



CITY COUNCIL MEETING MINUTES

Vancouver City Hall | Council Chambers | 415 W. 6th St.
PO Box 1995 | Vancouver, WA 98668-1995
www.cityofvancouver.us

Anne McEnery-Ogle, Mayor

Bart Hansen • Ty Stober • Erik Paulsen • Sarah J. Fox • Diana H. Perez • Kim D. Harless

July 11, 2022

WORKSHOPS

Vancouver City Hall - Council Chambers - 415 W 6th Street, Vancouver WA

Workshops were conducted in person in the Council Chambers of City Hall. Members of the public were invited to view the meeting in person, via the live broadcast on www.cvtv.org and CVTV cable channels 23 or HD 323, or on the City's Facebook page, or www.facebook.com/VancouverUS.

View the CVTV video recording, including presentations and discussion, for workshops at:

https://www.cvtv.org/vid_link/34765?startStreamAt=0&stopStreamAt=15052

4:00 - 5:00 pm Complete Streets Projects

Rebecca Kennedy, Deputy Community Development Director, 360-487-7896

Summary

Staff led Council through a discussion of the Complete Streets Projects goals and timelines.

5:00 - 6:00 pm Diversity, Equity, and Inclusion

Alicia Sojourner, Director of Diversity, Equity, and Inclusion, 360-487-8618

Summary

Staff led Council through a discussion of the Diversity, Equity, and Inclusion update.

COUNCIL DINNER/ADMINISTRATIVE UPDATES

REGULAR COUNCIL MEETING

This meeting was conducted as a hybrid meeting with in person and remote viewing and participation over video conference utilizing a GoToMeeting platform. Members of the public were invited to view the meeting in person, via the live broadcast on www.cvtv.org and CVTV cable channels 23 or HD 323, or on the City's Facebook page, www.facebook.com/VancouverUS. Public access and testimony on Consent Agenda items and under Public Hearings were also facilitated via the GoToMeeting conference call.

Vancouver City Council meeting minutes are a record of the action taken by Council. To view the CVTV video recording, including presentations, testimony and discussion, for this meeting please visit:

https://www.cvtv.org/vid_link/34767?startStreamAt=0&stopStreamAt=2352

Electronic audio recording of City Council meetings are kept on file in the office of the City Clerk for a period of six years.

Pledge of Allegiance

Call to Order and Roll Call

The regular meeting of the Vancouver City Council was called to order at 6:30 p.m. by Mayor McEnerny-Ogle. This meeting was conducted as a hybrid meeting, including both in person and remotely over video conference.

Present: Councilmembers Harless, Perez, Fox, Paulsen, Stober, Hansen, Mayor McEnerny-Ogle

Absent: None

Approval of Minutes

Minutes - April 18, 2022

Motion by Councilmember Fox, seconded by Councilmember Stober, and carried unanimously to approve the meeting minutes of April 18, 2022.

Community Communication

Mayor McEnerny-Ogle opened Community Communication and received testimony from the following community members regarding Consent Agenda Items 1-6

- Monica Zazueta, Vancouver
- Leah Perkel, Vancouver
- Bob Carroll, Vancouver

There being no further testimony, Mayor McEnerny-Ogle closed Community Communication.

Consent Agenda (Items 1-6)

Council requested Item 3 be pulled for discussion.

Motion by Councilmember Stober, seconded by Councilmember Paulsen, and carried unanimously to approve Items 1, 2, 4, 5, and 6 on the Consent Agenda.

Council briefly discussed Item 3.

Motion by Councilmember Paulsen, seconded by Councilmember Fox, and carried unanimously to approve Item 3 on the Consent Agenda.

1. Continued use of Washington State contract #05815-011 for purchase of computer equipment, peripherals and services

Staff Report: 087-22

The City uses Washington State contract #05815-011 to purchase ruggedized and semi-ruggedized computer equipment, peripherals and services, such as desktop computers, laptops, servers, and maintenance. This equipment is utilized by the Police Department, Fire Department, and other field workers who require computer equipment in their vehicles or other non-office environments.

The City is requesting authorization to continue to use the contract to purchase up to the Council-approved annual budgeted amount for these commodities through the end of the contract, which is 2/28/2023, and into any extended period negotiated by the State of Washington.

The City has purchased up to the approved amount authorized in 2019 and requests authority to continue to purchase using this contract up to the amounts approved by Council in the City's budget process.

Request: Authorize the City Manager or their designee to approve purchases under Washington State contract #05815-011 for the life of the contract with Datec, Inc.

Patrick Gilbride, Information Technology Director, 360-487-7650

Motion approved the request.

2. Approval of Contract Amendment for the Cost Increase to Contract No. C-100138 Plumbing On-call Maintenance and Services

Staff Report: 088-22

- 1. On September 27, 2019, a four (4) year Contract C-100138 was awarded to Portland Mechanical Contractors, LLC for Plumbing On-Call services. The value of the original contract, together with amendments, was for a "not to exceed" cost of \$300,000.00, which is under the threshold requirement for Council approval.*
- 2. Currently, Facilities has performed \$259,005.83 in repairs on the City plumbing systems, only \$40,994.17 remains on the contract.*
- 3. A City Water Department required major domestic water backflow preventer project is budgeted and assigned to be completed in the 2021-2022 biennium and potentially in 2023. This work is estimated to cost \$355,630. This work will incur the remaining dollars on the contract as well as exceed the \$300,000 limit of the Plumbing On-Call services contract.*
- 4. The requested amendment to the contract requests sufficient funding to complete the backflow preventer project, as well as projected maintenance items between now and the end of the contract, which expires on September 27, 2023.*
- 5. The apprenticeship program only applies to public works construction projects. This contract is for on-call maintenance and the program does not apply. Furthermore, each separate task or request will be below the apprenticeship program threshold (\$500k) and as an amendment to an existing contract, it is not possible to add substantial changes mid-contract.*

Request: Approve a contract amendment for an increase of \$500,000.00 for Contract No. C-100138 Plumbing On-call Maintenance and Services and authorize the City Manager, or their designee, to increase the total contract amount to \$800,000 for the balance of the term of the contract.

Geraldene Moyle, General Services Director, 360-487-8633

Motion approved the request.

3. **Interstate Bridge Replacement Program – Resolution Stating City of Vancouver Support for a Modified Locally Preferred Alternative, Program Commitments, and City of Vancouver Conditions of Approval**

Staff Report: 089-22

A RESOLUTION relating to selection of a Modified Locally Preferred Alternative (MLPA) for the Interstate 5 Bridge Replacement (IBR) Program, and authorizing action by the City of Vancouver's delegates to the C-TRAN Board, Regional Transportation Council Board, and Metro Joint Policy Advisory Committee on Transportation guided by the principles herein, in support of a MLPA.

In 2018 the Interstate Bridge Replacement Program was formally established. Since then, the IBRP has collaborated with partner agencies and the community to develop design options for consideration to enhance multimodal access, safety, and mobility on and to the Interstate 5 corridor in the Portland-Vancouver region. The design options were developed based on the Program's defined Purpose and Need to address safety, seismic resiliency, congestion relief, and enhanced multimodal infrastructure. Designs considered work identified in the Locally Preferred Alternative (LPA) for the Columbia River Crossing (CRC) project and modified that work accounting for changes since 2013, when that project closed out.

On May 5, 2022, the IBRP presented a recommended set of improvements, known as a Modified Locally Preferred Alternative (MLPA), to the Program's Executive Steering Group (ESG). The ESG unanimously supported presenting the MLPA to partner agency Boards, Commissions, and Councils for discussion.

On June 6, 2022, Program Administrator Greg Johnson presented the recommended MLPA to Vancouver City Council. Mr. Johnson noted that the MLPA represents an approximately two-percent level of design and is the foundation for what to study in greater detail during a Supplemental Environmental Impact Statement (SEIS) phase of the Program. The SEIS is required through the National Environmental Policy Act (NEPA) for any project receiving federal funding and requires extensive technical analysis and community engagement. Council members expressed general support for moving the MLPA forward into a SEIS phase.

In addition to components identified in the MLPA, the IBR Program has

developed a set of Commitments that reflect actions to be completed during the SEIS and subsequent phases of the Program. The Commitments are based on feedback from partner agencies and community stakeholders as necessary actions for the Program to successfully meet its stated purpose, need, and desires of the community.

On June 27th, staff presented to Council a draft Resolution and set of Conditions of Approval (COAs) in support of the MLPA for discussion. The COAs were developed based on desired outcomes from the Program as defined by Council via Resolution M-4140 approved July 26, 2021, Council Resolution M-4171 approved June 6, 2022 regarding greenhouse gas reduction goals defined by Council, previous conditions defined by the City through the CRC project, and community feedback. Staff has refined the COAs since June 27th to address feedback from that workshop and a track changes version of the COAs are included as Attachment B to this Staff Report.

Request: Adopt Attachment A, a Resolution stating the City's support for the Interstate Bridge Replacement Program recommendation for a Modified Locally Preferred Alternative with attached Program Commitments and City of Vancouver Conditions of Approval.

Katherine Kelly, Senior Transportation Policy Advisor, (360) 487-7947

Motion approved the request.

4. Amendments to VMC 8.22 - Camping

Staff Report: 090-22

AN ORDINANCE of the City of Vancouver, Washington renaming Chapter 8.22 of the Vancouver Municipal Code, protecting certain areas that are particularly vulnerable to a dangerous wildfire event by prohibiting camping and outside habitation in those areas; amending VMC 8.22.010 "Findings", VMC 8.22.020 "Purpose", VMC 8.22.030 "Definitions", VMC 8.22.040 "Unlawful Camping", VMC 8.22.050 "Unlawful Storage of Personal Property in Public Places", VMC 8.22.070 "Permit"; providing for severability; and providing for an immediate effective date.

In September 2021, Council approved amendments to VMC 8.22 to support the establishment of the Safe Stay Communities by further specifying times during which it is unlawful to camp or occupy camping facilities in publicly owned places. At the time Council was told that their action preserved the broadest range of policy options for the Council's future consideration relative to public camping. At this time, staff are suggesting additional amendments to Chapter 8.22 to further address the broader impacts of homelessness.

One issue of great concern to both individuals experiencing homelessness and the greater Vancouver community is the danger posed by fire. The Vancouver Fire Department has observed a substantial increase in the amount of outside fire ignitions over the last several years, an increase of almost 600% since 2016. The Burnt Bridge Creek drainage is particularly vulnerable to a dangerous wildfire event. The area would fit the parameters of what is commonly understood as the wildland urban interface. Heavy vegetation, limited access, and limited water supply with residences in proximity, all contributes to a potentially serious wildfire condition that could endanger life and property. The steep slopes coupled with the usual afternoon onshore winds, has the potential to allow an uncontrolled wildfire to not only threaten the lives of anyone recreating or residing in the canyon, but could also damage or destroy homes adjacent to the Burnt Bridge Creek trail system. Figures 8.22-1 and 8.22-2 of the Ordinance are maps showing the proposed additional Camping and Outside Habitation Impact Areas.

These new additions would have the same limitations that already exist in the established Camping and Outside Habitation Impact Areas.

Request: On July 11, 2022, approve ordinance on first reading, setting date of second reading and public hearing for July 18, 2022.

*Aaron Lande, Program and Policy Development Manager,
360-487-8612*

Motion approved the request.

5. Appointment to the Clark County Historic Preservation Commission

The Clark County Historic Preservation Commission is a joint city/county commission. Five members are appointed by Clark County Board of Councilors and two members are appointed by Vancouver City Council.

The seven-member citizen advisory body is responsible for:

- *reviewing nominations to the National Register of Historic Places*
- *reviewing nominations and designating properties to the Clark County Heritage Register*
- *conducting design review for changes to buildings and sites on the local register*
- *deciding on applications for the Special Valuation Tax Incentive for historic properties*
- *overseeing education and outreach efforts*

Council Committee 2 recently reviewed applications for this commission,

and the nomination letter from the sitting commissioners. They recommend accepting the commissioner's nomination by appointing Heidi Mandler-Huff. That appointment would begin immediately and expire June 30, 2023.

Request: Appoint Heidi Mandler-Huff to the Clark County Historic Preservation Commission; term beginning immediately and expiring June 30, 2023.

Council Committee 2

Motion approved the request.

6. Approval of Claim Vouchers

Request: Approve claim vouchers for July 11, 2022.

Motion approved claim vouchers in the amount of \$14,202,403.31.

Communications

A. From the Council

B. From the Mayor

C. From the City Manager

Interstate Bridge Replacement Program Executive Steering Group

Katherine Kelly, Senior Transportation Policy Advisor, provided an update on the Interstate Bridge Replacement Program Executive Steering Group.

Adjournment

7:08 p.m.

DocuSigned by:

Anne McEnerny-Ogle

0C69D9069EC5424...

Anne McEnerny-Ogle, Mayor

Attest:

DocuSigned by:

Natasha Ramras

BCE6734E40E94AE...

Natasha Ramras, City Clerk

From: [Denis Markian Wichar](#)
To: [City of Vancouver - Office of the City Manager](#); [City Council](#)
Subject: LPA
Date: Monday, July 11, 2022 11:13:06 AM
Attachments: [Outlook-pm0py1oi.png](#)

CAUTION: This email originated from outside of the City of Vancouver. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Please do NOT vote for the one LPA before you. There are too many questions.

Den Mark



Grandson of Ukraine

Народжені вільними!

From: [Laurie Rubin](#)
To: [City of Vancouver - Office of the City Manager](#)
Subject: Written comments for City Council meeting—I5 Bridge Replacement
Date: Sunday, July 10, 2022 8:36:46 AM

You don't often get email from earthlaurie@sonic.net. [Learn why this is important](#)

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I urge the Council to call for the integration of renewable electricity generation as part of building the new bridge. Examples:

- Capturing kinetic energy from traffic and turning it into electrical power
- Solar canopy above the traffic
- Wind turbines to capture energy from the moving cars

I also support reducing the number of cars on the road by having both dedicated bus lanes and light rail.

Thank you.
Laurie Rubin


Vancouver

From: [Mark Leed](#)
To: [City of Vancouver - Office of the City Manager](#)
Subject: Interstate Bridge Replacement - Modified Local Preferred Alternative (MPLA)
Date: Monday, July 11, 2022 12:10:41 AM

You don't often get email from markleed02@gmail.com. [Learn why this is important](#)

CAUTION: This email originated from outside of the City of Vancouver. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Mayor and City Council members:

Please consider at least one other alternative bridge replacement plan before moving forward with endorsing the MPLA. The endorsement vote at your July 11 meeting is notably taking place before an Environmental Impact Statement (EIS) is started. This is a backwards approach that assumes a tall bridge is the best option. A healthier process would be for the EIS to evaluate at least two alternatives. Another alternative, such as a tunnel or lift bridge, should be studied in environmental review for better outcomes. There are several issues of concern with the MPLA:

1. The MPLA presents mobility equity issues. Steepness of the high bridge will discourage and complicate use by pedestrians and cyclists.
2. Construction of the MPLA is not phasable. We need a project that can be split into phases that can be prioritized against other pressing regional needs.
3. The impacts on climate, air quality and regional development patterns of a project of this scale warrant environmental review of more than one alternative.

Please withhold approval of the MPLA, and slow down this process by requiring the EIS to also consider a phasable lift bridge or tunnel option.

Respectfully,

Mark Leed

[REDACTED]
Vancouver, WA 98661
(360) 356-0974

From: [Den Mark](#)
To: [City Council](#)
Subject: Submission: City Council Contact Form
Date: Monday, July 11, 2022 11:12:47 AM

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City Council Contact Form

Submitted date: Monday, July 11, 2022 - 11:12am

Contact Information

First name:

Den Mark

Last name:

Wichar

Email address:

[REDACTED]

Street address:

[REDACTED]

ZIP code:

98660

Inquiry Information

Subject:

Comment on an upcoming Council agenda item

Recipient:

All of Council

Message:

Please do NOT vote for the one LPA before you today. There are too many questions about it that have not been answered.

Upload a file:

[You don't often get email from urbane.streets@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

CAUTION: This email originated from outside of the City of Vancouver. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Aloha Counselor Stober,

Did you get a chance to read today's *Columbian* article on fireworks enforcement? [Stop here until you read it.]

Unless VFD leadership came before council - in a public meeting - to seek permission to adopt a 'no fine & no confiscation' policy for 2022, then they are failing to implement adopted council policy. (I assume VFD did not seek council permission, but do let me know if they did and I missed it along with TheColumbian.)

If this 'management' trend holds out, then in 2023 VFD will be handing out matches AND fireworks in the City limits.

Molly was peeing all over the house for two days. Much worse than anytime since the ban came into effect.

Thanks in advance for your attention to this topic.

- Todd

PS. You can reply to me tomorrow AM.

Press: July Fourth fireworks spark hundreds of complaints, no tickets in Clark County

<https://gccd2.safelinks.protection.outlook.com/?url=https://3A%2F2Fwww.columbian.com/%2Fnews/%2F2022/%2Fjul%2F06/%2Fjuly-fourth-fireworks-spark-hundreds-of-complaints-no-tickets-in-clark-county/>

county 7427&campda

Typed by my fingers.

From: [Jean M. Avery](#)
To: [City Council](#)
Subject: Public comment for July 11 meeting
Date: Sunday, July 10, 2022 5:53:14 PM

You don't often get email from jeanmavery@gmail.com. [Learn why this is important](#)

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To Mayor and City Council:

As you consider plans for the Interstate Bridge Replacement, please wait until other alternatives are included in the Environmental Impact Statement (EIS).

Please vote NO on the Locally Preferred Alternative (LPA) until other alternatives can be reviewed. It seems hasty to assume that the LPA is the best option until environmental impacts are compared among several alternatives.

Such environmental scrutiny makes sense as the City pursues a Climate Action Plan. According to recent estimates, the environmental impact of this project will be huge—not only in how the bridge is built, but also from long-term Vehicle Miles Traveled.

Please vote no or to postpone until there has been a thorough review of other alternatives.

Thank you,
Jean M. Avery
Vancouver

From: [JoAnn](#)
To: [City Council](#)
Subject: Submission: City Council Contact Form
Date: Friday, July 8, 2022 6:51:27 PM
Attachments: [testimony_for_vanc.docx](#)

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City Council Contact Form

Submitted date: Friday, July 8, 2022 - 6:51pm

Contact Information

First name:

JoAnn

Last name:

Gillmer

Email address:

[REDACTED]

Street address:

[REDACTED]

ZIP code:

WA

Inquiry Information

Subject:

Comment on an upcoming Council agenda item

Recipient:

All of Council

Message:

Please consider taking action to help to create urgency to get the ERA codified into law. I realize that actually getting it done is not within your scope of authority. I'm asking you to use your voices and connections to reach those who can get it done.

Upload a file:

[testimony_for_vanc.docx](#)

“All persons born or naturalized in the United States, and subject to the jurisdiction thereof, are citizens of the United States and of the State wherein they reside. No State shall make or enforce any law which shall abridge the privileges or immunities of citizens of the United States; nor shall any State deprive any person of life, liberty, or property, without due process of law; nor deny to any person within its jurisdiction the equal protection of the laws.”

The wording of the 14th Amendment, which defines “American Citizen, is clear and specific with regard to the rights of all citizens to equal protection under the law. Unfortunately, at the time it was written, only men were considered citizens. Women were not citizens in the eyes of the law, let alone equal to men. It would be another 50 before American Women even had a voice in choosing who would represent them. The Equal Rights Amendment was first entertained by Congress in 1922. It was defeated.

Over the next 50 years, there were several attempts to achieve gender equality. And, in 1972, the Equal Rights Amendment was finally passed by Congress and was sent to the states for ratification. I wasn’t old enough to vote yet, but I do remember it clearly. The air was electric with promise. Mine would be the first generation American Women who had a constitutional guarantee of equality. Being equal under the law would mean that we would have as much autonomy and custody of our own bodies and our life choices as any male had. Unlike our mothers, we could open a bank account or get a credit card in our own names. We could get a mortgage without a male co-signer. We wouldn’t need a husband’s permission to use contraceptives. We could get jobs that paid enough for us to support ourselves, so we’d no longer be compelled by economic need to stay in dangerous relationships. The shape of our philosophies, not the shape of our bustlines, would determine our fate. All that was needed was for the ERA to be ratified by 38 of the 50 states. And, eventually, it was. But not until after the 7 year deadline for ratification had passed. And, because of that, the Equal Right Amendment of 1972 did not become law. It’s now another five decades later. 11 Presidential terms of office have come and gone. And to this day, in the year 2022, 100 years after American woman first became allowed to vote, *there is still no Constitutional Guarantee of Equal Treatment under the law regardless of sex.* None.

Over the years, bills have been written. Resolutions have been proposed. And put aside. Session after session of Congress, under Democrat and Republican

Administrations alike, have brought it up only close out their terms without closing this gaping loophole in basic human rights. The current Congress is shaping up to be no different. There are currently several pieces of pending legislation on the table. Some are attempts at compromise which fall short of the true equality promised so long ago. Both others provide a legislative mechanism for final codify the ERA exactly as it was proposed in 1922, and passed by congress 50 years later. Either way, every one of those pieces of legislation—every single one of them, like so many dozens before them—are sitting in committee slowly dying of neglect. While elected officials are taking their turn blowing their party's virtue whistle about specific rights for women and gender minorities, the foundational issue itself—a constitutional guarantee of equality *regardless of sex*--just doesn't seem to be a political priority.

Some say we've come so far that it really doesn't matter anymore. I disagree. It matters now more than ever. Just last month, in the absence of constitutional protection, a half-century of legal framework protecting people with uterus from being politically exploited and subjected to forced labor was wiped out in a matter of months. It's never been more clear that until the Equal Rights Amendment is the law of the land, woman and gender minorities are not equal under the law; even our standing citizens is no more secure today than it was 100 years ago.

I have come to accept that, like so many before me, I might not live long enough to see the ERA become law. But what I do not accept—what I cannot accept--is the notion that the Equal Rights Amendment is no longer relevant. For the sake of our children and their children equality for all-- regardless of sex-- MUST become permanently and clearly enshrined in the Constitution itself. Until it is, there is *nothing* stopping the inequalities and injustices of the past from manifesting anew.

Politicians in DC have been using gender equality as a political pawn and a bargaining chip for a century now. It's time to get it done. I am calling on all elected officials at every jurisdictional level to take decisive action to affirmatively further equal rights for everyone, regardless of sex, starting with using their voice and influence to help push for final and permanent codifying of the Equal Rights Amendment into the Constitution. Thank you for your time.

From: [Delapena, Amanda](#)
Cc: [Holmes, Eric](#); [Kennedy, Rebecca](#); [Kelly, Katherine](#); [Lande, Aaron](#); [Dollar, Sarah](#)
Subject: Letter from Transportation and Mobility Commission - IBR Modified LPA
Date: Wednesday, July 6, 2022 11:58:08 AM
Attachments: [22 07 05 TMC Final Letter to City Council IBR MLPA Signed.pdf](#)
[image001.png](#)

Good afternoon Council,

Attached please find a letter from the Transportation and Mobility Commission in support of Council's adoption of the Interstate Bridge Replacement Modified Locally Preferred Alternative. The TMC voted unanimously at their meeting last night to submit the attached letter to you.

For your consideration.

Amanda Delapena | Assistant to the Mayor and City Manager
Pronouns: She/Her/Hers



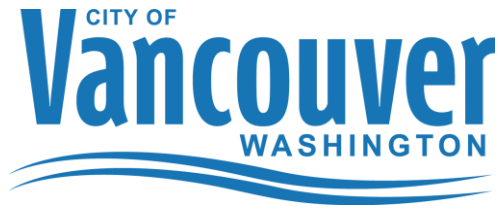
CITY OF VANCOUVER, WASHINGTON

Mayor/City Manager's Office

P: (360) 487-8605

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MEMORANDUM

July 5, 2022

To: Mayor McEnerny-Ogle and Councilmembers

Cc: Rebecca Kennedy, Deputy Director, Community Development Department

From: Chair Ramos and members of the Transportation and Mobility Commission

Re: **Interstate Bridge Replacement Program Modified Locally Preferred Alternative**

Mayor and Council-

The City of Vancouver Transportation and Mobility Commission (TMC) submits this letter in full support of the Vancouver City Council's consideration of the Interstate Bridge Replacement (IBR) Program's recommendation for a Modified Locally Preferred Alternative (MLPA). We outline our recommendations for how key components must be designed during the Supplemental Environmental Impact Study process to best serve the Vancouver community and foster a vibrant regional future for all.

- **Replacement of the existing I-5 Bridge** between Vancouver and Portland is paramount to the prosperity of our communities across the region. All infrastructure must be seismically resilient to ensure preparedness and safety.
 - **Active transportation** facilities must be easy to navigate, comfortable, low-stress, human-centric, accessible, affordable, and attractive mobility options for all types of users. We seek to encourage active transportation and a reduction of single-occupancy vehicles on the roadway. We encourage the program to improve and enhance east-west neighborhood and multimodal connections that were lost during original freeway construction to the fullest extent feasible.
 - We support the high-capacity transit recommendation of **light rail with an I-5 adjacent alignment and terminating south of E. Evergreen Blvd.**, which will improve connectivity across the region for jobs, health and human services, education, greenspaces, housing, and other essential services. Transit must be designed to support frequent and reliable service, be affordable and accessible, and allow future extension if desired by the community. Reliability and frequency are foundational to change behavior.
-

- **Variable Rate Tolling** is a necessary source of funding for the project. Programs that provide toll mitigations and exemptions for low-income users of the corridor must be included to ensure more equitable outcomes. We urge you to also consider the impact on middle-income households.
- **Freight mobility** is a critical element of our region's economy. Design of interchanges, the bridge crossing, and access roads within the Program area must not hinder the safe and efficient movement of freight on both land and water. We support reductions in the footprint of the Hayden Island Interchange that encourage multimodal travel while preserving and enhancing freight mobility.

The Transportation and Mobility Commission doubles-down on centering **climate and equity** in all design options. The need for robust climate adaptation and mitigation strategies cannot be overstated in combating climate change. Our region has experienced a variety of climate disasters, including smoke from forest fires, ice storms, drought, and heat waves. This project has potential to set national leadership to achieve carbon neutral and ecologically sound infrastructure. Climate strategies associated with the project should contribute to reduced emissions and pollution and improved air quality. We believe that solutions that elevate social equity and climate action are in the best interest of our economy as well as our community.

Delivery of equitable outcomes for historically excluded communities is nonnegotiable. When the most vulnerable in our community are strong, we all prosper. People-centered infrastructure and programs will advance this priority. Anti-displacement strategies to keep current residents in place and that provide opportunity for future generations to have direct access to improvements this Program will deliver are crucial to overall success. Relatedly, we urge Council and the IBR Program to highlight the importance of this corridor to regional jobs. This Program must enhance access to employment for all.

Finally, we champion transparency, accountability, and substantive engagement with the community and a variety of public and private sector stakeholders and encourage broad community inclusion in design decision-making. The TMC looks forward to working with City and Program staff to identify design solutions and strategies for our local street system and opportunities for community enhancement in this project of monumental importance. Let's deliver for the community today and for generations to come.



Eduardo Ramos, Chair
City of Vancouver Transportation and Mobility Commission

From: [Wynn Grcich](#)
To: [Dollar, Sarah](#)
Subject: Gay Pride
Date: Friday, July 1, 2022 5:06:44 PM

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<https://citizens.news/634189.html> Seattle WA Gay Pride parade

Please have the mayor and council read this article

From

Wynn Grcich

From: [Wynn Grcich](#)
To: [Dollar, Sarah](#)
Subject: Fwd: EU parliament declares fossil fuel to be "green" energy as climate change narrative collapses
Date: Thursday, July 7, 2022 3:35:56 PM

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Watch this to learn about your fake climate action plan

----- Forwarded message -----

From: **Natural News** <insider@naturalnews.com>
Date: Thu, Jul 7, 2022, 10:17 AM
Subject: EU parliament declares fossil fuel to be "green" energy as climate change narrative collapses
To: [REDACTED]

EU parliament declares fossil fuel to be "green" energy as climate change narrative collapses



The EU parliament just announced a decision that's causing the fraudulent climate change narrative to self-destruct. "EU parliament backs labeling gas and nuclear investments as green," reads a Reuters headline from yesterday. "The European Parliament on Wednesday backed EU rules labeling investments in gas and nuclear power plants as climate-friendly."

The fraudulent, junk science narrative of "climate change" has caused western nations (including the USA) to dismantle much of their fossil fuel infrastructure over the last 20 years.

Suddenly, European nations are panicking to try to rebuild their energy infrastructure. But since they've officially blocked most funding for non-green energy projects, the only way to get funds to rebuild fossil fuel infrastructure is to declare fossil fuels to be "green."

Never forget that the "green" movement is part of the globalist depopulation agenda to starve billions of human beings to death while collapsing economies around the world.

[Get the full details in today's feature article and podcast here.](#)

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A growing number of Americans are becoming so frustrated with the overt politicization of our institutions and weaponization of government in the age of Joe Biden that they say that it may become ...

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[Collapsed crypto hedge fund Three Arrows Capital now revealed to be a massive international fraud hidden behind complex legal structures](#)

The Three Arrows Capital saga is far from over after it was revealed that the now-defunct crypto hedge fund is part of an international criminal conspiracy involving massive financial fraud. An ...

[Israeli government hid childhood vaccine injuries during covid jab approval process](#)

In approving Pfizer's Wuhan coronavirus (Covid-19) "vaccine" for children, the government of Israel hid data, we now know, showing that the shots are much deadlier for kids than ...

[Biden regime block new Atlantic and Pacific oil drilling operations, which will send fuel prices even higher](#)

There will be no more new oil drilling operations allowed in either the Pacific or Atlantic Oceans thanks to new efforts by the Biden regime to shut down pretty much all fossil fuel production in ...

[EU declares fossil fuels and nuclear to be "green" energy sources](#)

The European Union (EU) has voted to dub gas and nuclear power plant investments as "green" and "eco-friendly," delivering a death blow to the anti-fossil fuel agenda that has ...

[Idaho doctor warns about covid-19 vaccines causing spike in cancer diagnoses](#)

Anatomic clinical pathologist Dr. Ryan Cole has warned the public that the Wuhan coronavirus (COVID-

19) vaccines dramatically accelerate the disease process. Doctors have reported that cancer ...

[The HighWire: Covid lockdowns triggered pandemic of mental illness in the US, UK](#)

Del Bigtree and Jefferey Jaxen touched on how the Wuhan coronavirus (COVID-19) lockdowns in the U.S. and the U.K. triggered a pandemic of mental illness, most especially in the youth. Jaxen, an ...

[Prepping tips: How to build a stockpile if you are lactose intolerant](#)

Before SHTF, you need to stock up on food and supplies so you and your family can survive a long-term disaster scenario. However, you need to be more careful while stockpiling if you or a family ...

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Canada may be withholding a gas turbine Germany sent for repairs until the energy-strapped European nation signs a contract for liquefied natural gas (LNG), says an analyst. Steve Quayle of ...

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As soon as 20-year decorated New York Police Department (NYPD) veteran Thomas J. Gambardella retired, he did so in fashion - by flipping the bird at a memorial to fallen officers. Gambardella, a ...

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Russia will resume the transport of goods in Kaliningrad through Lithuania after the European Union (EU) intervened. The group discarded the blockade, which meant that transport of goods between ...

[Dollar collapse: Top Indian cement producer pays for Russian coal using Chinese yuan](#)

India's largest cement maker UltraTech maneuvered its way away from using the U.S...

[US media walks back on "rosy" Ukraine coverage as Russia declares Luhansk liberated from Kyiv's control](#)

American media outlets have walked back on their optimistic coverage of the ongoing Russia-Ukraine war following Moscow's declaration that the Luhansk People's Republic (LPR) has been ...

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Farmers are going through a fertilizer crisis caused by skyrocketing fossil fuel prices and industry consolidation. Liquid nitrogen, potash and phosphorus, three of the world's most commonly ...

[Gina Bria tells Kerri Rivera: Humans are water beings that have a liquid system based on motion - Brighteon.TV](#)

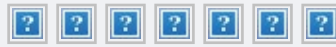
Anthropologist and author Gina Bria describes humans as water beings that have a liquid system in the body. "It's extremely important to understand that you are a water being. You really are ...

[Crypto broker Voyager Digital suspends customer trading, deposits, withdrawals and loyalty rewards](#)

Digital asset brokerage Voyager Digital announced in a statement issued Friday, July 1, that it has suspended all customer trading, deposits, withdrawals and loyalty rewards. Voyager's move ...

[BardsFM host Scott Kesterson: Majority of Americans will obey the government with no questions asked - Brighteon.TV](#)

Scott Kesterson believes the majority of Americans will obey the government with nary a question. "What we've learned is that at least 60 percent of the public in the United States will ...



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From: [Wynn Greich](#)
To: [Dollar, Sarah](#)
Subject: Fwd: CORRECTION: County of San Mateo News Update: July 7, 2022
Date: Friday, July 8, 2022 4:34:25 PM

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----- Forwarded message -----

From: **San Mateo County** <sanmateocounty@service.govdelivery.com>
Date: Fri, Jul 8, 2022 at 11:21 AM
Subject: CORRECTION: County of San Mateo News Update: July 7, 2022
To: [REDACTED]

Why isn't the mayor and Vancouver city council doing this? Send this to the council ,please.
From Wynn Greich

News header-blue gradient

The 18th Annual Disaster Preparedness Day will be on July 30, not June 30.

The item below has been edited to reflect the correct date.

Residents Invited to Attend Disaster Preparedness Day

San Mateo County residents are invited to the [18th Annual Disaster Preparedness Day](#) on July 30 from 10 a.m. to 2 p.m. at the San Mateo County Event Center. The free, family-friendly event provides an opportunity to explore emergency response vehicles, meet bomb squad robots, attend first aid and CPR classes,

disaster

learn about community resources, and more. Emergency supplies will also be available for attendees. The event is hosted by San Mateo County Supervisor Carole Groom, [District Two](#), with support from the [Department of Emergency Management](#). Parking is free.

[Read More](#)

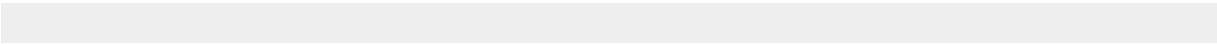
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From: [City of Vancouver - Office of the City Manager](#)
To: [Dollar, Sarah](#)
Subject: FW: I am writing to ask you to withhold your approval of the Interstate Bridge Locally Preferred Alternative
Date: Monday, July 11, 2022 12:04:41 PM

One more written comment for tonight.

City Manager's Office
CITY OF VANCOUVER
P.O. Box 1995 • Vancouver, WA 98668-1995
P: 360.487.8600 | F: 360.487.8625
www.cityofvancouver.us

-----Original Message-----

From: [REDACTED]
Sent: Sunday, July 10, 2022 1:28 PM
To: City of Vancouver - Office of the City Manager <CMO@cityofvancouver.us>
Subject: I am writing to ask you to withhold your approval of the Interstate Bridge Locally Preferred Alternative

[You don't often get email from frankmarre@everyactionadvocacy.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

CAUTION: This email originated from outside of the City of Vancouver. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear City Manager Eric Holmes,

I am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be. The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

Many IBR partners have stated that we need to compromise, and that this bridge alternative is the best compromise. I question this since no other alternatives have been seriously considered for more than a decade and we are still unaware of so many key factors for the proposed alternative. How can we know the high bridge alternative is the best option until we know the real cost of the bridge and its environmental impacts compared to other alternatives? I understand the need for a new I-5 bridge, and I believe that our region needs a bridge that meets our needs, fiscally and environmentally. Please insure that the new bridge is conducive to foot and biking traffic. We must have an alternative that moves us closure to sustainable transportation and does not lock us into fossil fuel high energy, low efficiency transportation. Thank you

We need to analyze an alternative that:

- * Has gentler grades for freight and people walking, rolling and biking
- * Provides insurance against the Coast Guard requiring clearances higher than 116 feet
- * Can be split into phases that can be prioritized against other pressing regional needs

Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
Frank Marre

A solid black rectangular box used to redact the signature of Frank Marre.