

FINANCIAL IMPACT STATEMENT

For Council Action Items

184211

(Deliver original to Financial Planning Division. Retain copy.)

1. Name of Initiator Eric Engstrom		2. Telephone No. 503-823-3329	3. Bureau/Office/Dept. Planning and Sustainability
4a. To be filed (date) October 15, 2010 (w/Mayor)	4b. Calendar (Check One) Regular <input checked="" type="checkbox"/> Consent <input type="checkbox"/> 4/5ths <input type="checkbox"/>	5. Date Submitted to FPD Budget Analyst: October 14, 2010	

1) Legislation Title:

Authorize a second amendment and extension of an Intergovernmental Agreement with the Port of Portland for planning services to prepare a West Hayden Island plan and possible annexation proposal and provide for payment. (Ordinance)

2) Purpose of the Proposed Legislation:

The proposed ordinance supersedes and extends an Intergovernmental Agreement (IGA) with the Port of Portland, and authorizes the Mayor to accept additional funding for planning activities on West Hayden Island.

The City of Portland is developing a long-range land use plan for West Hayden Island (WHI) and considering potential annexation into the City of Portland. The 800+ acre area is owned by the Port of Portland. In 2009 the City and the Port entered into an Intergovernmental Agreement (IGA) that funded City staff and consultant contracts for one year. This IGA was extended for a second year on June 9, 2010. The first year of work focused on preparation of background studies (with ENTRIX Inc. as a consultant). The second year of work is intended for completed additional technical reports, developing a concept plan, annexation agreement, and proposed City zoning (possibly a Plan District). Due to the requirements of a Resolution (No 36805) approved by City Council on July 29, 2010, additional funding and time will be needed to complete this work by December, 2011. As a result, the IGA approved by City Council on June 9, 2010, needs to be further amended and extended.

3) Revenue:

Will this legislation generate or reduce current or future revenue coming to the City? If so, by how much? If new revenue is generated please identify the source.

This amended agreement, if adopted, will authorize the City to accept \$491,000 from the Port of Portland to pay for planning services, including staff (described below) and external contracts through December, 2011. This supersedes the previous agreement, approved by City Council on June 9, 2010 which authorized \$322,000 for FY 2010-11 (i.e. expiring June 2011), adding an additional \$169,000. The proposed agreement allocates approximately \$228,500 for external contracts, and \$262,500 for staff and materials through December 2011. Staff would be housed in the Bureau of Planning and Sustainability. These amounts are spread between the FY 2010/11 Budget (\$191,000 for external contracts and \$195,500 for staff) and the FY 2011/12 Budget (\$37,500 for external contracts and \$67,000 for staff). Including the \$440,000 approved for the 2009-2010 fiscal year, the overall funding under the IGA would be \$931,000.

4) Expense:

What are the costs to the City as a result of this legislation? What is the source of funding for the expense? (Please include costs in the current fiscal year as well as costs in future years) (If the action is related to a grant or contract please include the local contribution or match required)

No direct local match or contribution is expected.

The City's contribution will be the participation of a Bureau of Planning and Sustainability Principal Planner and the Bureau of Environmental Services Watershed Division Manager, to supervise and oversee the process and attend Community Working Group public meetings. The amount of time that these managers will spend on the project is estimated at 0.1 FTE. These managers are funded as part of the ongoing core budget in both Bureaus. Supervision of the project will continue through December, 2011.

The annexation of West Hayden Island may bring additional future revenue or costs to the City. One purpose of this IGA is to identify those costs and benefits.

Staffing Requirements:

184211

5) Will any positions be created, eliminated or re-classified in the current year as a result of this legislation? *(If new positions are created please include whether they will be part-time, full-time, limited term or permanent positions. If the position is limited term please indicate the end of the term.)*

Staffing was approved in the previous IGA but will be extended as follows:

- 1) One existing limited term full time City Planner II position will be allocated for the period from July 1, 2010 until June 30, 2011. This position will be extended with a time commitment of approximately 0.3 FTE to December 31, 2011, at which point funding will stop.
- 2) One existing limited term full time Community Outreach and Information Representative will be allocated for the period from July 1, 2010 through December 31, 2011, at which point funding will stop.

6) Will positions be created or eliminated in future years as a result of this legislation?

Not directly. No positions will be created or eliminated in future years as a result of this IGA. Annexation of West Hayden Island may lead to future City review of specific development proposals, with associated permit fee revenues and staffing needs (not quantifiable at this time).

Complete the following section if you are accepting and appropriating a grant via ordinance. This section should only be completed if you are adjusting total appropriations, which currently only applies to grant ordinances.

7) Change in Appropriations *(If the accompanying ordinance amends the budget, please reflect the dollar amount to be appropriated by this legislation. If the appropriation includes an interagency agreement with another bureau, please include the partner bureau budget adjustments in the table as well. Include the appropriate cost elements that are to be loaded by the Grants Office and/or Financial Planning. Use additional space if needed.)*

Fund	Fund Center	Commitment Item	Functional Area	Funded Program	Grant	Sponsored Program	Amount


Susan Anderson, Director

APPROPRIATION UNIT HEAD (Typed name and signature)



City of Portland
Bureau of

Planning and Sustainability

Sam Adams, Mayor
Susan Anderson, Director

Planning

1900 S.W. 4th Ave., Ste. 7100
Portland, OR 97201-5350

Phone 503-823-7700
FAX 503-823-7800
TTY 503-823-6868

Sustainability

721 N.W. 9th Ave., Ste. 195
Portland, OR 97209-3447

Phone 503-823-7222
FAX 503-823-5311
TTY 503-823-6868

www.portlandonline.com/bps

An equal opportunity employer
Printed on recycled paper

184211

MEMORANDUM

To: Mayor Sam Adams
From: Susan Anderson, Director
Date: October 19, 2010

1. Ordinance Title: Authorize a second amendment and extension of an Intergovernmental Agreement with the Port of Portland for planning services to prepare a West Hayden Island plan and possible annexation proposal and provide for payment (Ordinance)
2. Contact Name, Department, & Phone Number: Eric Engstrom, BPS, 823-3329
3. Requested Council Date: October 27, 2010

Consent Agenda Item: _____ or Regular Agenda Item: X

Emergency Item (answer below): _____ or Non- Emergency Item: X

If emergency, why does this need to take effect immediately:

4. History of Agenda Item/Background:

West Hayden Island is currently located in unincorporated Multnomah County, zoned Multiple Use Forest 19 (MUF19). Since 1996, the City of Portland, through intergovernmental planning agreements with Multnomah County, has regulatory authority over planning activities related to the property. In order to determine the urban status for the property and establish use and development regulations to guide future development, the City of Portland with the Port of Portland will need to prepare an area plan that applies the City of Portland Comprehensive Plan and Zoning designations to the property to become effective upon annexation.

As part of all planning processes the City of Portland must balance potential future uses against the Oregon Statewide Planning Goals, the Metro Urban Growth Management Functional Plan (UGMFP), and the City of Portland Comprehensive Plan Goals and Policies. In 1983, West Hayden Island was brought into the Urban Growth Boundary for marine industrial land use purposes. WHI is designated as Marine Industrial Land on the Metro 2040 Growth Concept Map and as a Regionally Significant Industrial Area on the Title 4 map. WHI is also identified by Metro as a high value riparian area and a Habitat of Concern in the regional inventory, and as a Moderate Habitat Conservation Area in Title 13

In 2009 the City and the Port entered into an Intergovernmental Agreement (IGA) to prepare a long-term vision for West Hayden Island. That agreement funded City staff and consultant contracts for one year. The first year focused on the preparation of foundation studies (with ENTRIX Inc. consultant), in determining whether a mix of industrial, open space, and natural resources can occur on WHI. As part of this phase, a Community Working Group (CWG) was created to help review the studies and provide a recommendation. While the CWG was deliberating, the original IGA was amended and extended on June 9, 2010 to allow staff to continue working on the project in the 2010-11 Fiscal Year. On July 29, 2010, the CWG presented their findings in front of City Council. At the conclusion of the hearing, the Council directed the Bureau of Planning and Sustainability "to develop a legislative proposal for annexation of West Hayden Island to the City with the intent to protect at least 500 acres as open space, and identify no more than 300 acres for future deep water marine terminal development".

Council requested that the proposal come back for their consideration by December 2011. As part of this proposal, which would include a concept plan, annexation agreement, and City zoning, the Council requested that further analysis and study be done on many topics. The additional information and the time frame needed to complete them require an amendment to the IGA approved in June, 2010 to add additional funding.

5. Purpose of Agenda Item:

To accept a revised funding estimate (\$491,000) from the Port of Portland for City staff and contracts to develop a legislative proposal for annexation of West Hayden Island, which will apply to the 2010-11 and 2011-12 Fiscal Years. The funding provided through this IGA supersedes the previous funding (\$322,000) approved in June, 2010.

6. Legal Issues:

The IGA must be approved to form by the City Attorney. City and Port Attorneys have reviewed the current text.

7. What individuals or groups are or would be opposed to this resolution? Supportive?

The Port and Labor Unions are supportive. Portland Audubon and some Hayden Island Residents have concerns about possible development of West Hayden Island. All of these groups have participated in the Community Working Group (CWG), and will be provided opportunities for continued involvement as part of the project's Public Involvement Plan.

It is important to note that the IGA amendment is needed to provide the funding and timeline necessary to complete the tasks that the Council requested through Resolution No. 36805 approved on July 29, 2010.

8. How Does This Relate to Current City Policies?

This planning project will help us resolve how to integrate environmental policy and industrial land supply policy on Hayden Island (Metro Title 4 and Metro Title 13).

9. Community Participation:

The City has created a Public Involvement Plan for the next phase of Planning for West Hayden Island. This plan includes the formation of an Advisory Committee, technical review groups, ongoing neighborhood and business outreach, design workshops and open houses, check-ins with City Council and the Port Commission, and will include additional public participation that is a part of any legislative project, including hearings in front of the Planning and Sustainability Commission and City Council.

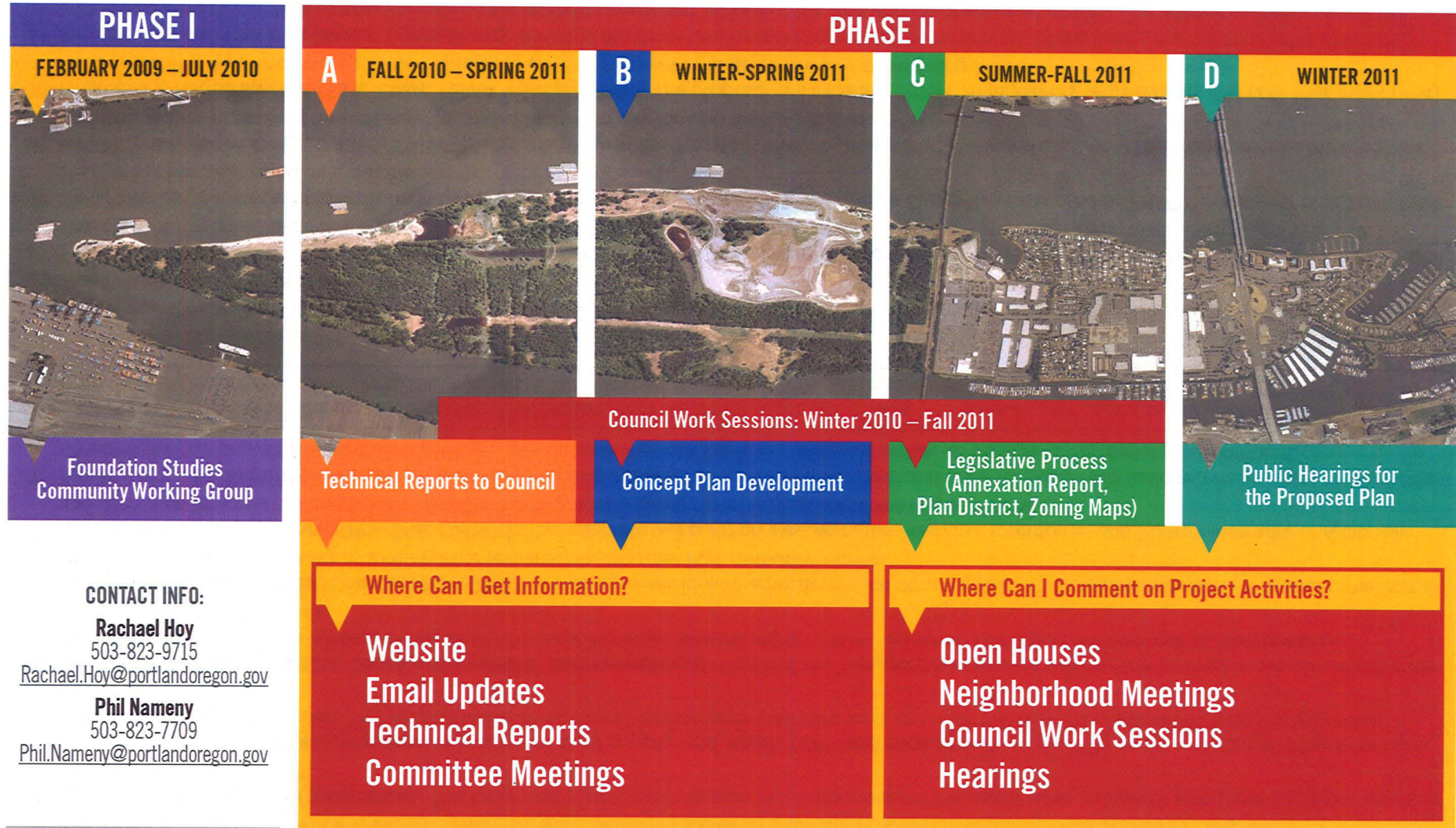
10. Other Government Participation:

The proposed IGA is with the Port of Portland. Metro has also participated as a member of the CWG, and will continue to be involved through the future public involvement plan and technical panels. Several State and Federal regulatory agencies have been, and will continue to be involved as part of the technical review panels.

11. Financial Impact:

Financial Impact Statement has been prepared. The proposed IGA amendment will authorize the City to accept \$491,000 from the Port of Portland for the remaining life of the project which is anticipated to run through December, 2011. This supersedes the previous IGA amendment from June, 2010 for \$322,000, resulting in an increase of \$169,000. The overall amount of the IGA for the life of the project (2009-2011) is \$931,000. The additional funding helps staff two positions until December, 2011.

What Will Happen During Phase II of the West Hayden Island Project?



CONTACT INFO:

Rachael Hoy

503-823-9715

Rachael.Hoy@portlandoregon.gov

Phil Nameny

503-823-7709

Phil.Nameny@portlandoregon.gov



City of Portland Bureau of
Planning and Sustainability
Sam Adams, Mayor | Susan Anderson, Director

OCTOBER 26, 2010

PROJECT WEBSITE: www.portlandonline.com/bps/whi

NOTE: This timeline represents the staff process needed to propose a legislative process to plan and annex for West Hayden Island as directed by Council resolution. It does not assume a final decision on any land use planning action with respect to West Hayden Island. City Council will have the opportunity to make the final decision to the proposal in December 2011. It is important to note that the Mayor has directed BPS to schedule several Council work sessions at key milestones within the work program, so that Council can more directly evaluate products and progress on the project.

West Hayden Island Work Plan: List of Technical Reports for Council (per Resolution 36805)

This list of technical reports has been compiled based on Resolution 36805. Each consultant will be asked to assess existing information produced during phase 1 for utility and completeness as it may relate to their research for the project.

GROUP A: Preliminary reports in these areas will be needed to identify core site planning issues/ requirements for the concept planning phase of the project.

- 1) **Rail Study (consultant):** This analysis will review different rail access scenarios that can be accommodated within a 300 acres footprint.
- 2) **Operational Efficiencies (consultant):** This report will review port site plan innovations around the world, with analysis of why these strategies would or would not work in Portland.
- 3) **Analysis/explanation of existing marine industrial land supply and needs (BPS and consultant):** A feasibility analysis of consolidation/expansion of existing sites will be included. This would involve an update of harbor lands inventory work done for the River Plan, and will include the Vancouver waterfront lands.
- 4) **Transportation Analysis/CRC Coordination (PBOT and consultant):** Part 1 of the Transportation analysis will develop concept street plan alternatives including consideration of a concept bridge design to avoid/minimize adverse impacts to HI Residents. This report will also look at transportation infrastructure needs and costs.
- 5) **Analysis of Vancouver Port Coordination (BPS):** This analysis will look at advantages and opportunities for increased coordination between the Port of Portland and Port of Vancouver as well as some research on interstate Port Authority logistics.
- 6) **Natural Resource Inventory (BPS, BES, OHWR):** The inventory will build on existing natural resource inventories, and Metro's inventory of regionally significant riparian corridors and wildlife habitat. The inventory is being done for East and West Hayden Island.
- 7) **Public Costs and Benefits — Infrastructure Needs (consultant):** Part I of the Public Costs and Benefits Report will identify infrastructure needs (bridge, water, sewer, etc) and associated costs. It will also include an analysis of the financial tools available to facilitate infrastructure development.

Concept Plans/Design Workshops: Concept plan development with the intent to protect at least 500 acres as open space and no more than 300 acres for future marine terminal development. (Include the industrial lands immediately east of WHI in the study area as a potential addition to the 300 acres.)

GROUP B: These reports will be based on the preliminary concept plan(s).

- 1) **Recreation Analysis (BPS w/ Parks):** This report will build off of what ENTRIX produced for the project as well as the Hayden Island Plan to look at nature based recreational options in more detail.
- 2) **Expand Local Impacts report (BPS):** This report builds on information from Phase One considering air quality (dust and emissions) noise, light and traffic impacts to be incorporated into Plan District. This work will focus on examining the impacts related to uses anticipated with the actual concept plan.
- 3) **Updated Cargo Forecast (consultant):** This analysis, to be initiated in mid-2011, will update Cargo Forecasts used by ENTRIX in the Economic Foundation Study using the most up to date numbers.
- 4) **Land Management Options (BES, OHWR):** This analysis will develop alternatives for how natural resource lands could be managed over the long term, including proposals for long term ownership, and strategies to pay for land mgmt activities.
- 5) **Regulatory Requirements (ESA, CWA, FEMA – OHWR/BES):** The proposal will include a report on regulatory requirements and how they may or may not be met. This may involve consultation about the concept plan with the BES-managed streamlining team.
- 6) **Public Costs and Benefits Report (consultant):** Part II of the Costs and Benefits report will be an analysis of the public costs and benefits associated with proposed public improvements (including independent review and update of the jobs and tax revenue estimates). The analysis will also look at the ecosystem services benefits of the 500 acres of open space.
- 7) **Transportation Analysis/CRC Coordination (PBOT and consultant):** Part II of this analysis will use the model output generated by PBOT(using most up to date CRC design options) to perform a transportation analysis of the WHI impact area in addition to the amount and geographic extent of traffic attracted to a new WHI bridge.
- 8) **Economic, Social, Environment, &, Energy Document (ESEE) (BPS):** The ESEE report will analyze the current and potential consequences and tradeoffs of different natural resource protection program choices for Hayden Island.

STRIKE OUT
UNDERLINE
VERSION

184211

EXHIBIT A

**INTERGOVERNMENTAL AGREEMENT
WEST HAYDEN ISLAND (WHI) LAND USE APPROVALS
WORK PROGRAM AND TASKS
AMENDMENT NO. 42**

This INTERGOVERNMENTAL AGREEMENT (Agreement) is between the CITY OF PORTLAND, a municipal corporation of the State of Oregon (City) and the PORT OF PORTLAND, an Oregon public corporation (Port). Collectively the City and Port are referred to as Parties, and each individually as a Party.

RECITALS:

1. ORS 190.010 authorizes the Parties to enter into this Agreement.
2. West Hayden Island (WHI) is located ~~along the south shore of the Columbia River, and consists of on~~ the western portion of the island Hayden Island, west of the BNSF railroad tracks and, along the south shore of the Columbia River, approximately nine miles north of downtown Portland. WHI ~~covers~~ consists of approximately 800 acres and 5.8 miles of Columbia riverfront ~~consisting, used by a variety of vacant land, wildlife habitat, species.~~ The site also includes a dredge material handling facility, a City of Portland sewer outfall, right-of-way and electric transmission lines. In-water areas immediately adjacent to WHI are used for barge mooring and log raft storage a variety of purposes, including habitat, recreation, and waterborne commerce.
3. WHI is located in unincorporated Multnomah County. Metro brought WHI into Metro's Urban Growth Boundary in 1983 for the expressed purpose of marine industrial land development. In Metro's 1995 2040 Growth Concept Plan, the northern portion of WHI was designated industrial and the southern portion designated as open space. In the 2004 Metro Title 4 decision, all of WHI was designated as Regionally Significant Industrial land and reflected on the updated 2040 growth concept.
4. In 2005 WHI was also identified by Metro as a high value riparian area and as a habitat of concern in the adopted regional inventory of significant natural areas. In consideration of the high urban development value also on the site, WHI received a designation of moderate habitat conservation area in Metro's Title 13 process. The shallow water habitat surrounding West Hayden Island is designated as "critical habitat" for salmonid species listed under the Federal Endangered Species Act.
5. The City has administered land uses on WHI using the Multnomah County zoning ordinance. The current zoning is Multiple Use Forest, MUF-19, with a Significant Environmental Concern (SEC) overlay.
6. The Port purchased WHI in 1994 for expansion of marine industrial facilities after Metro brought WHI into the UGB, in accordance with Metro's responsibility to provide a 20 year land supply for commercial, industrial and residential uses.
7. In the late 1990s, the Port took a number of steps to implement a comprehensive development program for marine facilities at WHI. The Port worked with the City to annex, zone and create a plan district for WHI. In 2000, the Port postponed the annexation, permitting and development planning work.
8. In the summer of 2007, the City began preparation of the Hayden Island Plan (for that portion of the island east of BNSF railroad tracks), which does not include WHI. The Hayden

Island Plan was scheduled to coincide with the work on improvements planned for the I-5 corridor across Hayden Island, known as the Columbia Crossing.

9. Given the timing of the Hayden Island Plan and the Columbia Crossing, the City and the Port desire to work collaboratively together on future planning for WHI. The City and Port are initiating a process to annex-develop a legislative proposal for annexation of WHI into the City of Portland for City Council consideration, and proceed with zoning the land in a manner compatible with Metro's 2040 Growth Concept Plan, Metro Titles 4, 11 and 13, and pertinent city, state and federal policies and regulations contingent upon the work contained in this agreement.
10. Metro Code section 3.07.1330(B)(4)(a), which is part of Title 13 (Nature in Neighborhoods), requires the City to develop a district plan in cooperation with the Port of Portland. The City uses a "plan district" framework, as defined in the Portland Zoning Code, to implement locally-specific area plans (which Metro refers to as "district plans"). The City and Port's objective is to complete the City legislative process for annexation, Comprehensive Plan and Map designation, zoning, and plan district adoption. Longer term, more detailed planning efforts, including any federally required environmental impact analyses, will be deferred until such time as there is a specific proposal.
11. ~~Whereas the~~The Port and the City recognize that the annexation and future development of WHI may have significant social, economic, energy, and environmental impacts, ~~the Port and the City have established a Community Working Group (CWG) as described in Exhibit 2, "Community Working Group Charter."~~
12. ~~Whereas the~~The City and the Port are embarking on this in a full faith effort to ~~annex and apply~~consider annexation and application of appropriate City zoning to WHI, and the final decision in this process will be made by the Portland City Council.
13. It is in the City and Port's interest to outline the process and associated costs of the integrated land use planning effort between the City and Port, including work tasks, timelines, expected products and funding mechanisms.
14. The WHI planning process is envisioned as a collaborative effort between the City, Port and regional stakeholders to be conducted within the framework of, and consistent with, state and local land use policies and regulations. The process acknowledges the future importance of WHI in the bi-state regional economy and its importance in the regional ecosystem and open space network. The process will examine creative approaches to addressing annexation, Comprehensive Plan and Map designations, and zoning for future uses.
15. The City and Port acknowledge that decisions made in this process may be controversial. Accordingly, it is in the City and Port's interest that the process be fact-based, and managed in a way that maintains trust among stakeholders and avoids a ~~perception of~~real or perceived bias toward a specific outcome.
16. The City and the Port entered into Intergovernmental Agreement No.30000526, effective May 29 2009 (~~City Ordinance 182856~~, passed by Council on May 28, 2009 (City Ordinance 182856), and subsequently amended on June 9, 2010 (City Ordinance 183884)). The City and Port have worked collaboratively with ~~the~~a Community Working Group (CWG) since the original adoption of this IGA. Initial Foundation Studies are nearing completioncomplete, and CWG Workshops are scheduled for June~~the~~ the City Council considered the CWG's recommendations on July 29, 2010.

17. On July 29, 2010 City Council adopted Resolution No. 36805, which directed the Bureau of Planning and Sustainability to prepare a proposal for annexation of WHI with the intent to protect at least 500 acres as open space, and identify no more than 300 acres for future deep water marine terminal development. The resolution also outlined a set of parameters and next steps for WHI planning. Based on that resolution, the Parties agree an extension of the IGA would be mutually beneficial and allow for a more meaningful resolution of CWG deliberations.

TERMS AND CONDITIONS

1. GENERAL AGREEMENT

This Agreement outlines the work the Parties will undertake to bring forward to the City Council a proposal to annex, adopt Comprehensive Plan designations, zone and create a plan district for WHI using a City legislative annexation process—, updated based upon the Council Resolution No. 36805. The project will involve development of specific concept plans for City Council and Port Commission consideration. Community involvement is a central element of this planning process. Draft plans should be presented to the public in a neutral manner, without presuming the outcome of the process (see Section 2.E below).

Included is a description of the work program and tasks that the City will undertake and the portion of the planning costs that will be reimbursed by the Port.

The City Council, through resolution in July 2010, will direct staff on whether to continue planning for a mix of land uses on West Hayden Island. The Parties agree that the Port and the City reserve the right to terminate this agreement upon issuance of the City Council resolution. If the Port terminates the agreement before August 1, 2010, the City agrees it will not seek re-imbursement for any costs incurred after July 1 2010 (see Section 4.C and 4.D below).

The City and Port agree that while the Port is paying for a portion of the costs associated with this work, there is no guarantee that any or all of the work product will be adopted by the City Council, or the Port Commission, or adopted in the form recommended by the Planning Commission to the City Council.

2. CITY RESPONSIBILITY

- A The City agrees to work collaboratively with the Port in an ongoing planning process, as described in Exhibit 1, "Revised Work Program for Integrated Port and City West Hayden Island Annexation, Zoning and Planning." The planning process will include a public outreach component and solicitation of input from stakeholders as described in Exhibit 1. This, as well as an Advisory Committee, which will include a Community Working Group (CWG) Port representation, as described in Exhibit 2, "Community Working Group Advisory Committee Charter". The process will have a facilitator jointly selected by both the Port and the City for the planning process. The Bureau of Planning and Sustainability will prepare for and participate in periodic work sessions with both the City Council and Port Commission, at key project milestones, as described in Exhibit 1.
- B Consistent with the applicable state, regional and local annexation procedures, the Bureau of Planning and Sustainability (BPS) will prepare and present a proposal to City Council to annex, adopt Comprehensive Plan designations, zone and create a plan district for WHI. BPS will produce a written plan/report and documentation consistent with the project purpose described in Exhibit 1. BPS will coordinate with the Portland Bureau of Transportation (PBOT) as necessary to provide required transportation

planning findings. The PBOT work plan is as outlined in Exhibit 3, Interagency Agreement between Portland Bureau of Transportation and Portland Bureau of Planning and Sustainability for the West Hayden Island Land Use Planning Process (hereafter referred to as the PBOT Agreement). ~~PBOT anticipates completing tasks 1 through 4a of the PBOT agreement in FY 09/10 and the remaining tasks in FY 10/11.~~

- C ~~BPS will contract with the facilitation, marine economic, and environmental a variety of consultant(s)), as described in the List of Technical Reports in Exhibit 1. The purpose of these consultant contracts is to provide third-party meeting facilitation for the CWG, and provide foundational information to support the WHI concept plan development and annexation process. The purpose of these consultant contracts is to prepare a concept plan, complete technical work necessary to evaluate annexation of WHI, and to answer questions posed by City Council in its July 2010 resolution. The consultant(s) selected must meet minimum qualifications established jointly by the City and Port, including experience commensurate with the specific scope of work. The consultant(s) shall be selected by the City with Port and CWG input, using City procurement processes. Consultant reports managed by the City will be submitted to the Port for initial review and check for accuracy. This review will be limited to confirming that reports have been completed according to the identified scope of work, are accurate and meet generally accepted professional standards. The City will include a member of the Advisory Committee or a person chosen by the Advisory Committee on all consultant selection committees.~~
- D The City will participate in a Coordinating manage an Advisory Committee process and hire a professional facilitator as described in Exhibit 1.
- E Notwithstanding Section 2.B above, nothing in this Agreement is intended to commit the City to annex WHI, limit or prohibit the City from initiating changes to the *Zoning Code*, or predetermine the outcome of any annexation proceedings or legislative land use proceedings concerning WHI in accordance with the law.

3. PORT RESPONSIBILITY

- A. The Port agrees to work collaboratively with the City in an ongoing annexation and planning process, as described in Exhibit 1 to the Agreement per Metro Title 13. The WHI annexation and planning process will include stakeholder involvement and public outreach as described in Exhibit 1. The Port will participate in this planning process consistent with its public mission to enhance the region's economy and quality of life by providing access to national and global markets.
- B. The Port will participate in the CWG and in a Coordinating Advisory Committee. The Advisory Committee Charter is attached as described in Exhibit 4-2.
- C. The Port will provide studies, expertise, baseline information and data to BPS at the request of the City and/or CWG Advisory Committee to complete all phases of the foundation technical studies, concept plan development and the legislative land use process.
- D. The Port's goal is to create a WHI Plan District that allows for marine industrial and open space land use designation consistent with the Port's mission, state, regional and local land use policies and regulations. Nothing in this Agreement is intended to be construed

as Port approval of a specific annexation, comprehensive plan and map designation, zoning or plan district of its property on WHI. The Port reserves all rights to object to City Council determinations regarding planning for WHI and/or to withdraw its consent to annex WHI.

4. PAYMENT

The Port agrees to reimburse the City for certain reasonable costs associated with the City's management and staffing of the annexation and planning process in the amounts and on the terms specified in this Agreement and based on the work scope as outlined in Exhibit 1.

FY 2008/2009 and 2009/2010

- A. Staff Time and Materials. The Port agrees to reimburse the City for its actual cost of salary and benefits for staff time spent on the WHI annexation project for the following specific staff: one full time Senior planner; one full time City Planner 2; and additional assistance from environmental planning staff, PBOT planning staff, graphics staff, and communications staff. The total amount reimbursed by the Port for all staff and materials will not exceed \$245,000, for the City's FY 08/09 and FY 09/10.
- B. Foundation Studies. The Port agrees to reimburse the City for facilitation, economic, and environmental consultant work not to exceed \$195,000 during the City's FY 2009/10, based on mutually developed work scopes that have been informed by the CWG discussion.

FY 2010/2011

- C. Staff Time and Materials. The Port agrees to reimburse the City for its actual cost of salary and benefits for staff time spent on the WHI annexation project for the following specific staff: one full time Community Outreach and Information Representative; one full time City Planner 2; and additional assistance from environmental planning staff, PBOT planning staff, graphics staff, and communications staff. City staff at BES, OHWR, and Parks and Recreation will be involved in some elements of the project work plan as described in the Exhibit 1. The total amount reimbursed by the Port for all staff and materials in the City's FY 2010/11 will not exceed ~~\$251,000~~ 195,500.
- D. ~~Follow-up to Foundation Studies Consultant Services.~~ The Port agrees to reimburse the City for ~~facilitation and external consultant services~~ not to exceed ~~\$74~~ \$191,000 during the City's FY 2010/11, based on ~~mutually developed work scopes~~ that have been informed by the ~~CWG discussion.~~ July 2010 City Council Resolution.

FY 2011/2012

- E. Staff Time and Materials. The Port agrees to reimburse the City for its actual cost of salary and benefits for staff time spent on the WHI annexation planning process for the following specific staff: one Community Outreach and Information Representative; one City Planner 2; and additional assistance from environmental planning staff, PBOT planning staff, graphics staff, and communications staff. City staff at BES, OHWR, and Parks and Recreation will be involved in some elements of the project work plan as described in the Exhibit 1. The total amount reimbursed by the Port for all staff and materials in the City's FY 2011/12 will not exceed \$67,000.

- F. Consultant Services. The Port agrees to reimburse the City for external consultant services not to exceed \$37,500 during the City's FY 2011/12, based on work scopes that have been informed by the July 2010 City Council Resolution.

Generally:

- G. The Port agrees to reimburse the City for tasks identified in the PBOT Agreement. The amount of that reimbursement will be counted against the not to exceed limits stated in paragraphs A through ~~DE~~ above. The PBOT Agreement identified expected apportionment of those tasks to FY 2009/10 ~~and~~, 2010/11 ~~and~~ 2011/12.
- H. The Port will not pay for sick time, holidays, and vacation. The City will not bill the Port (and the Port will not pay) for any time the WHI planning staff spends working on any other project or administrative work. Within the budgetary limits described above, the Port also agrees to reimburse the City for materials costs such as printing the plan, copies of materials discussed at project-related meetings, and incidental costs related to CWG meetings. The Port will be billed monthly, in arrears, and will have thirty (30) days to pay the invoice. Each invoice will be accompanied by time recordings, in a form acceptable to the Port, showing the planning hours worked by planning staff exclusively on the Port's project.
- I. Reimbursement is not contingent on the City reaching specific conclusions in any of the individual work products, or contingent on the outcome of any annexation proceedings or legislative land use proceedings concerning WHI in accordance with the law.

5. COMMUNICATIONS

All formal communications and notices relating to the administration of this Agreement shall be directed to the following persons:

Port of Portland – Susie Lahsene
Bureau of Planning and Sustainability – Eric Engstrom

6. TERM

This Agreement shall be effective upon execution by both Parties and will terminate on ~~July~~December 31, 2011. The Parties may extend the term of the Agreement by mutual written agreement.

7. TERMINATION

Any one of the Parties may terminate this Agreement without cause with 30 days written notice to the other Party. In the event of termination, the City shall invoice the Port for work performed through the date of termination and the Port shall pay in accordance with paragraph 4. ~~The CWG will report their progress to City Council in June and/or July 2010. Based on this progress report, the City Council will advise the project staff on whether to continue planning for a mix of land uses on West Hayden Island. This advice will take the form of a resolution. The Parties specifically acknowledge that the Port and the City reserve the right to terminate this agreement. If the Port terminates the agreement before August 1, 2010, the City agrees it will not seek re-imbursement for any costs incurred after July 1 2010 (see Section 4.C and 4.D above).~~

8. AMENDMENTS

This Agreement and its terms and conditions may be amended by mutual written agreement of the Parties. Amendments shall be valid only when reduced to writing and signed by both Parties. Any amendment to this Agreement will incorporate a detailed schedule and budget for reimbursable costs incurred by the City, as described in Paragraph 4 above.

9. LAWS GOVERNING

This Agreement shall be construed and governed, in all respects, in accordance with the laws of the State of Oregon. Should any portion of this Agreement or any amendments thereto be adjudicated by a court of competent jurisdiction to be in violation of any local, state, federal law or regulation, then such portion or portions shall become null and void, and the parties may terminate this Agreement or they may agree to promptly renegotiate the Agreement to bring this Agreement into compliance with said laws.

10. MEDIATION

The Parties intend that this IGA will be used as a tool toward achieving their mutual goal of annexation, Comprehensive Plan and Map designation and a Plan District for WHI. In the event, however, that either the City or the Port believes that there is a conflict that cannot be resolved through this joint working process, either Party may request a review of issues by the Mayor and Executive Director of the Port, which may include mediation.

10.11. ENTIRE AGREEMENT

This Agreement, including Exhibit 1, Exhibit 2 and Exhibit 23, contains the entire agreement between the two Parties and supersedes any and all other agreements, written or oral, expressed or implied, pertaining to the subject matter hereof.

APPROVED BY:

CITY OF PORTLAND

By: _____
Sam Adams, Mayor

Date: _____

By: _____
LaVonne Griffin-Valade, Auditor

Date: _____

Approved as to form:
CITY ATTORNEY

By: _____
Linda Meng, City Attorney

Date: _____

PORT OF PORTLAND

By: _____
Bill Wyatt, Executive Director

Date: _____

Approved as to form:
COUNSEL FOR THE
PORT OF PORTLAND

By: _____

EXHIBIT 1**Revised Work Program for Integrated Port and City West Hayden Island Annexation,
Zoning and Planning****Project Purpose:**

~~The City of Portland is leading a process to consider how marine industrial, habitat, and recreational uses might be reconciled on West Hayden Island; and, if that mix of uses is possible on WHI, to determine a preferred concept plan.~~

Through Resolution #36805, City Council has directed the Bureau of Planning & Sustainability to develop a legislative proposal for annexation of West Hayden Island to the City with the intent to protect at least 500 acres as open space, and identify no more than 300 acres for future deep water marine terminal development. The bureau will bring a proposal to City Council for their consideration by December of 2011.

~~The project will include consideration of annexation, Comprehensive Plan designation and map changes designations, zoning and plan district WHI Plan District designations for WHI, consistent with statewide planning goals, statutes, and state, regional and local regulations. There will be stakeholder involvement and a public outreach program.~~

The City uses a "plan district" framework, as defined in the Portland Zoning Code, to implement locally-specific area plans. It is envisioned that the eventual WHI Plan District will establish the zoning for the property and allowed uses if approved by City Council. The WHI Plan District is intended to provide a decision-making framework for future review of specific proposals. The WHI Plan District will not provide immediate authorization for specific development at this time, and therefore no state or federal permit applications will be part of this process.

There will be stakeholder involvement and a public involvement program. Consultants with subject expertise will be used to provide background technical information and analysis to inform the city planning and annexation process.

Objectives:

1. Evaluate information and assumptions presented by staff and consultants, pursuant to City Council Resolution 36805.
2. Produce a long term vision and long-range plan for West Hayden Island that will may serve as a foundation for an annexation decision to be considered by Council in December 2011.
3. Define desired types of -industrial development, recreational use, and/or environmental protection and restoration opportunities.
4. Define a street plan, land use and open space concept plan, based on the City Council's parameters.
5. Identify needed infrastructure improvements and a strategy for phasing public and private investment to support the recommended vision or address deficiencies to serve existing development.

6. Identify future actions and policies that will enhance the quality of and facilitate further development of the recommended West Hayden Island vision.

7. Coordinate West Hayden Island planning with the Environmental Program update for East Hayden Island and the Columbia River southern bank.
8. Complete the West Hayden Island planning process by December 2011.

Policy Context

As part of all planning processes the City of Portland must consider Oregon Statewide Planning Goals, the Metro Urban Growth Management Functional Plan (UGMFP), and the City of Portland Comprehensive Plan Goals and Policies. In 1983, West Hayden Island was brought into the Urban Growth Boundary for marine industrial land use purposes. WHI is designated as Marine Industrial Land on the Metro 2040 Growth Concept Map and as a Regionally Significant Industrial Area on the Title 4 map. WHI is identified by Metro as a high value riparian area and a Habitat of Concern in the regional natural resources inventory, and as a Moderate Habitat Conservation Area in Title 13, and requires the City to develop a district plan in cooperation with the Port to address the moderate HCA designation.

Project History (What Happened in Phase 1)

In the summer of 2007, the City began preparation of the Hayden Island Plan (for that portion of the island east of BNSF railroad tracks), which does not include WHI. The Hayden Island Plan was scheduled to coincide with the work on improvements planned for the I-5 corridor across Hayden Island, known as the Columbia Crossing. The City also initiated a new WHI planning process at that time, to respond to the regional policies noted above, and to ensure plans for the future of WHI are closely linked to plans for the rest of Hayden Island, and the Columbia Crossing.

During Phase I of the WHI Project a Community Working Group (CWG) was formed and met monthly to hear consultant updates on the Economic and Environmental Foundation Studies that would inform their discussions. Their charge was to advise City Council on how marine industrial, habitat, and recreational uses might be reconciled on WHI and, if they determined that a mix of uses is possible on WHI, to recommend a preferred concept plan. The CWG created a set of principles that will guide further planning in Phase II.

During phase one the City hired ENTRIX inc. to produce several Foundation Studies, providing background information about the environmental and economic aspects of the project. A number of other white papers were also produced by staff.

To help City staff in reviewing these products, a Technical Advisory Pool (TAP) was also created. The TAP functioned as a pool of experts on issues related to the West Hayden Island project. The TAP met intermittently to review information and provide their technical comments. Their comments are available on the project website. TAP members included representatives from Federal and State environmental and economic agencies, Metro, City Bureaus, PDC, Portland Audubon, and the Port of Portland.

In July of 2010 the City Council received a report from the CWG, and after hearing extensive public testimony City Council directed the Bureau of Planning and Sustainability to develop a legislative proposal for annexation of West Hayden Island to the City with the intent to protect at least 500 acres as open space, and identify no more than 300 acres for future deep water marine terminal development.

For more information, and specific project documents, refer to the project website:
<http://www.portlandonline.com/bps/index.cfm?c=49815>.

Revised Work Plan Organization

In order to undertake the following West Hayden Island work plan there will be different groups with different roles responsible for ensuring a collaborative process between the City, the Port and the stakeholders that meets the planning timelines of both the City, and the Port. The groups are as follows: wider public. The specific task list and timeline is outlined with the attached diagram, titled "West Hayden Island Work Plan" and list of deliverables.

During Phase I of the WHI Project a Community Working Group (CWG) was appointed by the Mayor and met monthly to discuss the Economic and Environmental Foundation Studies. The Mayor evaluated the continued role, structure and membership of the CWG in August/September 2010 and has recommended a broader public involvement program which will be implemented as follows:

A. Facilitator: An independent facilitator will be hired by the City as a process manager to assist the Coordinating Committee (CC), Community Working Group (CWG), and Technical Advisory Group (TAG), facilitate CWG meetings and help structure and run other aspects of the citizen involvement program. This person will report to and work with the Coordinating Committee. Advisory Committee meetings. This person will meet with City staff on a regular basis to discuss project progress.

A. ~~Coordinating Committee (CC): The CC will at a minimum be comprised of a Principal Planner from the Bureau of Planning and Sustainability; the Watershed Division Manager from the Bureau of Environmental Services; and the Senior Manager, Transportation and Land Use Policy, Associate Planner and the Community Affairs Manager, Port of Portland. This committee will meet regularly to coordinate with the facilitator to schedule the work of CWG and TAG and determine the timing of the information brought before the committee. The CC is also responsible for sharing information with and requesting input from the various City bureaus, Port departments and appropriate regional, state, and federal agencies.~~

B. ~~Community Working Group (CWG): The City and the Port will jointly form a citizens planning advisory group to advise both the Port's long range planning process for WHI and the City's legislative land use planning processes. The CWG will generally represent the interests of the potential stakeholders of West Hayden Island. The CWG will review project studies and reports, make recommendations to the staff and the Planning Commission, City Council and Port Commission at milestone stages in the process.~~

C. ~~Technical Advisory Pool (TAP): The City will form a technical advisory group to advise the City, Port and CWG on technical information necessary to undertake the work plan as described below. The TAP will provide baseline information to project consultants and review draft documents for technical completeness.~~

- D. ~~The City and Port will review CWG membership and participation during the month of July 2010, and recommend any changes in CWG membership to the Mayor by August 1 2010. Any changes to the membership roster will be made by September 1, 2010. The Coordinating Committee will review TAP membership and participation during the month of July 2010, and implement any changes to the membership by September 1, 2010.~~
- B. Council Work Sessions and Port Commission check ins: These public sessions will be scheduled at key milestones within the work program, so Council and the Port commission can more directly evaluate progress on the project.
- C. Advisory Committee: The primary function of the WHI Advisory Committee is to advise the Bureau of Planning and Sustainability on the West Hayden Island Annexation Project and related programs (see attached project diagram and list of deliverables). Members of the Advisory Committee will help ensure that: the project objectives are being met, the project stays on track, the work is done in a transparent way, and the end result is consistent with City Council direction.
- D. Technical Panels: Technical experts will be selected to review consultant studies to offer feedback and suggestions for changes before the reports are released for public use. The Advisory Committee will advise City staff on the formation of these expert panels.
- E. Public involvement workshop: A session will be held with residents of the island and adjacent communities as well as representatives from engaged interest groups. The goal of this workshop will be to elicit feedback from the public on outreach strategies and ways to receive comments on key project deliverables.

Revised Work Plan and Target Timeline for West Hayden Island Annexation

NOTE: The start and end dates are estimates that appear to be reasonable at the time this IGA was approved. Due to the many variables inherent in these studies and programs, the dates may vary considerably from these estimates. The City and the Port agree to make a good faith effort to initiate these studies and programs approximately as indicated on this exhibit. Tasks that are completed as of the date of this amended agreement are noted as COMPLETE.

Task	Brief Description	Estimated Start Date	Estimated End Date	Deliverable	Responsible Party (ies)	Other Involved Party (ies)
Project Start-up and Management	Prepare request for proposals, recruit and select facilitation consultant	July 2008	August 2008	Consultant Contract COMPLETE	City and Port	
	Finalize project scope and structure	December 2008	May 2009	Signed IGA COMPLETE	City and Port	
	Form Community Working Group and Technical Advisory Group	January 2009	February 2009	Members recruited and confirmed COMPLETE	City and Port	
	Ongoing project and consultant management	September 2008	Throughout project		City	
Initial Studies, Work Scopes and Technical Analysis Review	Hold initial meetings of CWG. Facilitator explains regulatory framework to CWG members and establishes roles and ground rules.	February 2009		CWG Charter COMPLETE	Facilitator	
	Develop scope of work and initiate the economic study. This study will include a forecast of marine industrial needs, and is one component of the overall technical evaluation for Goal 9	March 2009	July 2009	Consultant contract with City COMPLETE	City and Port	Facilitator will lead discussions to solicit input on scope of work from CWG and TAP

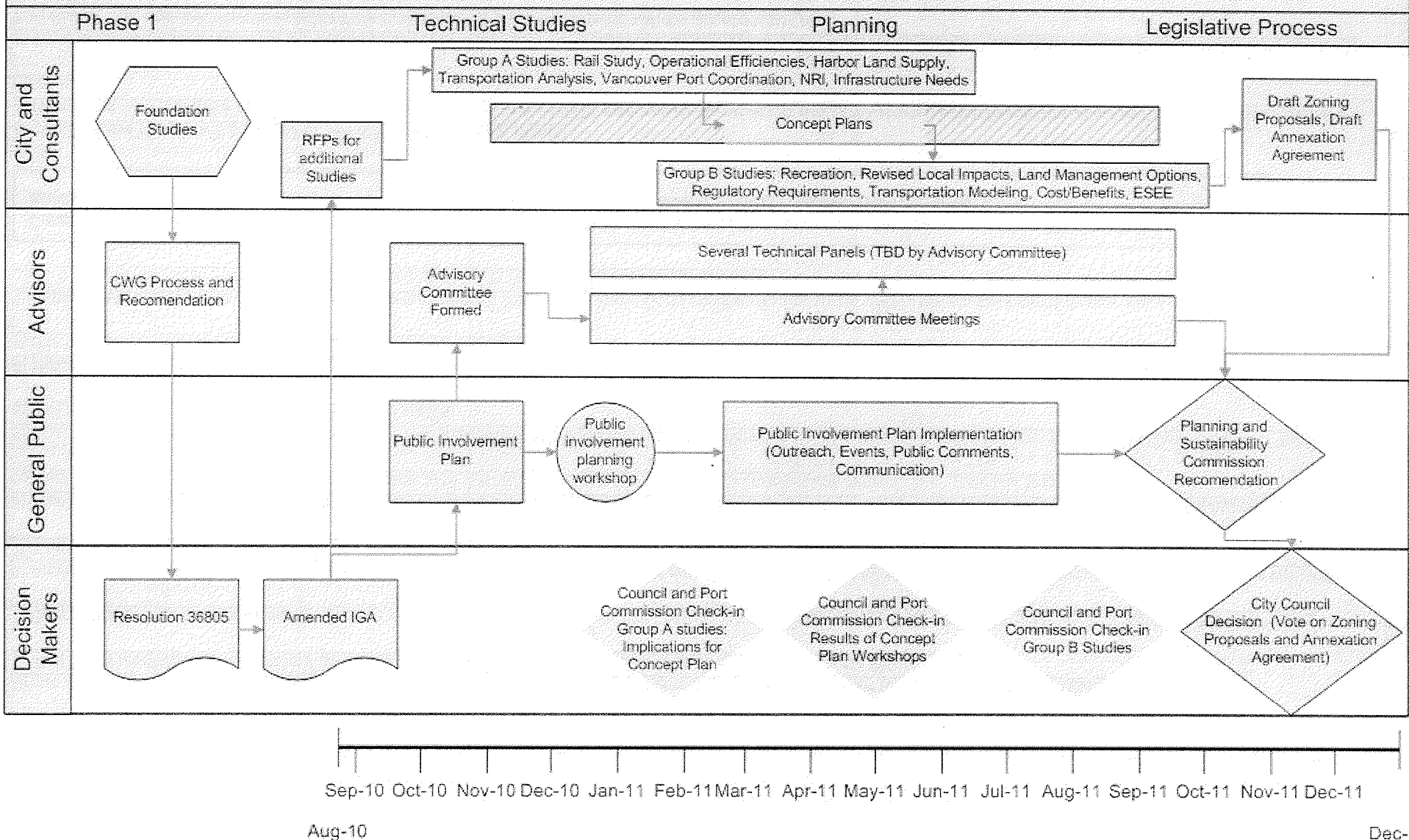
Task	Brief Description	Estimated Start Date	Estimated End Date	Deliverable	Responsible Party (ies)	Other Involved Party (ies)
	requirements.					
	Develop scope of work and initiate the environmental study.	March 2009	September 2009	Consultant contract with City COMPLETE	City and Port	Facilitator will lead discussions to solicit input on scope of work from CWG and TAP
	Review Draft Reports and Finalize Reports	September 2009	May/June 2010	Draft and final consultant reports and summary of conclusions	City and Port review draft reports	Draft reports presented to CWG Facilitator leads discussions with CWG members to solicit input on drafts. Consultant to finalize reports based on direction from City and Port.
	PBOT Background Research (tasks 1 through 4a of PBOT/BPS IA)	January 2010	June 2010	Technical Memorandum	City (PBOT)	
Define Concept Plan Objectives, Evaluation Factors and Program Needs						
	Develop goals and objectives statement for the concept plan	May 2009	June 2009 COMPLETE	Agreed goals and objectives statement	City and Port	CWG discussions with Facilitator
	Review existing conditions	April 2009	June 2009 COMPLETE	Agreed baseline information	City and Port	CWG and TAP discussions with Facilitator
	Develop a program statement for marine facility functions, open space and recreational	July 2009	October 2010	Agreed program statement	City and Port	CWG discussions with Facilitator

Task	Brief Description	Estimated Start Date	Estimated End Date	Deliverable	Responsible Party (ies)	Other Involved Party (ies)
	areas					
	Develop evaluation factors to be used to assess the impacts of plan alternatives based on Economic, Social, Environmental and Energy (ESEE) analysis approach	September 2009	November 2009	Agreed evaluation factors COMPLETE	City and Port	CWG, and TAG discussions with Facilitator
Concept Plan, Alternatives,	Develop and evaluate up to three concept plan alternatives to illustrate the range of possibilities	September 2009	November 2010	Concept plan alternatives	City	Facilitator leads discussions to solicit input from CWG, Port and TAP
	Review the range of concept plans with the CWG, TAG and the public	October 2009	November 2010	Final concept plans	City	Facilitator leads discussions to solicit input from CWG, Port and TAP and community conversation
	PBOT Analysis of alternatives (tasks 4-6 of PBOT/BPS IA)	July 2010	November 2010	Technical Memorandum	City	Input as needed from TAP
	Undertake more detailed analysis, including ESEE, of specific topics as required to supplement or support concept plan	October 2009	November 2010	Draft ESEE and agreed reports as needed	City and Port	Input as needed from TAP,
	Based on this review, develop a single draft concept plan	November 2009	December 2010	Draft concept plan	City and Port	Facilitator leads discussions with CWG to solicit input
	Review the draft concept plan, including ESEE	December 2009	December 2010	Community Outreach Effort	City and Port	CWG, TAP
	Produce a final concept	January 2010	January 2011	Final Concept	City	CWG, Portland TAP

Task	Brief Description	Estimated Start Date	Estimated End Date	Deliverable	Responsible Party (ies)	Other Involved Party (ies)
	plan and ESEE report			Plan and ESEE		
	Review concept plan and ESEE with Planning Commission	February 2010	March 2011	Final Concept Plan and ESEE presentation to Planning Commission	City and Port	CWG
Plan District and Annexation	Develop draft plan district text	January 2011	March 2011	Draft plan district	City	Present draft plan district to CWG, Port and TAP with facilitator
	PBOT Analysis and transportation findings (Tasks 7 through 9 of PBOT/BPS IA)	December 2010	July 2010	Written findings	City	
	Community Outreach on Plan District	January 2011	April 2011	Public Open Houses	City	
	Planning Commission hearing and decision	April 2011	May 2011	Final plan district and annexation plan presentation to Planning Commission	City	Port and CWG
	City Council hearing and decision	June 2011	July 2011	Final plan district and annexation plan report to City Council	City	Port and CWG

B. _____

West Hayden Island Work Plan



West Hayden Island Work Plan

List of Technical Reports for Council (per Resolution 36805)

This list of technical reports has been compiled based on Resolution 36805. Each consultant will be asked to assess existing information produced during phase 1 for utility and completeness as it may relate to their research for the project.

Group A: Preliminary reports in these areas will be needed to identify core site planning issues/ requirements for the concept planning phase of the project.

- 1) Rail Study (consultant): This analysis will review different rail access scenarios that can be accommodated within a 300 acres footprint.
- 2) Operational Efficiencies (consultant): This report will review port site plan innovations around the world, with analysis of why these strategies would or would not work in Portland.
- 3) Analysis/explanation of existing marine industrial land supply and needs (BPS and consultant). A feasibility analysis of consolidation/expansion of existing sites will be included. This would involve an update of harbor lands inventory work done for the River Plan, and will include the Vancouver waterfront lands.
- 4) Transportation Analysis/CRC Coordination (PBOT and consultant): Part 1 of the Transportation analysis will develop concept street plan alternatives including consideration of a concept bridge design to avoid/minimize adverse impacts to HI Residents. This report will also look at transportation infrastructure needs and costs.
- 5) Analysis of Vancouver Port Coordination (BPS): This analysis will look at advantages and opportunities for increased coordination between the Port of Portland and Port of Vancouver as well as some research on interstate Port Authority logistics.
- 6) Natural Resource Inventory (BPS, BES, OHWR): The inventory will build on existing natural resource inventories, and Metro's inventory of regionally significant riparian corridors and wildlife habitat. The inventory is being done for East and West Hayden Island.
- 7) Public Costs and Benefits - Infrastructure Needs(consultant): Part I of the Public Costs and Benefits Report will identify infrastructure needs (bridge, water, sewer, etc) and associated costs. It will also include an analysis of the financial tools available to facilitate infrastructure development.

Concept Plans/Design Workshops: Concept plan development with the intent to protect at least 500 acres as open space and no more than 300 acres for future marine terminal development. (Include the industrial lands immediately east of WHI in the study area as a potential addition to the 300 acres.)

Group B: These reports will be based on the preliminary concept plan(s).

- 1) Recreation Analysis (BPS w/ Parks): This report will build off of what ENTRIX produced for the project as well as the Hayden Island Plan to look at nature based recreational options in more detail.
- 2) Expand Local Impacts report (BPS): This report builds on information from Phase One considering air quality (dust and emissions) noise, light and traffic impacts to be incorporated into Plan District. This work will focus on examining the impacts related to uses anticipated with the actual concept plan.

- 3) Updated Cargo Forecast (consultant): This analysis, to be initiated in mid-2011, will update Cargo Forecasts used by ENTRIX in the Economic Foundation Study using the most up to date numbers.
- 4) Land Management Options (BES, OHWR): This analysis will develop alternatives for how natural resource lands could be managed over the long term, including proposals for long term ownership, and strategies to pay for land mgmt activities.
- 5) Regulatory Requirements (ESA, CWA, FEMA – OHWR/BES): The proposal will include a report on regulatory requirements and how they may or may not be met. This may involve consultation about the concept plan with the BES-managed streamlining team.
- 6) Public Costs and Benefits Report (consultant): Part II of the Costs and Benefits report will be an analysis of the public costs and benefits associated with proposed public improvements (including independent review and update of the jobs and tax revenue estimates). The analysis will also look at the ecosystem services benefits of the 500 acres of open space.
- 7) Transportation Analysis/CRC Coordination (PBOT and consultant): Part II of this analysis will use the model output generated by PBOT(using most up to date CRC design options) to perform a transportation analysis of the WHI impact area in addition to the amount and geographic extent of traffic attracted to a new WHI bridge.
- 8) Economic, Social, Environment, & Energy Document (ESEE) (BPS): The ESEE report will analyze the current and potential consequences and tradeoffs of different natural resource protection program choices for Hayden Island.