan. As a consequence, the County's 20-year growth is estimated at 163,728 new residents (553,087 total), with 25,930 allocated to the City (169,490 total). Population projections by ethnicity, age, income, English as second language, and disabled status are not available from the Census Bureau or the County.

3.2.2 Low-Income Characteristics

There are different thresholds for determining poverty status in the United States. The most commonly used include the US Census Bureau threshold and the Washington State Department of Health and Human Services (DHHS) guidance. The US Census Bureau thresholds are used for determining official poverty statistics. The DHHS guidance is a simplified version of the US Census Bureau thresholds that is used for administrative purposes. The 1999 US Census poverty thresholds (weighted averages) are used in this analysis and are as follows:

- one person, $8,501;
- a family unit with two people, $10,869;
- a three-person family unit, $13,290; and
- a four-person family unit, $17,029.

Summary poverty information is presented for the block groups within the study area in Table 1. Approximately 22.7% of the population within the study area is living below the poverty level. Of the 10 census block groups that comprise the study area, 9 display poverty levels higher than the countywide average of 9.1 percent. Of these nine block groups, six display

poverty levels significantly higher than the County average, meaning the proportion of persons living in poverty is at least twice as high as the County average (See Figure 10).

Table 1. Persons Living Below Poverty Level (block groups with poverty level greater than the County average)

		Population for whom poverty status is determined	Population for whom poverty status is determined: income in 1999 below poverty level	Percent of population with income in 1999 below poverty level
Clark County		341,464	31,027	9.1
Vancouver (City)		141,340	17,229	12.2
Study Area		8,179	1,851	22.7
Census Tract 410.05	Block Group 1	1,334	585	43.9[2]
	Block Group 2[1]	702	122	17.4
Census Tract 421	Block Group 1	927	28	3.0
	Block Group 2	1,676	209	12.5
Census Tract 423	Block Group 1	579	106	18.3[2]
	Block Group 2	917	124	13.5
	Block Group 3	1,277	312	24.4[2]
Census Tract 424	Block Group 1	107	68	63.6[2]
	Block Group 2	312	109	34.9[2]
	Block Group 3	348	188	54.02

Source: US Census Bureau 2001

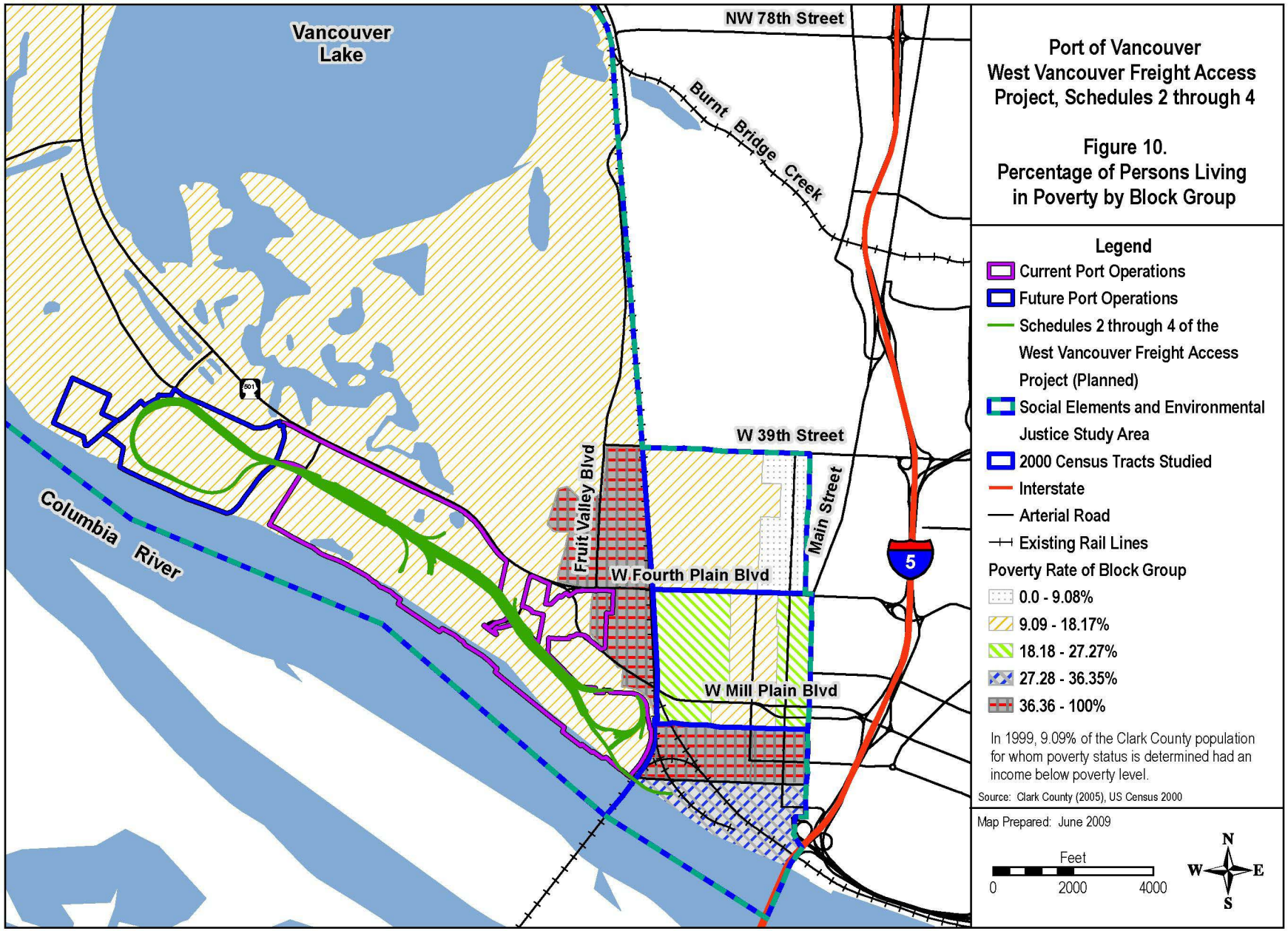
[1] Project area is located within this census tract block group 2.

Note: Families and persons are classified as below poverty if their total family income or unrelated individual income was less than the poverty threshold specified for the applicable family size, age of householder, and number of related children under 18 present. The US Census Bureau uses the federal government's official poverty definition. The poverty thresholds are updated every year to reflect changes in the Consumer Price Index. The poverty thresholds are the same for all parts of the country—they are not adjusted for regional, state, or local variations in the cost of living. In 1999, the poverty threshold for a family of four with two children under 18 was $16,895.

3.2.3 Minority Populations

3.2.3.1 African American, Asian American, or American Indian or Alaskan Native

The Census 2000 questionnaire on race included 15 separate response categories and three areas where respondents could write in a more specific race group category. People who responded to the question on race by indicating only one race are referred to as the race alone population, or the group that reported only one race category. In Census 2000, nearly 98% of all respondents reported only one race. Data from Census 2000 indicates that 5.3% of the study area's population is composed of individuals who identified themselves as African American (1.4 percent), Asian American (2.5 percent), American Indian or Alaskan Native (1.4 percent). Figure 11 shows the percentage of minority persons within each block. Table 2 shows the percentage of minorities by census block group.



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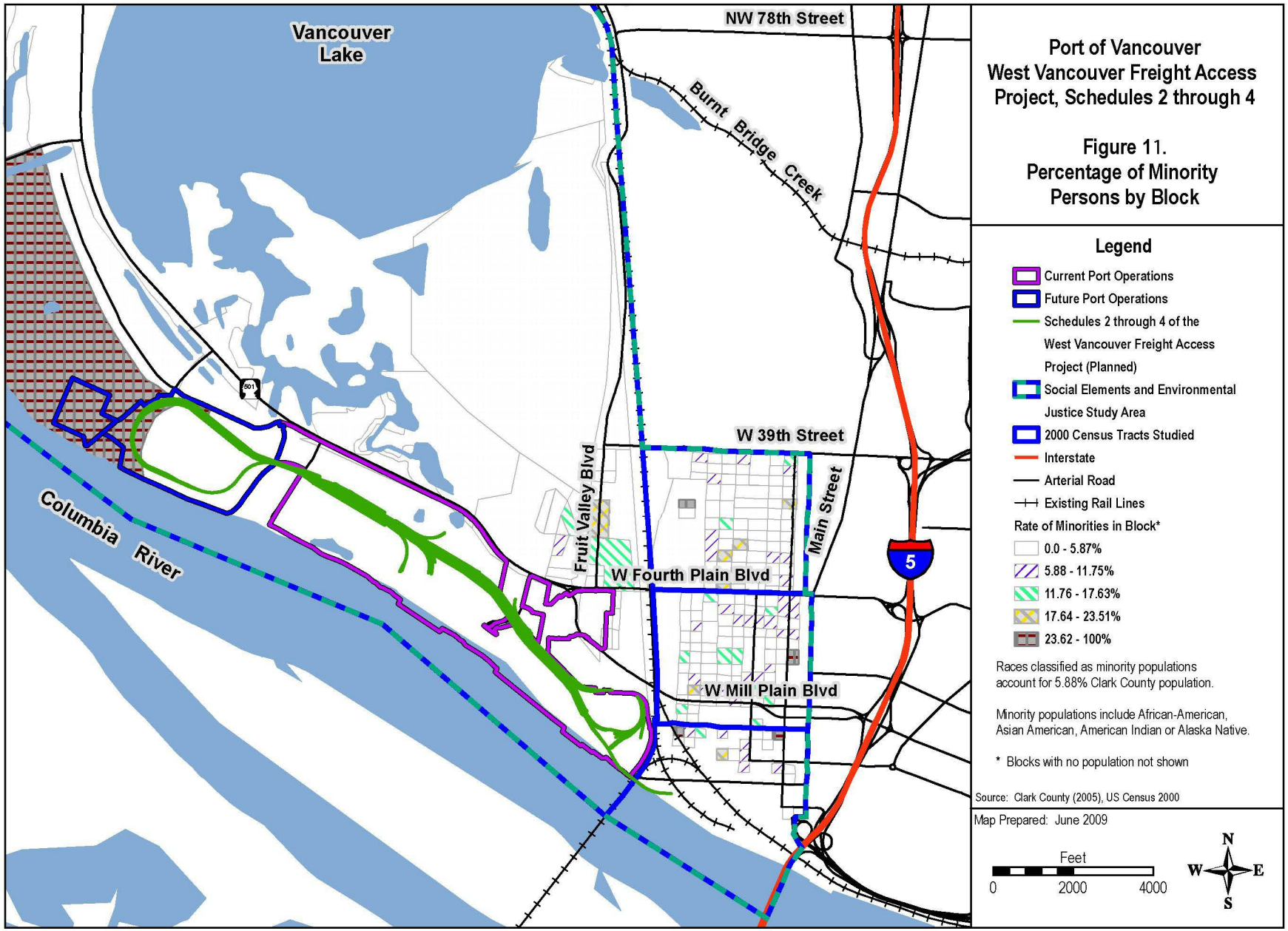
Vancouver Lake
NW 78th Street
Burnt Bridge Creek
W 39th Street
Fruit Valley Blvd
Main Street
W Fourth Plain Blvd
W Mill Plain Blvd
Columbia River
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Port of Vancouver
West Vancouver Freight Access
Project, Schedules 2 through 4
Figure 11.
Percentage of Minority
Persons by Block
Legend
Current Port Operations
Future Port Operations
Schedules 2 through 4 of the West Vancouver Freight Access Project (Planned)
Social Elements and Environmental Justice Study Area
2000 Census Tracts Studied
Interstate
Arterial Road
Existing Rail Lines
Rate of Minorities in Block*
0.0 - 5.87%
5.88 - 11.75%
11.76 - 17.63%
17.64 - 23.51%
23.62 - 100%
Races classified as minority populations account for 5.88% Clark County population.
Minority populations include African-American, Asian American, American Indian or Alaska Native.
* Blocks with no population not shown
Source: Clark County (2005), US Census 2000
Map Prepared: June 2009
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Fruit Valley Elementary School and Hough Elementary School are located within the study area. Fruit Valley Elementary School enrolls 214 students. Of them, 6.1% (13) are classified as African American; 4.7% as Asian American (10); and 3.3% (7) as American Indian or Alaskan. At Hough Elementary School, 295 students are enrolled. Of them, 5.4% (16) are classified as African American; 4.4% (13) as Asian American; and 3.1% (9) as American Indian or Alaskan. The remaining students are classified as either White or Hispanic.

The US Census defines Hispanic origin as an ethnicity and not a race. Consequently, a person of Hispanic origin may be of any race, and because of this, the US Census reports these characteristics separately. Hispanic populations within the study area are discussed further below.

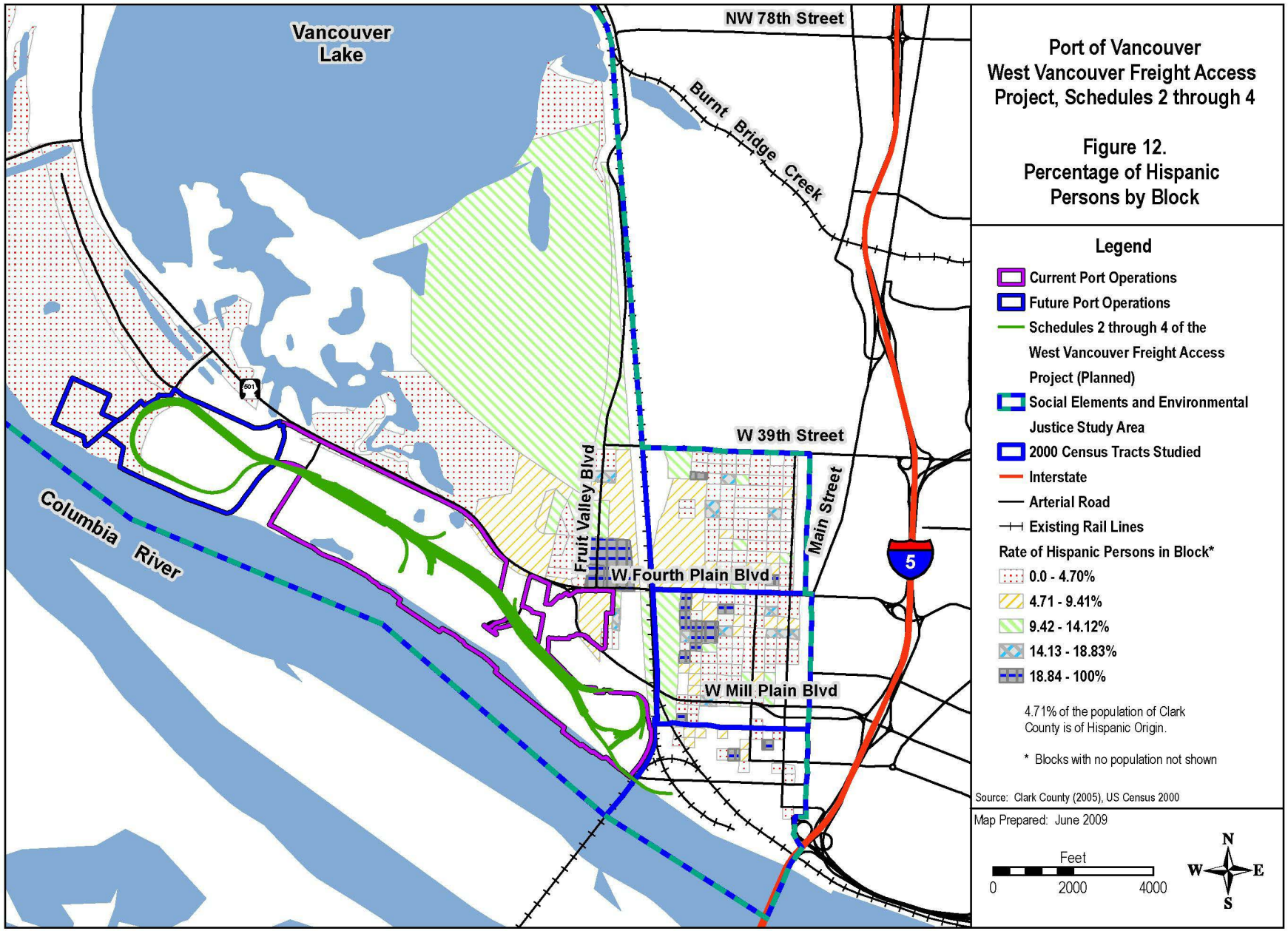
3.2.3.2 Hispanic Origin

Within the study area, 6.9% of the population is of Hispanic origin. At the Fruit Valley Elementary School and Hough Elementary School, 19.6% (42) and 12.9% (38) respectively of all enrolled students are classified as Hispanic.

Table 2. Minority Populations within Study Area

		Total Population	% Minority Persons1	% Black or African American alone	% American Indian and Alaska Native alone	% Asian alone	% Hispanic
Clark County		345,238	5.7	1.7	0.8	3.2	4.7
Vancouver		143,226	8.0	2.5	1.0	4.5	6.3
Study Area		8,850	5.3	1.4	1.4	2.5	6.9
Census Tract 410.05	Block Group 1	1313	5.6	2.4	1.9	1.3	9.8
	Block Group 21	701	2.0	0.7	0.9	0.4	10.3
Census Tract 421	Block Group 1	914	3.2	0.9	0.2	2.1	3.0
	Block Group 2	1,698	4.9	2.2	1.5	1.2	5.2
Census Tract 423	Block Group 1	592	6.1	2.0	1.5	2.5	5.8
	Block Group 2	986	5.1	1.5	2.2	1.3	4.0
	Block Group 3	1,198	3.6	1.8	1.7	0.1	12.8
Census Tract 424	Block Group 1	159	6.3	3.1	0	3.1	3.1
	Block Group 2	306	4.3	1.6	1.0	1.6	1.6
	Block Group 3	983	12.0	8.1	1.5	2.3	5.6

Source: US Census Bureau 2001 Summary File 1 (SF 1) 100-Percent Data (US Census Bureau 2001).
1 Does not include persons of Hispanic origin.
2 Higher percentages than Clark County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Port of Vancouver
West Vancouver Freight Access Project, Schedules 2 through 4
Figure 12.
Percentage of Hispanic Persons by Block
Legend
Current Port Operations
Future Port Operations
Schedules 2 through 4 of the West Vancouver Freight Access Project (Planned)
Social Elements and Environmental Justice Study Area
2000 Census Tracts Studied
Interstate
Arterial Road
Existing Rail Lines
Rate of Hispanic Persons in Block*
0.0 - 4.70%
4.71 - 9.41%
9.42 - 14.12%
14.13 - 18.83%
18.84 - 100%
4.71% of the population of Clark County is of Hispanic Origin.
* Blocks with no population not shown
Source: Clark County (2005), US Census 2000
Map Prepared: June 2009
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3.2.3.3 Limited English Proficiency

In addition to minority and low-income characteristics, an analysis of potential effects on populations with limited English proficiency is also required as indicated in the WSDOT EPM. Per WSDOT guidance, project-related materials may need to be translated into languages other than English if 5% or 1,000 persons or more within the study area speak a language other than English.

Although information from the Vancouver School District does not include information on limited English proficiency per se, it does show the percentage of students that attend schools within the study area who speak a language other than English at home. Table 3 below shows this information for Fruit Valley and Hough elementary schools.

Table 3. Primary Language Spoken at Home by Students at Study Area Schools

	2005–06	2006–07	2007–08	2008–09
Fruit Valley Elementary School				
English	199 (81%)	203 (81%)	200 (76%)	195 (75%)
Spanish	30 (12%)	40 (16%)	48 (18%)	61 (23%)
Russian	8 (3%)	0 (0%)	3 (1%)	3 (1%)
Ukrainian	3 (1%)	3 (1%)	2 (1%)	2 (1%)
Vietnamese	1 (0%)	0 (0%)	0 (0%)	0 (0%)
Other	4 (2%)	4 (2%)	10 (4%)	9 (3%)
Hough Elementary School				
English	291 (87%)	300 (88%)	315 (88%)	299 (88%)
Spanish	26 (8%)	28 (8%)8	32 (9%)	32 (9%)
Russian	9 (3%)	1 (0%)	1 (0%)	0 (0%)
Ukrainian	1 (0%)	1 (0%)	1 (0%)	1 (0%)
Vietnamese	0 (0%)	0 (0%)	0 (0%)	0 (0%)
Other	7 (2%)	10 (3%)	7 (2%)	8 (2%)

Source: Vancouver School District Website - http://www.oar.vansd.org

The US Census Bureau does gather information on English proficiency, although it is extrapolated from a 1 in 6 sample and not based on 100% data. For the purposes of this analysis, limited English proficiency is defined as those persons 15 years and older who classified themselves as either not speaking English very well or not speaking English at all. As Table 4 shows, more than 5% of the populations in four of the 10 census block groups have limited English proficiency. The proportion in the study area is 3.6%. (Public outreach efforts and Port Title VI compliance are discussed in Section 3.5 below.)

Table 4. Limited English Proficiency within Study Area

		Total Population	Population with Limited English Proficiency	Percentage Population with Limited English Proficiency
Study Area		8,330	304	3.6
Census Tract 410.05	Block Group 1	1,240	96	7.7
	Block Group 2[1]	639	35	5.5
Census Tract 421	Block Group 1	875	8	0.9
	Block Group 2	1,573	37	2.4
Census Tract 423	Block Group 1	579	32	5.5
	Block Group 2	862	38	4.4
	Block Group 3	1,138	51	4.5
Census Tract 424	Block Group 1	139	7	5.0
	Block Group 2	312	0	0.0
	Block Group 3	973	0	0.0

Source: US Census Bureau 2000

3.2.3.4 Elderly and Disabled Populations

The study area also contains populations of people who are 65 and older and/or disabled. Table 5 presents that information by census block. It should be noted that US Census Bureau data information for the elderly and persons with disabilities is extrapolated from a 1 in 6 sample and is not based on 100% data collection.

Table 5. Population 65 Years or Older or with Some Disability

		Population 65 or Older	% of Population 65 or Older	Disabled Population	Percentage of Disabled Population
Study Area		1,033	11.7	4,193	47.4
Census Tract 410.05	Block Group 1	109	8.3	516	39.3
	Block Group 21	93	13.3	254	36.2
Census Tract 421	Block Group 1	107	11.7	212	23.2
	Block Group 2	138	8.1	551	32.4
Census Tract 423	Block Group 1	154	26.0	710	119.9
	Block Group 2	144	14.6	533	54.1
	Block Group 3	46	3.8	452	37.7
Census Tract 424	Block Group 1	18	11.3	46	28.9
	Block Group 2	211	69.0	576	188.2
	Block Group 3	13	1.3	343	34.9

Source: US Census Bureau 2001 Summary File 3 (SF 3) (US Census Bureau 2000)

3.3 PUBLIC OUTREACH

Over the course of developing the Proposed Project, the Port has met and continues to meet directly with eight nearby neighborhood associations (Fruit Valley, Hough, Carter Park, Arnada, Shumway, Esther Short, Lincoln, Hazel Dell and Northwest) to provide construction and street closure information and updates on the project. The Port meets regularly with these groups, including attending each monthly meeting at Fruit Valley, and a minimum of once per year with each association. Outreach efforts are inclusive of all adjacent neighborhoods. In addition, the Port has and continues to make regular presentations to local organizations, including interest and business groups. As a product of its outreach efforts, the Port has received letters of support for the proposed project from the Fruit Valley Neighborhood Association and the Esther Short Neighborhood Association, the two associations that are located closest in proximity to the proposed project and its potential effects. These letters of support have been included with this report as Appendix C.

The Port is Title VI compliant and has produced translated materials in Russian and Spanish on the purpose and mission of the Port, which are available on the Port's website.[5] The Port also regularly offers translators for public meetings and to facilitate contacting Port staff.[6] Future Port newsletters and publications will be prepared at critical junctures of the project and will also be provided in Spanish to help communicate the status of the project to Spanish speaking individuals. This effort will include a newsletter produced by the Port in the Fall of 2009 with the groundbreaking of the unit train loop track section of the project. This newsletter will be distributed to the Spanish-speaking community at city community centers and churches where Hispanic residents are known to congregate. The Port has identified these distribution points, and key Spanish leaders in the community through a recently completed research project conducted by Leadership Clark County, a non-profit program. The Port's community planning and outreach manager participated in this project to translate public service information, and identify distribution points and contacts within the Vancouver Spanish communities. In addition, at the time of the 8th Street road closure (with the construction of the rail trench) the Port will coordinate with the City Department of Transportation Public Involvement Office to issue road closure notices both in English and in Spanish.

As the Port's public outreach efforts continue, construction and closure updates will be incorporated into the Port's speakers' bureau program that includes approximately 20 presentations per year to local civic organizations, and interest and business groups. Construction updates are provided to interested parties throughout the Port district via the Port's community newsletter. The newsletter is mailed three times a year to approximately 90,000 residents. The Port uses the newsletter to communicate updates on the Proposed Project and important information on construction, street closures, and other potential impacts to the community.

[5] http://www.portvanusa.com/community/equal-access, accessed June 3, 2009

[6] Katy Brooks, pers. communication, June 3, 2009

3.4 COMMUNITY COHESION

As mentioned previously, the land uses within the study area vary from heavy industrial uses beginning at the western end extending throughout the Port's property, to residential areas located to the north and east of the Port. Because community cohesion inherently addresses the character of areas that are accessible to the public, this discussion focuses on the residential areas within the study area and excludes for the most part Port facilities, which are not accessible to the public.

The cohesive nature of the neighborhoods within the study area varies. The neighborhood associations that are closest to the Proposed Project are the Fruit Valley, Esther Short, Hough, Carter, and Lincoln neighborhood associations. Each of these neighborhood associations is characterized with unique land uses and cohesive elements. The discussion of community cohesion is broken into the census tracts present within the study area. Moving from east to west and south to north, these include Census Tract 424, the Esther Short neighborhood; Census Tract 423, Hough neighborhood; Census Tract 410.05, Fruit Valley neighborhood; and Census Tract 421, Carter Park and Lincoln neighborhoods.

3.4.1 Census Tract 424 (Esther Short Neighborhood)

The Esther Short neighborhood encompasses the southwestern portion of downtown Vancouver and the industrial areas located south of Mill Plain Boulevard and east of the Columbia River Rail Bridge (see Figure 13). This neighborhood includes a significant amount of land zoned Heavy Industrial (I-H) to the southwest where the proposed rail alignment would cross under the Columbia River Rail Bridge and extend up towards to the Port's property. Moving north, the remaining areas of the neighborhood are zoned City Center (CX), which permits a variety of commercial and residential uses.

Within the Esther Short neighborhood, the areas closest to the Proposed Project are primarily designated for industrial use and do not include pedestrian-oriented uses or facilities, such as sidewalks or other existing pedestrian trails. As mentioned previously, this area is zoned for heavy industrial use and includes the corridor where the proposed rail alignment would extend from Lafarge under the Columbia River Rail Bridge west toward the Port's property. The community cohesiveness of this area is largely fragmented by existing industrial facilities, the existing BNSF mainline tracks, lack of pedestrian facilities or destinations, and no waterfront access.

Moving away from the Columbia River, the community cohesion increases as the area becomes more uniformly commercial and residential. There are gathering places of significance within the neighborhood that serve as cohesive forces to integrate the uses within the district. The most significant cohesive element is Esther Short Park, at the southwest corner of Columbia Street and 8th Street. Annual events are held in the park, including the Wine and Jazz Festival and numerous summer outdoor concerts. These events draw large number of visitors to the neighborhood as well as residents within the neighborhood.

Although it is still in the planning stages, there is the potential for the former site of the Boise Cascade paper manufacturing facility (see Figure 4), which is currently vacant, to be redeveloped by a group of local investors. Future uses are expected to include approximately 3,300 multi-family residential units, 1,119,000 square feet (SF) of general office use, 218,000 SF of commercial retail use, and a 160-room hotel. It is expected that the redevelopment will encourage the development of enhanced pedestrian connectivity between Esther Short Park and the remainder of downtown with a future waterfront park planned along the riverfront area of the Boise Cascade site. This redevelopment would greatly improve community cohesion in this area, but is not anticipated to be completed until after buildout of the Proposed Project, which is projected to be completed by 2017. The Columbia River Renaissance Trail is also proposed for the southern portion of this neighborhood. Planned connectivity with other trails in the general vicinity would be coordinated with the Proposed Project. For more information see Section 3.6.5, Trails, below.

3.4.2 Census Tract 423 (Hough Neighborhood)

The Hough neighborhood encompasses lands found north of West Mill Plain Boulevard, east of the BNSF rail yard, west of Broadway Street and south of Fourth Plain Boulevard (Figure 12). Aside from a small area of industrial land located adjacent to the east side of the BNSF rail yard, the land uses and zoning within the Hough neighborhood are primarily single-family residential. Thus, the neighborhood has the largest area of single-family residential land use of the neighborhoods adjacent to the Proposed Project and has a reasonably high degree of community cohesion.

The cohesiveness of this neighborhood is strengthened by the presence of several central gathering spots, including the Hough Elementary School located at 1900 Daniels Street. Hough Elementary enrolls 295 students in kindergarten through fifth grade and is within the Vancouver School District.[7] The school also has an indoor pool open to the public for classes and for recreational use for a fee. The school sponsors well attended events such as its annual Paddy Hough Parade honoring the teacher for whom the school is named.

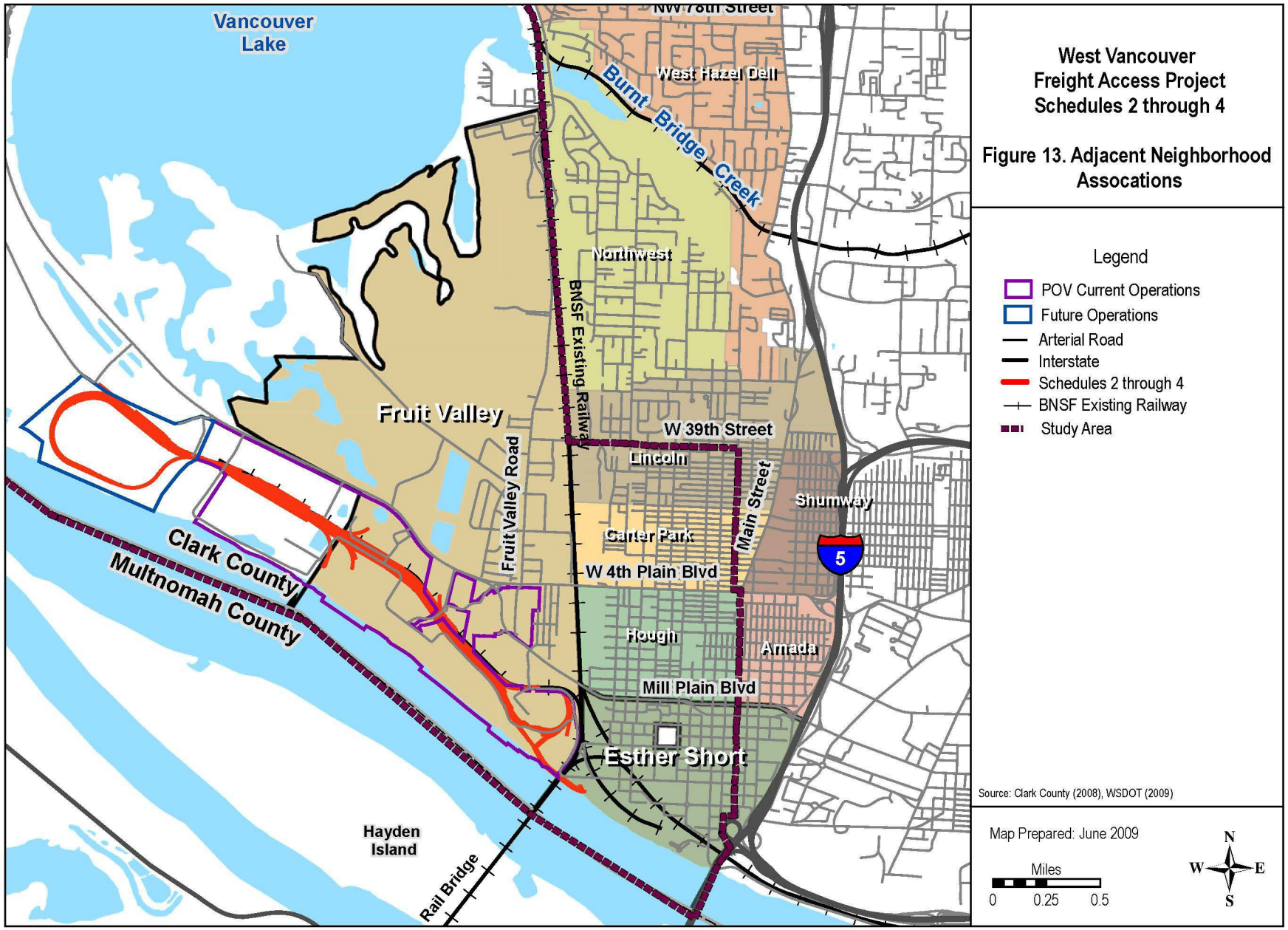
The neighborhood also includes John Ball Park, a 1.68-acre park owned and operated by Vancouver-Clark Parks & Recreation. The park is located at the intersection of 23rd and Kaufmann streets and was rehabilitated in the last few years with a $73,000 grant.[8] It is located approximately 0.6 mile (3,100 feet) from the at-grade crossing of the WVFA rail line at the 16th Street/Thompson Avenue intersection.

The Hough neighborhood is bounded on its east by Uptown Village along Main Street, an area with numerous independent restaurants, coffee shops, and stores. Because the neighborhood consists primarily of residences, includes several community facilities, has an active

[7] National Center for Education Statistics; Common Core of Data Website, http://nces.ed.gov/ccd/schoolsearch/ , accessed 5/20/2009

[8] http://www.cityofvancouver.us/parks-recreation/parks_trails/parks/west_vancouver/johnball.htm, accessed May 22, 2009

neighborhood association interested in neighborhood and housing preservation, and includes a shopping/retail district it is quite cohesive. In addition, there are few existing fragmenting features within the neighborhood, such as dividing roadways or rail facilities, and sidewalks provide connectivity throughout the neighborhood.


Vancouver Lake
NW 78th Street
West Hazel Dell
Burnt Bridge Creek
Northwest
BNSF Existing Railway
Fruit Valley
Fruit Valley Road
W 39th Street
Lincoln
Main Street
Shumway
Carter Park
W 4th Plain Blvd
Clark County
Multnomah County
Rough
Arnada
Mill Plain Blvd
Esther Short
5
Hayden Island
Rail Bridge
West Vancouver
Freight Access Project
Schedules 2 through 4
Figure 13. Adjacent Neighborhood Assocations
Legend
POV Current Operations
Future Operations
Arterial Road
Interstate
Schedules 2 through 4
BNSF Existing Railway
Study Area
Source: Clark County (2008), WSDOT (2009)
Map Prepared: June 2009
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3.4.3 Census Tract 410.05 (Fruit Valley Neighborhood)

The Fruit Valley neighborhood is located within census tract 410.05 and includes the eastern end of the Port. The neighborhood is generally defined by the BNSF rail yard to the east, Vancouver Lake to the west, the Lakeside Mobile Estates mobile home park to the north, and the Columbia River to the south (Figure 13). Land uses in this neighborhood vary from heavy industrial within the Port and adjoining lands, to a mix of single-family and multi-family residential areas with small pockets of neighborhood commercial areas farther to the north. According to Census 2000, approximately 1,879 people reside in the neighborhood.

The lands in the southern part of this neighborhood are located within the Port. There are no central community features in this area and no public access is provided to many areas of the Port. Therefore, there is not a strong sense of community cohesion in the southern part of the neighborhood. Moving farther north across NW Lower River Road into the residential areas, there are several community gathering places and other elements that contribute to a greater sense of community cohesion in this portion of the neighborhood. An active neighborhood association contributes to this cohesion.

According to the Vancouver School District website, the Fruit Valley Community Learning Center enrolls 236 students in kindergarten through fifth grade. The schoolchildren who are enrolled in this elementary school live in the Fruit Valley neighborhood and census tract 410.05.[9] The Learning Center serves infants through adults, includes a Head Start program and a Family Resource Center, and is enriched by numerous community partnerships.

Located immediately south of Fruit Valley Elementary School is Fruit Valley Park, a 6-acre park that includes tall trees, an open lawn area, play equipment, an internal paved pathway, benches, and picnic tables. The facilities are public and are owned by the City and operated by Vancouver-Clark Parks & Recreation. According to the Vancouver-Clark Parks & Recreation website, Fruit Valley Park has been rehabilitated in the past few years with more than $225,000 in grants.[10] The Fruit Valley Neighborhood Community Center, a small building where the neighborhood association holds its meetings and other community groups reserve space for events, is located in the park. The park and community center are approximately 0.75 mile north of the 16th Street/Thompson Avenue intersection crossing of the WVFA rail line.

Liberty Park, approximately 1,100 feet north of the project area at the Mill Plain Boulevard/ Thompson Avenue intersection, is the park closest to the project area. Facilities at this small 0.2-acre park are limited to children's play equipment. The park was developed in conjunction with the completion of the Mill Plain Extension. This facility is public, owned by the City and operated by Vancouver-Clark Parks & Recreation.

[9] http://portalsso.vansd.org/portal/page?_pageid=153,2211132&_dad=portal&_schema=PORTAL, accessed May 28, 2009

[10] http://www.cityofvancouver.us/parks-recreation/parks_trails/parks/west_vancouver/fruitvalley.htm, accessed May 28, 2009

Vancouver Lake Regional Park is a 234-acre multipurpose facility located on the western shore of Vancouver Lake approximately 1,400 feet from the project area at its closest point. Together with Frenchman's Bar Park, which is located on 178 acres on the eastern shore of the Columbia River, approximately 3 miles from the project area, these parks have uses that include outdoor recreation (boating, windsurfing, regattas, fishing and swimming, jogging and bicycling) and open space events (concerts, weddings, and picnics). The facilities are public and are owned by Clark County and operated by Vancouver-Clark Parks & Recreation. SR 501 provides access to both facilities. The parks are regional in nature, drawing visitors from greater Vancouver. Thus, while they provide community cohesion for the region, they are not within typical walking distance of the residences and businesses in the study area and probably do not foster cohesion within it.

3.4.4 Census Tract 421 (Carter Park and Lincoln Neighborhoods)

Carter Park neighborhood and the southern portion of Lincoln neighborhood are located in census tract 421, the northernmost portion of the study area. The census tract is composed primarily of single-family residential housing and, according to Census 2000, had a population of 2,448. These neighborhoods contain two small pocket parks, Carter Park and Hidden Park, with some additional parks planned in the near future. Carter Park, a small, 0.7-acre park, is located at the intersection of Columbia and 33rd streets. It serves the residents of the Carter Park neighborhood with facilities that include play equipment, benches, and picnic tables. Hidden Park is a small pocket park located between Daniels and Franklin streets and is accessed from a public alley located just south of 39th Street. Improvements to the park are planned for summer 2009 construction and include a new concrete path leading to an improved play structure at the center of the park. Memorial Health Center, part of the Southwest Washington Medical Center, is located on the northern edge of the Carter Park neighborhood.

There are no other defining community features within these neighborhoods; however, they are largely intact residential areas with active neighborhood associations, little or no fragmenting features such as major roadways or railways. Therefore, there is a moderate to high degree of community cohesion within both neighborhoods due to the largely intact nature of the residential area and the presence of pedestrian facilities and tree-lined streets.

3.4.5 Trails

There are no existing trails within the study area; however, within the general vicinity of the Proposed Project, the Columbia River Renaissance Trail connects downtown Vancouver to the renovated riverfront area east of Interstate 5 and generally parallels the northern shoreline of the Columbia River, extending about 4 miles east of Interstate 5 to Wintler Park. A planned 8-mile extension of the trail would extend west along a redeveloped downtown waterfront, beneath the Columbia River Rail Bridge, north to Lower River Road, connecting to recreational paths and trails around Vancouver Lake and Frenchman's Bar parks, north of the flushing channel.

The proposed trail near the Columbia River would cross the proposed rail alignment in the area of 8th Street, just east of the Columbia River Rail Bridge. No trail right of way has been acquired within the proposed rail alignment.

3.4.6 Recreation Areas and Facilities

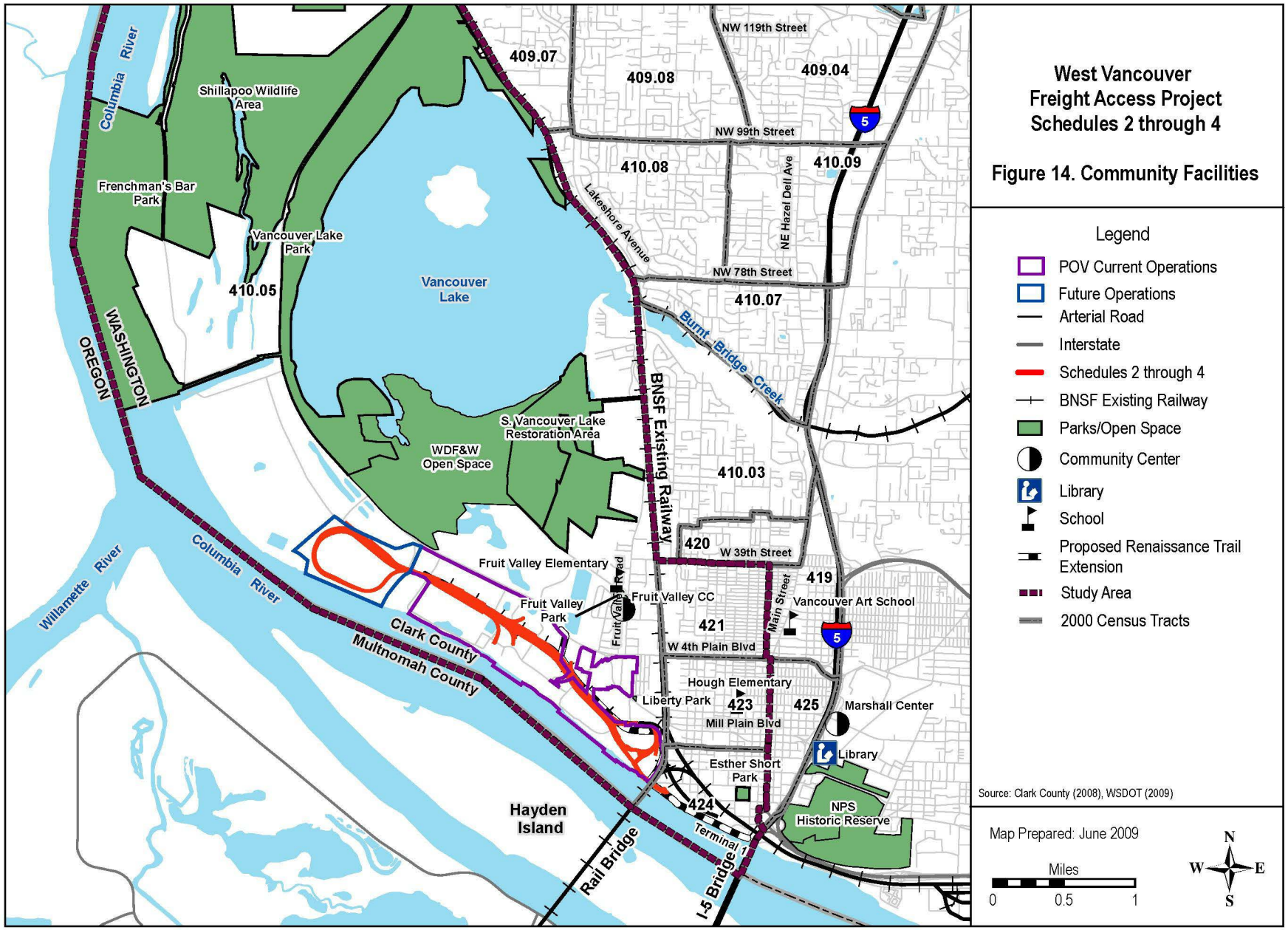
In addition to the parks and recreational facilities described above, there are several other recreational facilities within the vicinity of the Proposed Project. While they are not within lands traversed by the Proposed Project, they are within its vicinity and therefore are discussed below.

The 2,371-acre Shillapoo Wildlife Area, managed by Washington Department of Fish and Wildlife (WDFW), is located to the north of Vancouver Lake Regional and Frenchman's Bar Riverfront parks, 3 miles from the project area. Three units comprise the wildlife area around Vancouver Lake and feature waterfowl observation, waterfowl wintering habitat, and hunting.

The South Vancouver Lake open space and restoration project involves wetland enhancements and a proposed public path and viewing area on approximately 378 acres located southeast of Vancouver Lake, north of La Frambois Road, and approximately 1 mile from the project work area.

Terminal 1, which belongs to the Port and is located on the north shore of the Columbia River, approximately 0.70 mile east of the project area, includes a public dock, a riverside plaza and amphitheatre, and public viewing areas.

The Fort Vancouver National Historic Site is located approximately 1 mile east of the project area. It encompasses 366 acres, and includes Fort Vancouver, Vancouver Barracks, Officers' Row, Pearson Air Park, the Water Resources Education Center, and portions of the Columbia River waterfront.



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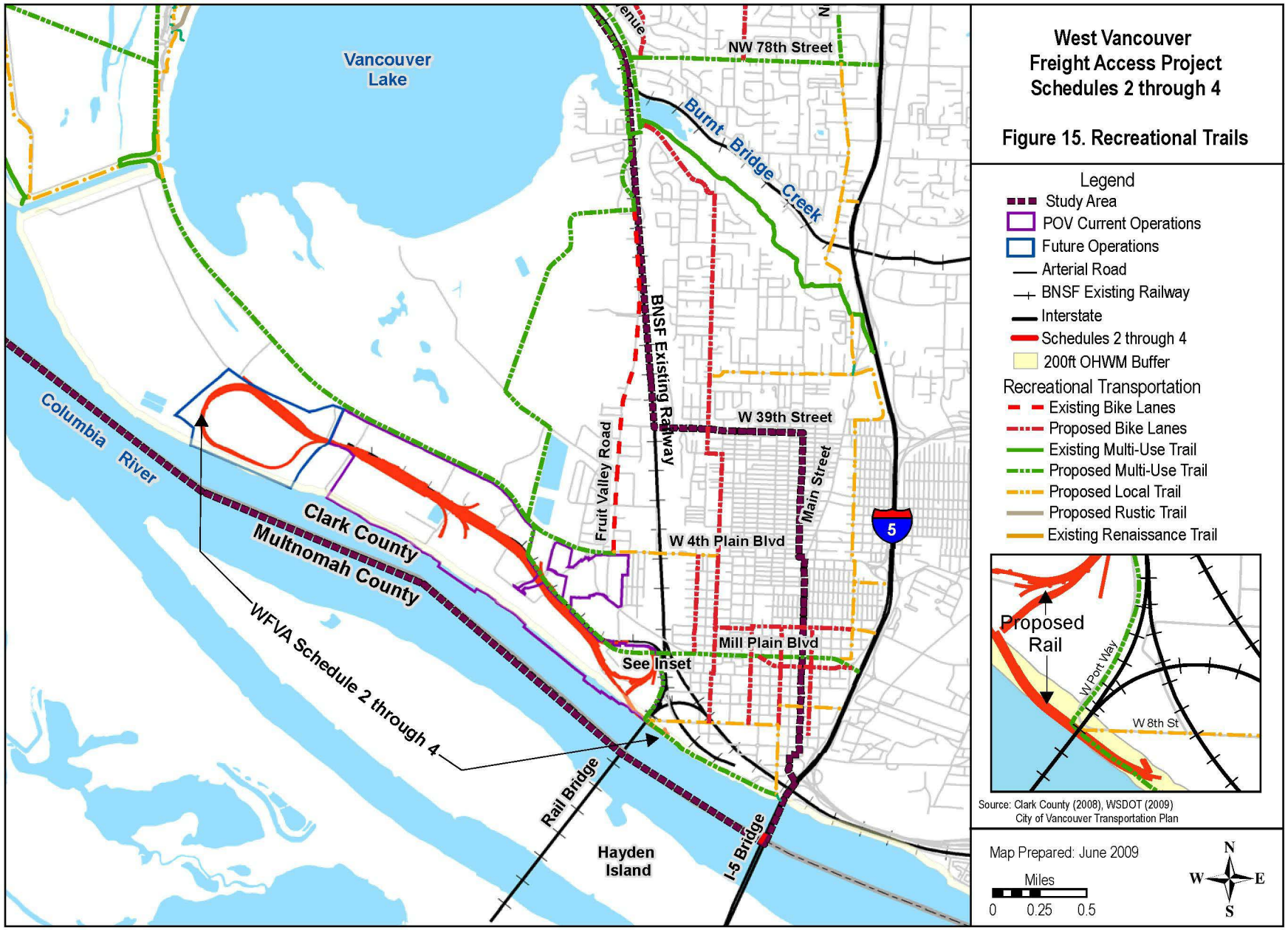

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3.4.7 Community Cohesion Conclusion

As evidenced above, the degree of cohesion within the project study area is varied. The portion of the study area that is closest to the Proposed Project is primarily comprised of heavy industrial and commercial facilities, with no residents and limited public access. Therefore, there is little to no community cohesion within the areas that are closest to the Proposed Project where the potential for project effects is the greatest.

Neighborhoods located farther away from the project area (Esther Short, Hough, Fruit Valley, Carter Park, and Lincoln) have a reasonably high degree of cohesion. These neighborhoods have active neighborhood associations that meet regularly throughout the year and feature parks and other community centers that serve as central cohesive elements.

4 POTENTIAL EFFECTS

The paragraphs below examine the potential effects of the Proposed Project as well as the potential effects of not building the proposed project, identified below as the "no-build" alternative.

4.1 NO-BUILD ALTERNATIVE

As the no-build scenario would not involve any proposed construction, there would be no construction-related effects. Operation of the existing Port facilities would continue as it does under current conditions. Because there would be no rail expansion, congestion issues on the BNSF mainline would likely worsen as rail traffic within the region continued to increase. In addition, none of the benefits associated with job creation would be realized. Business development within the Port would be impeded and the ability of the Port to achieve the 3,000-4,000 jobs that are anticipated to result from business expansion in the next 6 years may not be achieved.

To compensate for the lack of expanded rail capacity, a no-build scenario would likely involve greater truck traffic within the Port, resulting in higher levels of truck traffic on the primary arterials (Fourth Plain Boulevard, Lower River Road, and Mill Plain Boulevard) that lead to the Port. Ambient effects from such increased truck traffic could include a potential for increased noise, associated air emissions, and potential bicycle and pedestrian safety conflicts. Depending on the degree of increased traffic, there is a potential for these effects to be cumulatively significant and potentially affect environmental justice or other protected populations disproportionately.

4.2 DIRECT EFFECTS OF THE PROPOSED PROJECT

4.2.1 Construction-Related Effects

4.2.1.1 Potential Construction Effects on Transit/Access

Construction of the Columbia River Rail Trench will require the temporary closure of 8th Street at the Columbia River Rail Bridge underpass. However, this road does not currently service residential traffic, does not include sidewalks, and does not service public transit. Prior to

closure of this road, the Port will work with the City and County transportation public involvement offices to send mailings to affected businesses and residents and provide adequate signage to alert motorists, bicyclists, and pedestrians of the road closure. Additionally, although it does not currently exist, the City has identified a future planned public trail in the vicinity of the Columbia River Rail Bridge that will conflict with the proposed rail alignment. As a condition of approval of the Shoreline Substantial Development Permit (SSDP) for the Proposed Project, the Port is required to "[p]rovide an agreement with Vancouver-Clark Parks & Recreation relating to the potential trail crossing over the rail lines in the area of this project."[11] The Port will address this condition and coordinate with Vancouver-Clark Parks & Recreation to adopt an agreement before approval of final construction documents.

In addition to the road closure at 8th Street, in order to avoid the use of downtown streets for construction traffic, most construction traffic may be directed into the Port area via Mill Plain Boulevard and Thompson Avenue. Therefore, there will be a slight increase in traffic near Liberty Park, the small pocket park located at the intersection of Mill Plain Boulevard and Thompson Avenue. However, because the park is located at the intersection of a principal arterial and a primary entrance into Port operations, the character of traffic adjacent to the park is already heavy industrial in nature and the effects of the temporary closure of 8th Street are not anticipated to be substantially different from existing conditions. These effects would not reduce community connectivity within the study area or limit access to any community facilities.

No other direct effects to transit and community access are anticipated to result from the Proposed Project and the effects from the closure of 8th Street or increased traffic associated with construction are not anticipated to be significant.

4.2.1.2 Potential Noise and Dust Construction Effects

A noise and vibration assessment was conducted to analyze the potential effects of the Proposed Project on noise and vibration-sensitive receptors (ICF Jones & Stokes 2009a). This analysis was based on guidance from the Federal Transit Administration (FTA) (Federal Transit Administration 2006), which is the guidance used for analyzing rail-related noise. This analysis identified four noise-sensitive receptors within the study area. Three of these are located at the eastern end of the study area in the residential neighborhoods of Fruit Valley, Hough, and Ester Short (Figure 4). The fourth noise-sensitive receptor is located at the Clark County Jail Work Center near NW Gateway Avenue (Figure 7).

City and state noise regulations exempt temporary daytime construction activity from numerical noise ordinance limits. However, it is acknowledged that temporary daytime construction noise could be disruptive to nearby residents. Therefore, for this analysis, daytime construction noise was evaluated by predicting the temporary increase in noise levels due to construction compared to existing background levels. As discussed in the noise and vibration discipline report (ICF Jones & Stokes 2009a), although some temporary, localized noise

[11] City of Vancouver Hearings Examiner Final Order - PRJ2007-00322, April 17, 2008, p. 5, condition #21.

increases are likely, noise and vibration levels would not exceed applicable thresholds at any of the noise- or vibration-sensitive receptors and are not considered to be significant.

An assessment was also conducted to analyze the potential effects on air quality of constructing the Proposed Project (ICF Jones & Stokes 2009e). As discussed in that assessment, there would be no significant air quality effects as a result of project construction.

4.2.1.3 Potential Construction Effects on Businesses

The Proposed Project will result in the need to relocate several existing facilities and acquisition of right of way. None of the businesses to be affected are minority-owned or gathering spots for environmental justice populations. No jobs are anticipated to be lost as result of the Proposed Project. Rather, the Proposed Project would result in the creation of additional jobs within the Port and operational efficiencies for existing Port tenants. Beneficial business effects of operation are discussed under Section 1.2.13. The effects associated with business relocation and right of way acquisition are discussed below.

- Lafarge North America—Construction of the easternmost segment of the proposed rail alignment would begin east of the Lafarge property (Figure 4) and continue west towards the Columbia River Rail Bridge where the pile-supported rail trench would be constructed. As part of the Proposed Project, 0.8 acre of the Lafarge property would be taken for construction of the proposed rail alignment. Access to the Lafarge facility would be provided via the pile-supported rail trench, and a Lafarge offloading pipe-bridge (underpass) would be demolished and rebuilt at this location. This would enable continued access to the Lafarge dock facilities. In addition, the product delivery system and utilities would also be relocated. This would result in a temporary disturbance to Lafarge operations, but would provide better rail access in the long run. No impacts on business operations are anticipated and there would be no loss of jobs or revenue related to construction of the Proposed Project. It is estimated that LaFarge currently has 7 employees at this facility.[12]
- Great Western Malting Company—Construction of the proposed rail alignment would require the relocation of the Great Western Malting drum house and storage silos and rail car loading facility (Figure 4). The drum house is a plant that produces malted and roasted malt barley and has extensive equipment to facilitate this process. Great Western Malting owns the buildings, structures, and equipment that support its business and leases the underlying land from the Port. The Port will amend its lease with Great Western Malting to reflect the 1.6 acres that will be taken for the construction of the proposed rail alignment.

  The Port will also follow the process required by the FHWA and WSDOT as detailed in the Local Agency Guidance (LAG) Manual for right of way acquisition. The Port is working with the Great Western Malting Company, which has been a Port tenant since the 1930s, to minimize any potential impacts on business operations during relocation. Great Western Malting supports the Proposed Project. It is anticipated that the Port would have a

[12] Katy Brooks, Port of Vancouver, email regarding employee numbers, June 30, 2009

relocation assistance responsibility and a just compensation requirement under the Uniform Act. It is not anticipated that any jobs would be lost or that Great Western Malting would experience any financially significant impacts as a result of the relocation. It is estimated that the Great Western Malting Company, has approximately 80 employees.[13] Further, the Port has agreed to construct a new facility for the Great Western Malting Company to replace the operational capacity lost through demolition of the drumhouse and storage silo and that the new facility would be in operation prior to demolition.

The drum house and storage silos are eligible for listing on the National Register of Historic Places and therefore collectively are considered a resource under Section 4(f) of the US Department of Transportation Act of 1966. A discussion of the impacts on cultural resources is included as part of the evaluation required under Section 4(f) (ICF Jones & Stokes 2009f) and in the cultural resources survey prepared for the Proposed Project (ICF Jones & Stokes 2009c).

- United Grain Corporation—The Proposed Project would impact approximately 1.25 acres of United Grain Corporation's leasehold and require relocating a maintenance shop and establishing revised pedestrian and vehicular access. There will be approximately 10 short-term (daylong or less) interruptions as the United Grain operation is shifted onto the new tracks. No jobs would be lost as a result of the Proposed Project. It is estimated that the United Grain Corporation has approximately 30 employees.[14] As the new arrangement will provide significant benefit to United Grain Corporation, the company is amenable to these brief disruptions.
- Kinder Morgan Bulk Terminals—The Proposed Project would impact Kinder Morgan's Vancouver bulk terminals by requiring a complete relocation of the rail car unloading facility. While Kinder Morgan does not have an interest in real property because the firm operates at the Port under a management agreement and not a lease, the Port is working closely to facilitate this relocation of the rail car unloading facility in order to make room for the construction of the Port's new rail yard and minimize disruption to ongoing business operations. There will be an approximately 1-week shutdown when the relocated unloading facility is connected to the existing Port rail infrastructure. This 1-week disruption will occur during Kinder Morgan's off season and will not result in the loss of any jobs. It is estimated that the Kinder Morgan facility has approximately five employees.[15]
- Subaru of America—The Proposed Project would impact approximately 5.0 acres of the existing Subaru America leasehold to allow for the Port's rail corridor. The Proposed Project would require the rail yard to expand south of its existing area to accommodate new trackage. This would decrease Subaru's auto storage area and would require the Subaru rail loading tracks be relocated further to the south, clear of the new yard tracks. Loss of this area would not result in a significant reduction in business for Subaru because the Port will provide 5.0 acres of replacement auto storage area to Subaru before the displacement.

[13] Dawn Egbert, Port of Vancouver, email regarding employee numbers, June 30, 2009
[14] Ibid.
[15] Ibid.

Because of this arrangement, impacts to Subaru will be kept to a minimum and would not include any lost jobs. It is estimated that Subaru has approximately 40 employees.[16]

- Clark Public Utilities—The Proposed Project would impact the Clark Public Utilities (CPU) River Road generating plant property by obtaining 1.2 acres for construction of the proposed rail alignment. Currently, the area dedicated for the Proposed Project is not in active CPU use and these impacts therefore are not anticipated to affect ongoing business operations or result in job loss. It is estimated that the CPU River Road generating plant has approximately 21 employees.[17]
- Clark County Sherriff's Correction Facility – The Proposed Project would impact the Clark County Sherriff's correction facility by requiring an approximately 6-acre acquisition of property for rail right of way. (Figures 6 and 7) It is estimated that the Clark County Sherriff's Correction Facility has 56 employees.[18] However, it is not anticipated that the Proposed Project will cause any job losses at this facility.

Construction of the Columbia River Rail Trench at the rail bridge will require the temporary closure of the 8th Street/Port Way underpass at the Columbia Rail Bridge. This closure would affect travel between the Port of Vancouver and downtown Vancouver via 8th Street/Port Way but would affect no critical pedestrian, bicycle, or vehicular connections within the neighboring communities. It would, however, affect business travel to and from the Port. The Port intends to communicate closely with its tenants to inform them of temporary traffic closures and alternative travel routes to ensure that such closures do not affect business operations negatively. While the closure may be a short-term inconvenience, it would not result in any impacts on business operations.

4.2.1.4 Potential Construction Effects on Community Cohesion

As discussed above, the extent of community cohesion within the study area varies substantially. There is little to no cohesiveness in areas that are predominantly industrially developed, such as in lands within the Port and along the southern portion of the Esther Short neighborhood. However, within several of the study area's residential neighborhoods, there is a higher degree of community cohesion marked by largely intact residential areas with connectivity provided by pedestrian facilities and community gathering spots such as parks, community centers, and shopping districts.

Construction of the Proposed Project would occur entirely within industrially zoned lands that are also currently in industrial operation. The direct construction effects would be related to construction traffic, noise, and business impacts. As discussed above, none of the construction effects is anticipated to be significant. Therefore, these effects would not contribute to a degradation of or alter the cohesiveness of the community in any way. Furthermore, with the exception of potential traffic effects at Liberty Park, all of these effects would be limited to the industrial portion of the study area where there is limited public access. As discussed above,

[16] Dawn Egbert, Port of Vancouver, email regarding employee numbers, June 30, 2009
[17] Katy Brooks, Port of Vancouver, email regarding employee numbers, June 30, 2009
[18] Katy Brooks, Port of Vancouver, email regarding Corrections Facility employees, July 1, 2009

increased construction traffic near Liberty Park is not anticipated to change the character of this community resource substantially enough to represent a significant impact or alter cohesion within the community. Therefore, construction of the Proposed Project would not affect community cohesion.

4.2.1.5 Potential Construction Effects on Cultural Resources

Tribal consultation was initiated by WSDOT as part of formal consultation under Section 106 of the National Historic Preservation Act. As part of this consultation, Tribes have been invited to participate in the identification of important cultural resources, the assessment of potential effects on these resources, and in discussion relating to mitigation if needed. To date, no Tribes have indicated a preference to participate in the consultation process.

A cultural resources discipline report (ICF Jones & Stokes 2009c) was completed to assess the cultural resources within the project area. As indicated in that report, there is a potential for construction of the Proposed Project to result in accidental disturbance of unknown and unanticipated archaeological resources, primarily during construction of the Kinder Morgan excavation. As determined through consultation with the DAHP, a cultural resources monitor would be present during this portion of construction to ensure that should any resources be disturbed, construction will halt immediately and the appropriate parties notified to identify and implement the required mitigation.

In addition, construction of the Proposed Project would result in the relocation of the Great Western Malting complex, a resource determined to be eligible for listing on the National Register of Historic Places and protected under the National Historic Preservation Act and Section 4(f) of the US Department of Transportation Act of 1966. A separate Section 4(f) evaluation determined that no feasible and prudent alternatives are available to avoid or minimize effects on this resource (ICF Jones & Stokes 2009f). Measures to protect this and any other cultural resources that might be affected during project construction are identified in the Memorandum of Agreement to be executed by the Port, WSDOT, DAHP, and FHWA. For more information, see section 5 below.

4.2.1.6 Potential Construction Effects on Environmental Justice Populations

There are low-income and minority populations present in the study area; however, outside of the noise effects that fall below the regulatory thresholds noted herein, construction of the Proposed Project would not affect any of the residential areas directly or affect community cohesion or transportation access adversely for the reasons discussed above. The construction corridor is not located immediately adjacent to or within any residential areas. Construction would only involve the use of land either owned by the Port or land that is in a rail-related industrial use. Therefore, construction of the Proposed Project would not affect any of the minority or low-income populations located within those residential areas.

Furthermore, none of the businesses that would be temporarily affected during construction are minority-owned. Construction of the Proposed Project would occur entirely within an industrial district of the city and would not affect any commercial retail establishments such as

coffee shops, salons, restaurants, grocers, or other service-related uses that could serve as community gather spaces frequented by minority or low-income populations. Thus the proposed project would not preclude or interfere with access to any known social gathering spaces used by minority populations or the greater community or result in any disruption or loss of employment to employees who might be considered a minority or low income earners.

In addition, as described in the discipline reports for each topic, there are no adverse effects associated with noise, air quality, transportation facilities, or hazardous materials with incorporation of mitigation (ICF Jones & Stokes 2009a, 2009e, 2009b, and 2009d). Therefore, there would be no disproportionate adverse effects on Environmental Justice populations related to these topics.

4.2.1.7 Potential Construction Effects on Other Protected Populations

Although there are populations that are categorized as disabled and elderly within the study area, as discussed above, there would be no direct construction-related effects or effects related to noise, air quality, hazardous materials or transportation access. Therefore, these populations also would not be affected adversely or disproportionately by construction of the Proposed Project.

4.2.2 Operational Effects

4.2.2.1 Potential Operational Effects on Transit/Access

The Proposed Project, upon completion, will not result in any permanent displacements or alterations to transit or pedestrian access in the study area. Buildout of the Proposed Project would result in substantial improvements to rail congestion and a decrease in rail traffic using the public at-grade crossing at 16th Street and Thompson Avenue.

4.2.2.2 Potential Operational Noise and Dust Effects

Implementation of the Proposed Project would result in an increased number of trains on the BNSF mainline and at the Port's facilities. Increased rail traffic has the potential to result in increased noise that could affect noise-sensitive receptors adversely. A noise and vibration assessment (ICF Jones & Stokes 2009a) was completed in which operational rail noise was modeled at each of the four noise-sensitive receptors identified in the study area. In addition, a train horn model was run to determine the noise impact area at the existing 16th Street and Thompson Avenue at-grade crossing.

Results of the noise modeling indicated that two of the four noise-sensitive receptors were outside the FTA distance screening criteria. The remaining noise-sensitive receptors, one in Hough neighborhood and another at the Clark County Jail Work Center, were within the screening distance. The noise model determined that although there may be occasional noise, noise levels during rail operations would not exceed noise impact criteria at these locations. Therefore, there would be no significant noise effects on noise-sensitive receptors (NSR) within the study area.

Although Tidewater Barge Company (Figure 7) is not considered a noise sensitive receptor (NSR), this company has raised concerns about the operational noise associated with rail operations. To this end, the Port is working with Tidewater to address its concerns.

As mentioned previously, train horn noise was modeled at the 16th Street/Thompson Avenue at-grade crossing. Trains are required to sound their horns at public at-grade crossing for a minimum of 20 seconds prior to approach. As discussed in the noise and vibration discipline report, the impact area does not extend to any of the noise-sensitive receptors. In addition, although there is a potential for noise to increase in the interim, full buildout of the Proposed Project (estimated by 2017) would result in a decrease of trains using the at-grade crossing compared with existing conditions. This would result in reducing both train and horn noise potential and would be a benefit to residents within the surrounding area.

The noise and vibration discipline report also identified vibration-sensitive receptors (Figures 4, 6 and 7). Based on the analysis described in that report, rail operation would not result in a significant increase in vibration at these locations.

Implementation of the Proposed Project also has the potential to result in an increase in air emissions. Air quality effects were analyzed in the air quality discipline report (ICF Jones & Stokes 2009e). As indicated in that analysis, there would be no significant increase in air emissions from the Proposed Project. Rather, implementation of the Proposed Project would result in a change in the location of air emissions from areas outside the Port to areas within the Port. This is because the Proposed Project would allow Port tenants to assemble trains in the Port at their own facilities rather than out on the BNSF mainline, as is the case under existing conditions.

4.2.2.3 Potential Operational Effects on Community Cohesion

The Proposed Project will not permanently alter or displace known elements of community cohesion as discussed in this report. As identified above and discussed in the noise and vibration discipline report, noise impacts to the nearest park, Liberty Park, will be reduced from current levels upon full buildout of the Proposed Project. The project will complete a south lead track that will divert future train traffic to western areas of the Port away from the 16th Street/Thompson Avenue at-grade intersection, thereby reducing the number of train crossings at this intersection from the current 37 to 28 per day.[19]

Because the Proposed Project will not result in any permanent traffic alterations, will not generate any other off-site impacts, and will be operated largely within areas with limited public access, implementation would not affect elements of community cohesion identified in this report.

[19] ICF Jones & Stokes, Noise and Vibration Discipline Report, March 2009, P. 37

4.2.2.4 Potential Operational Effects on Environmental Justice Populations

As discussed above, there are low-income and minority populations present in the study area. Therefore, there is a potential for any effects from operation of the Proposed Project to affect environmental justice populations adversely; however, implementation of the Proposed Project would not affect any of the residential areas directly and there would be no displacement of any residents. As previously discussed, none of the businesses that would be relocated as a result of the Proposed Project are minority-owned and all businesses would be relocated and would remain fully operational at their new locations once the Proposed Project is completed. No businesses or establishments frequented by minority or low-income populations would be affected.

In addition, as described in the discipline reports for each topic, there are no effects associated with operation of the Proposed Project with respect to air quality, transportation facilities, or hazardous materials after mitigation (ICF Jones & Stokes 2009e, 2009e, and 2009d). Therefore, there would be no disproportionate effects on environmental justice populations.

4.2.2.5 Potential Operational Effects on Other Protected Populations

Although there are populations that are categorized as disabled and elderly within the study area, as discussed above, there would be no significant operational effects with respect to noise, air quality, transportation access, or hazardous materials (ICF Jones & Stokes 2009a, 2009e, 2009b, and 2009d) anywhere within the study area. Therefore, these populations would not be affected adversely or disproportionately by the operation of the Proposed Project.

4.3 INDIRECT EFFECTS OF THE PROPOSED PROJECT

Indirect effects are those that would occur either later in time or further from the project area. As noted in Section 1.2.13, Project Benefits, the Proposed Project is anticipated to help foster future economic growth at the Port, adding approximately 3,000 to 4,000 jobs to the local community within the next 6 years.[20] Although many of these jobs would be filled by current residents, some additional housing, public services, and ancillary business/professional services may be necessary in the community. The proposed job growth is consistent with the 20-year Clark County Comprehensive Plan, which was developed to ensure that adequate public facilities can be provided to accommodate future job and population growth in the community. Thus, the projected job growth at the Port has been anticipated by the community and service providers, who have capital facilities plans to ensure such growth can be accommodated. It is not anticipated that the future growth will cause any specific indirect impacts to the community within the study area. Thus, no indirect effects are anticipated.

Other than the beneficial effects of the Proposed Project, no other effects are anticipated to occur at a later time. Project operation does have the potential to result in increased air emissions and noise over time; however, as indicated in the discussion above, these effects are not anticipated to be significant. In addition, no other adverse effects are anticipated farther from the project

[20] Port of Vancouver USA, The Port of Possibility, January 2009

area because construction and operation impacts would be limited to the immediate project area.

4.4 CUMULATIVE EFFECTS OF THE PROPOSED PROJECT

The greatest potential for adverse effects to the social environment, including environmental justice populations, is with respect to noise, air quality, and businesses. Although these effects were determined to be individually insignificant, there is a potential for these effects to be significant when considered cumulatively.

As indicated previously, although the Proposed Project would increase train traffic along the BNSF mainline train noise would not increase significantly near any of the noise sensitive receptors. In addition, the incremental increase in train traffic would be a small percentage of overall traffic along the mainline, so the incremental noise increase (expressed as the 24-hour average Ldn) would be small. This small increase would not be a significant noise impact and would not result in a significant contribution to cumulative noise impacts.

With respect to air quality, the General Conformity analysis described in the air quality discipline report is a cumulative impact analysis. This is because the General Conformity analysis requires analysis of air quality emissions for an entire airshed if it is determined to be in nonattainment for any regulated air quality constituents. The area analyzed included the Portland/Vancouver nonattainment area for carbon monoxide. By virtue of studying the entire airshed, all air emissions are cumulatively included in the analysis. This analysis indicated that the proposed project would not result in any significant impacts. As described previously, additional train traffic generated by the Proposed Project would result in an increase of only 2% in local train traffic along the mainlines serving the west coast. For these reasons, there are no cumulatively significant project effects.

As described above, any disruptions to businesses would be addressed. Overall, the Proposed Project would benefit these businesses by enabling rail operations within the Port and the BNSF mainline to be improved.

5 MEASURES TO AVOID OR MINIMIZE EFFECTS OF THE PROPOSED PROJECT

5.1 AVOIDANCE / MINIZATION MEASURES

Construction-related effects are anticipated to result from noise and dust generated during construction. However, because these impacts are not anticipated to be significant, no measures to avoid or minimize these effects would be required. With respect to permanent effects, the Port has been in close contact with businesses that will be affected through right of way acquisition and/or relocation of facilities. The following measures are being implemented as part of the Proposed Project.

5.1.1 Lafarge North America

The Port is working closely with Lafarge to offer just compensation and relocation assistance for project impacts.

5.1.2 Great Western Malting Company

The Port will obtain an appraisal and relocation analysis to assess the extent of assistance and mitigation to be provided and will work with Great Western Malting to limit disruption to its operations and make sure that replacement equipment is in place and fully operational before demolition. This will be a coordinated effort, requiring close collaboration and communication. The Port will work with Great Western Malting Company to amend the company's lease to reflect the changes to its lease premises.

5.1.3 United Grain Corporation

The Port is working with United Grain to establish a workable location for the maintenance building and designing adequate access. The Port will follow the requirements of the Uniform Act regarding just compensation and relocation assistance. The Port will work with United Grain to amend the company's lease to reflect the changes to its lease premises.

5.1.4 Kinder Morgan Bulk Terminals

To mitigate the impacts of the Proposed Project, the Port will coordinate construction closely with Kinder Morgan. Much of the work will take place independently and not affect the existing facility. When the time comes to switch to the new facility, the Port will work with Kinder Morgan to schedule this work to limit the potential impacts on its operations.

5.1.5 Subaru of America

The Port will mitigate impacts on the Subaru of America site by relocating the Subaru rail loading tracks and will work with Subaru to potentially reconfigure the tracks to allow greater efficiency based on Subaru's current operations. Additionally, the Port will expand Subaru's automobile storage area to replace the area that will be affected by the Proposed Project. The Port will work with Subaru to amend its lease to adjust the lease premises and will follow the requirements of the Uniform Act regarding just compensation and relocation assistance.

5.1.6 Clark Public Utilities District

The Port would mitigate the approximately 1-acre acquisition necessary from CPU by following the requirements of the Uniform Act regarding just compensation and relocation assistance.

5.1.7 Clark County Sheriff's Correction Facility

The Port would mitigate an approximately 6-acre acquisition necessary from the Clark County Correction Facility by following the requirements of the Uniform Act regarding just compensation and relocation assistance.

6 ENVIRONMENTAL JUSTICE DETERMINATION

Based on the analysis presented above, there are no disproportionately high adverse effects on minority or low-income populations. Therefore, the Proposed Project has met the provision of Executive Order 12898, as it is supported by Title VI of the Civil Rights Act of 1964.

7 CONCLUSION

As evidenced in the discussion provided herein, it is not anticipated that the Proposed Project will result in any significant adverse effects to community resources, including critical elements of community cohesion within the project study area. Further, as noted above, no disproportionate effects on minority or low-income populations will occur with the Proposed Project.

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APPENDIX A:
Port of Vancouver USA Outreach Documentation

Port of Vancouver, USA
Public Meeting Record

Event	Date	Purpose
2005		
Clark County Democrats	December 12, 2005	Presentation on the Port, Rail and Development
Patty Murray Fund Announcement Event	December 5, 2005	Press Conference on Rail project and Federal Funding for Design
Concordia University Business Students	November 28, 2005	Presentation on the Port, Rail and Development
Washington State Workforce Development Council	November 17, 2005	Tour & Presentation on the Port, Rail and Development
Cascade Highlands NA	November 14, 2005	Presentation on the Port, Rail and Development
NEPA Stakeholder Meeting	November 10, 2005	Presentation on the Port, Rail and Development
NEPA Stakeholder Meeting	November 8, 2005	Presentation on the Port, Rail and Development
Eighth Street Stakeholders Meeting	October 29, 2005	Rail presentation
WPPA Trade and Economic Development Conference	October 7, 2005	Presentation on the Port, Rail and Development
South Rail Property/Business Owner Meeting	September 29, 2005	Introduce rail alignment to business property owners
Retired Teachers	September 22, 2005	Presentation on the Port, Rail and Development
City of Vancouver Management Leadership Team	August 16, 2005	Presentation on the Port, Rail and Development
Columbia River Crossing Task Force	August, 10, 2005	Freight Mobility discussion
Salmon Creek Kiwanis	August 3, 2005	Presentation on the Port, Rail and Development
Vancouver Rotary	August 3, 2005	Presentation on the Port, Rail and Development
Washington Transportation Commission	July 19, 2005	Presentation on Rail and Freight Mobility
Sertoma Club	July 7, 2005	Presentation on the Port, Rail and Development
Pre-Scoping Workshop	June 16, 2005	Public pre-scoping workshop to discuss Port's plan and options

Event	Date	Purpose
Pre-Scoping Workshop	June 14, 2005	Public pre-scoping workshop to discuss Port's plan and options
Identity Clark County Tour	June 8, 2005	Tour & Presentation on the Port, Rail and Development
Stakeholder Interviews	May-June 2005	27 stakeholder interviews with interested parties
VanMall retirement Center Tour	May 1, 2005	Tour & Presentation on the Port, Rail and Development
Clark County Assessor's Office	April 21, 2005	Presentation on the Port, Rail and Development
Waterford Community Tour	April 4, 2005	Tour & Presentation on the Port, Rail and Development
Portland Business Alliance	March 16, 2005	Presentation on the Port, Rail and Development
Crossroads Community Church	March 15, 2005	Presentation on the Port, Rail and Development
Clark County Sheriff's Office Outreach Unit	February 17, 2005	Presentation on the Port, Rail and Development
Port Re: Port Breakfast	February 2, 2005	Annual update to the public on Port business and projects
Legislative Representatives	January 20, 2005	Presentation on the Port, Rail and Development
Washington State Retired Teachers	January 1, 2005	Presentation on the Port, Rail and Development
Access to River, Road & Rail with Senator Patty Murray	January 1, 2005	Rail Presentation to Patty Murray and Staff

Port of Vancouver, USA
Public Meeting Record

2006		
Presentation	December 6, 2006	Presentation and Q & A to Vancouver Wildlife League on Port Development and Mitigation
West Hazel Dell NA	November 15, 2006	Presentation and Q & A to West Hazel Dell NA Meeting on Port Rail & Development
Shumway NA	November 2, 2006	Presentation and Q & A to Shumway NA meeting on Transportation concerns involving Port Rail & Development
Presentation	October 27, 2006	Presentation to Labor Round Table on Port Rail & Development
Central Labor Council	October 26, 2006	Presentation to Central Labor Council on Port Rail & Development
Quarterly Rail Meeting	October 19, 2006	Rail meeting for tenants of the Port
Hazel Dell Oaks Club	October 18, 2006	Presentation on the Port, Rail and Development
Presentation	October 16, 2006	Presentation and Q & A to West Hazel Dell Lions Club on Port Rail & Development
Rail Stakeholder Meetings	September 29, 2006	Rail Stakeholder Meetings re: Port Rail & Development
Vancouver's Downtown Association	September 28, 2006	Speakers Bureau Presentation to the Vancouver Downtown Association on Port Rail & Development and City Development
Arnada NA	September 14, 2006	Presentation and Q & A to update Arnada Neighborhood Association meeting on Port Rail & Development
Waterford Sr. Center Tour	August 24, 2006	Presentation on the Port, Rail and Development & Tour
Quarterly Rail Meeting	July 14, 2006	Rail meeting for tenants of the Port
Shumway NA	June 1, 2006	Presentation and Q&A with Shumway Neighborhood Association to discuss EDCP and surface transportation components
Central Park NA	May 31, 2006	Presentation on the Port, Rail and Development
East Vancouver Rotary	May 25, 2006	Presentation on the Port, Rail and Development
Van Mall Retirement Center	May 17, 2006	Tour & Presentation on the Port, Rail and Development
WNPA Visit	May 3, 2006	Tour & Presentation on the Rail, Development and Freight Mobility Issues

Vancouver Executives Club	April 27, 2006	Presentation on the Transportation, Rail and Development
Quarterly Rail Meeting	April 26, 2006	Rail meeting for tenants of the Port
Downtown "Heart" Association	April 20, 2006	Presentation on the Port, Rail and Development
Rail Citizen Forum	April 11, 2006	Citizen Forum to discuss south rail alignment with Arnada, Columbia Way, Esther Short, Hough, and Fruit Valley neighborhoods
Clark County NACCC	April 10, 2006	Presentation on the Port, Rail and Development
Senior Group	April 8, 2006	Presentation on the Port, Rail and Development
Current Issues Coalition	April 5, 2006	Presentation on the Port, Rail and Development
Sierra Club	March 30, 2006	Presentation on Port Environmental Programs, Development and Columbia Gateway NEPA
CTED	March 22, 2006	Presentation on the Development, Rail and Freight Mobility
Ester Short NA	March 21, 2006	Presentation and Q&A with Esther Short Neighborhood Association
West Hazel Dell NA	March 15, 2006	Presentation and Q&A with West Hazel Dell Neighborhood Association
FMSIB	January 27, 2006	Presentation on the Port, Rail and Development
Port Re:PORT Breakfast	January 26, 2006	Annual update to the public on Port business and projects
Quarterly Rail Meeting	January 25, 2006	Rail meeting for tenants of the Port
Women's Shipping Club	January 19, 2006	Presentation on the Port, Rail and Development

Port of Vancouver, USA
Public Meeting Record

2007		
Fruit Valley NA	December 06, 2007	Port Presentation on New Development Plans
VIP Tour	November 29, 2007	Port Overview and Presentation on Development
Freight and Industry Meeting	November 28, 2007	Port/City/CRC Joint Presentation on Development
Arnada NA	November 08, 2007	Port Presentation on Development
Vancouver Downtown Association	November 08, 2007	Presentation on Rail and Development
Boulevard Kiwanis presentation	August 28, 2007	Speakers Bureau presentation on Port Development
POV/POP/WSDOT Congressional Tour	August 21, 2007	Tour of West Freight Access Project for Local Legislators
Identity Clark County Presentation	August 8, 2007	Speakers Bureau engagement re: updates on the Port Rail Development
West Freight Access Project Groundbreaking	August 7, 2007	Public Groundbreaking Event for Schedule 1 of the Rail Development
Quarterly Rail Meeting	August 1, 2007	Rail meeting for tenants of the Port
Fruit Valley Community Picnic	July 28, 2007	Port Booth on Rail & Development Plans
Fruit Valley NA -	July 5, 2007	Neighborhood meeting re: Port Rail & Development Overview
Clark County Sustainability Conference	June 21 & 22, 2007	Booth Providing Information on Port Development and Environmental Programs
BNSF Tour	June 29, 2007	Tour for BNSF President on Port Development and Infrastructure
Rail Development Stakeholder Open House	June 14, 2007	Open House at New Rail Office for West Freight Access Project
Tenant Meeting	June 7, 2007	Breakfast for local tenants and presentation on Port Rail & Development
FMSIB West Vancouver Freight Access Project Meeting	June 1, 2007	Meeting with FMSIB Board on Rail status
Community Cabinet Stakeholders Meeting	May 10, 2007	Local Business and Public Agency Leaders Meeting re: Development & Rail

Community Cabinet Stakeholders Meeting	May 9, 2007	Local Business and Public Agency Leaders Meeting re: Development & Rail
Quarterly Rail Meeting	April 25, 2007	Rail meeting for tenants of the Port
Arnada NA	April 12, 2007	Neighborhood meeting re: Port Rail & Development Overview
Salmon Creek Grange Meeting	April 12, 2007	Speakers Bureau engagement re: Port Rail & Development Overview
Evergreen HS Faculty Meeting	April 11, 2007	Speakers Bureau engagement re: Port Rail & Development Overview
Hazel Dell/Salmon Creek Business Assoc.	April 11, 2007	Speakers Bureau engagement re: Port Rail & Development Overview
NACCC Meeting	April 9, 2007	Neighborhood meeting re: Port Rail & Development Overview
Lincoln NA	April 9, 2007	Neighborhood meeting re: Port Rail & Development Overview
AARP Meeting	April 7, 2007	Speakers Bureau engagement re: Port Rail & Development Overview
Fruit Valley NA -	April 5, 2007	Neighborhood meeting re: Port Rail & Development Overview
Northwest NA	April 4, 2007	Neighborhood meeting re: Port Rail & Development Overview
Vancouver Women's Club	March 27, 2007	Speakers Bureau engagement re: Port Rail & Development Overview
Rose Village NA	March 27, 2007	Presentation on Port Rail & Development plans and an overview of Port environmental programs
Retired Teachers Association	March 22, 2007	Speakers Bureau engagement re: Port Rail & Development Overview
Hough NA	March 20, 2007	Neighborhood Stakeholders meeting re: Port Rail & Development Overview
East Clark County Rotary	March 15, 2007	Speakers Bureau engagement re: Port Rail & Development Overview
Fruit Valley NA -	March 1, 2007	Neighborhood Stakeholders meeting re: Port Rail & Development Overview
Carter Park NA	February 22, 2007	Neighborhood meeting re: Rail and Development Update
Port Re:PORT Breakfast	February 21, 2007	Annual update to the public on Port business and projects

Heart District Presentation	February 15, 2007	Port Rail & Development update
Fruit Valley NA-	February 1, 2007	Neighborhood Stakeholder meeting re: Port update
Quarterly Rail Meeting	January 30, 2007	Rail meeting for tenants of the Port
Project Partners Rail Meeting	January 22, 2007	Updates on Rail development with area businesses and partners
Esther Short NA	January 11, 2007	Neighborhood Meeting re: updates on Rail Project
Fruit Valley NA-	January 4, 2007	Updates on Development

Port of Vancouver, USA
Public Meeting Record

2008		
West Vancouver Freight Alliance Meeting	November 30, 2008	Presentation from Columbia River Crossing and City of Vancouver
Transportation Improvement Board Tour	November 20, 2008	Tour and presentation on rail project
Community Cabinet Stakeholders	November 6, 2008	Presentation and tour of rail project
Fruit Valley NA-	November 6, 2008	Attended meeting
Fruit Valley NA-	October 2, 2008	Attended meeting
Fruit Valley NA-	September 4, 2008	Attended meeting
West Coast Corridor Coalition	August 20, 2008	Tour of rail project
Fruit Valley NA-	August 7, 2008	Attended meeting
Esther Short NA	July 17, 2008	Presentation on the Port of Vancouver
Fruit Valley NA-	July 3, 2008	Attended meeting
West Vancouver Freight Alliance Meeting	May 13, 2008	Presentation from the CRC on the I-5 bridge and from the Port of Vancouver on port development
Fruit Valley NA-	May 1, 2008	Attended meeting
Fruit Valley NA-	April 3, 2008	Attended meeting
Fruit Valley NA-	March 6, 2008	Attended meeting
New Heights Church Senior Group	February 20, 2008	Presentation and tour on the Port of Vancouver
Fruit Valley NA-	February 7, 2008	Attended meeting
Rail Open House	January 29, 2008	Public open house on Port of Vancouver rail project
Esther Short NA	January 24, 2008	Presentation on the Port of Vancouver
Fruit Valley NA-	January 3, 2008	Attended Meeting

POV Communications		
POV Rail Handout re: West Freight Access Project		Overview of West Vancouver Freight Access Project circulated at meetings, with speakers bureau and posted on website
POV Community Newsletter -		Circulated 3 times a year to all Port District Households. Includes updates on Port Rail and Development
Website		
PortVanusa.com		Includes Port Development, Rail, Community Information and Announcements

Legend:

Note: Each month has a public commission meeting on the 2nd and 4th Tuesday

- Port of Vancouver attends all FVNA and NACCC meetings

-- VIP tours include an overview of Port Rail & Development

NA – Neighborhood Association

Port of Vancouver, WVFA (Rail Access) Project: Outreach Publications and Events
VIP Tour, January 2009
Community Report Summaries, meetings held every month through 2008
Port Stakeholder Meeting, November 2008
VIP Tour August 2008
VIP Tour, September 2007
Port WVFA Newsletter, May 2007
Port Stakeholder Meeting, January 2007
Port Newsletter, Winter 2006
VIP Tour, October 2006
Port WVFA Newsletter, April 2006
Port Newsletter, November 2005
Port Newsletter, Spring 2005

Port of Vancouver: Port Tenant Interview List			
Tenant Name	**Tenant Attendees**	**Date**	**Time**
Boise	Bill Briseno (Operations Manager), Jerry Gaukroger (Manager)	01/21/09	2:00 pm
Commodities Plus	Brian Harris (Director of Operations)	01/22/09	1:00 pm
Clark County Jail	Joe Barnett (Commander – Custody Branch)	02/03/09	3:00 pm
Fabricated Products	Mike Blasko	01/20/09	11:00 am
Food Express	Marc Widing (Terminal Manager)	01/20/09	1:00 pm
General Chemical	Rick Buckmiller (Plant Manager)	02/03/09	1:00 pm
Great Western Malting	Jay Hamachek (Director of North American & Business Development), Ken Weaver (Engineering Manager)	01/27/09	2:00 pm
Kinder Morgan	Chris Alexander	01/28/09	1:00 pm
Pacific Coast Shredding/Metro Metals	Mike Vail (VP Operations)	01/21/09	1:00 pm
NuStar	Dale Swanson (Terminal Manager)	01/15/09	4:00 pm
Plastics NW	Unavailable for interview		
Subaru	Ann Tetreault (Port Operations Administrator), Jonathan Smith (Port Manager), Mike Repman (Operations Mgr, AWC)	01/28/09	2:00 pm
Tesoro	Mike Alleyn	01/27/09	1:00 pm
Trimac	Dave Hartmeier	01/22/09	2:00 pm
TriStar	Peter Howe	01/20/09	2:00 pm
United Harvest	John Todd (Operations Manager),	01/20/09	10:00 am
Vancouver CFS	Thomas Gefre	01/22/09	3:00 pm

APPENDIX B:
West Vancouver Freight Access Project Public Involvement Plan

West Vancouver Freight Access Project

Public Involvement Plan

Background

The West Vancouver Freight Access project will create a state-of-the-art Unit Train facility at the Port of Vancouver, USA and increase capacity for rail freight flowing through the port and along the BNSF Railway and Union Pacific mainlines that connect the Pacific Northwest to major rail hubs in Chicago and Houston and from Canada to Mexico.

The WVFA project includes construction of a new dual carrier rail access into port property and enhancement of the port's internal rail system to serve growth for existing operations and future development.

Currently, the Port of Vancouver operates over 16.9 miles of rail track. With the completion of the WVFA project, the port will operate on more than 44.0 miles of rail to serve its present and future customers and tenants.

KEY FACTORS

- The current rail line into the port runs directly across the BNSF mainline creating a chokepoint that causes delays for north-south and east-west rail traffic.
- The WVFA will allow the port to receive inbound Unit Trains of 110 +/- rail cars from both BNSF and Union Pacific directly into the port and will provide an area where Unit Trains can be staged, inspected, prepared and built ready for departure.
- By significantly reducing blockage of both north-south and east-west mainlines, the new rail access will result in a 40% reduction in rail traffic delays.
- Internal port rail improvements will add capacity for current industrial tenants and marine customers and future development west to Columbia Gateway.
- The number of rail cars entering the port annually is projected to increase from 57,272 today to 160,000 by 2025.
- The new rail access will also facilitate the development of the City of Vancouver's new waterfront development by relocating rail tracks that impeded development.

Stakeholders

The rail alignment from the BNSF mainline will run adjacent to both residential (and developing residential), downtown and industrial areas. The alignment will also require some shoreline and in-water work. Stakeholders for this project include:

- Area residents
- Neighborhood associations
- The City of Vancouver (staff, elected officials)
- Nearby businesses
- Area business organizations
- Environmental interest groups
- Vicinity rail users
- Tenants and Customers

Goals

- Generate increased support for the rail renovation program.
- Ensure the project moves forward within the projected time line.
- Keep neighbors, the City of Vancouver, businesses, the environmental community and other interested groups informed of the project's purpose and schedule.
- Engage rail stakeholders during the design and construction process.
- Provide regular communication with stakeholders as the rail project enters the design and construction phases.

Program Components

- Electronic updates
    - Port email list serve
    - City of Vancouver and Clark County (NACCC) list serves
- Project flyers
    - Flyers produced at key decision points and milestones (flyers can be circulated electronically and/or via mail/distribution)
- Port community newsletter
    - Three newsletters per year/updates will be included as needed
- Neighborhood meetings/updates
    - Esther Short NA
    - Fruit Valley NA
    - Arnada NA
    - Carter Park NA
    - Shumway NA
    - Hough NA
    - Columbia Way NA
    - Lincoln NA
    - NW NA
    - Neighborhood Associations of Clark County Committee
- Stakeholder meetings
    - Rail stakeholders group
    - Port stakeholders group
- Business organization meetings
    - Greater Vancouver Chamber of Commerce
    - Vancouver Downtown Association

    - Identity Clark County
    - Columbia River Economic Development Commission
- Web site updates
    - Develop and update section/page on rail access (within the EDCP page)
- Media relations
    - News releases as appropriate
- City of Vancouver updates
    - Planning Commission
    - Joint Port Commission/City Council meetings
- Tours
- Tenants and Customers
    - Project area businesses
    - Port tenants
    - Rail dependant Port tenants and customers
- Title 6 and Environmental Justice Compliance
    - ADA accessible
    - Outreach to minority and low income communities

APPENDIX C:
Fruit Valley NA and Esther Short NA Letters of Support

Fruit Valley Neighborhood Association

furitvalleyna@hotmail.com

2/10/09

The Port Of Vancouver brought the rail expansion project before our Fruit Valley Neighborhood Association general meeting. At that time the Neighborhood Association voted to endorse this project. This project will create industrial opportunities and employment.

A rail car can haul two trucks, so two trucks off the road helps reduce air pollution. This is vital for future growth. Rail transport also has a safer transportation record than trucks. Rail cars and engines are inspected by, qualified Federal inspectors on a mileage basis. This makes for a more efficient mode of transportation, into and out of the Port. The Fruit Valley Neighborhood Association is again supporting and endorsing this project.

Very Sincerely;

Lee McCallister

Lee McCallister
Fruit Valley Neighborhood Chairman

ESNA

Esther Short Neighborhood Association

March 21, 2006

Larry Paulson
Executive Director
Port of Vancouver
PO Box 1180
Vancouver, WA

Dear Mr. Paulson,

Thank you for the excellent presentation to the Esther Short Neighborhood Association on the West Vancouver Freight Access Project proposed within the boundaries of our neighborhood.

Clearly this access project is critical to the future efficient operations of the Port of Vancouver and of the BNSF rail system. It appears to have the least cost and the least impact on the environment. It has great potential to result in more than 5,000 jobs on the Gateway industrial site.

The Esther Short Neighborhood Association has therefore voted to endorse this project for funding from the Washington Jobs Development Fund.

Sincerely,

Tom Jones, President
Esther Short Neighborhood Association
515 Washington St.
Vancouver, WA
98660