

Himes, Dale

From: Rob.DEGRAFF@odot.state.or.us
Sent: Tuesday, July 27, 2004 2:52 PM
To: himesd@wsdot.wa.gov
Cc: david099@earthlink.net
Subject: FW: Amtrak - Washington loop to/from Portland, and others:

Dale Himes
Project Director
Columbia River Crossing
Washington Department of Transportation

Dale,

Attached to this email are comments from an Oregon citizen, David Johnson, regarding our Columbia River Project.

Regards,
Rob

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

From: David Johnson [mailto:david099@earthlink.net]
Sent: Tuesday, July 27, 2004 2:32 PM
To: DEGRAFF Rob
Subject: Amtrak - Washington loop to/from Portland, and others:

Hello Rob,

I just got your email regards of Columbia River Crossing, so please increase font size to 12 or 14 for next time.

In the behalf of Amtrak service serves from/to Seattle and from/to Portland in between to/from Spokane, to/from TRI-Cities and along North Columbia River or if there allow budget uses on South Columbia River to/from Portland. (one trip daily). Train should one deck not two decks. I want riding a train departs Portland on morning arrives in Spokane at late afternoon depend on travel speed.

I support a new bridge could might up 2 or 4 lanes connects with HWY 14 and south and north Grand in Vancouver; in Portland connects with Columbia and what ever you can figure best connect routes. Recommendation avoid closes I-5 Construction in case, or avoid traffice jams, if there closes then give them detour to Grand Bridge to/Vancouver. Included transit improvement to/from Vancouver - recommend Vancouver transit bus goes to Portland/Vancouver International Airport from/to downtown Vancouver.

Please inform me about all these comments go forward to Washington Department Transportation. Thank you in advanced,

Sincerely,

David Johnson

July 2004

- This project is currently considering scoping, funding and implementation issues of two key recommendations from the *Portland/Vancouver I-5 Transportation and Trade Partnership Study*, completed in 2002. This work is in preparation for a possible Environmental Impact Statement (EIS) .

Overview

Since 1998, the Washington State Department of Transportation (WSDOT) has partnered with the Oregon Department of Transportation (ODOT) and other local stakeholders in Washington and Oregon to plan and implement improvements along the I-5 corridor between the Portland metropolitan area and southern Clark County in Washington.

Two studies, the *Portland/Vancouver I-5 Trade Corridor Freight Feasibility and Needs Assessment Study*, completed in 2000, and the *Portland/Vancouver I-5 Transportation and Trade Partnership Study*, completed in 2002, included a variety of corridor-wide improvement and traffic management recommendations. These improvements would increase safety and decrease future congestion on this vital freight and commuter corridor.

One key recommendation called for adding capacity over the Columbia River with a replacement bridge or by supplementing the existing I-5 bridges to ease impacts of bottlenecked traffic on local and interstate commerce. Another recommendation called for consideration of high-capacity transit improvements in the area of the I-5 Interstate Bridge.

Now, WSDOT and ODOT are focusing effort on these two key recommendations in the Columbia River Crossing project. This project is building on the work already completed and further considers scoping, funding and implementation issues not addressed in earlier studies. ODOT and WSDOT will administer this project, which is considered a transitional phase from previous work, necessary to reach more advanced phases, such as the Draft and Final Environmental Impact Statements and preliminary design and possible funding arrangements for actual, physical improvements

Why are WSDOT and ODOT participating in this project?

I-5 is the primary economic lifeline along the west coast. In this region, the most economically significant segment of I-5 is from north Portland across the Columbia River and into Vancouver where the interstate intersects with two transcontinental railroads, international shipping through the ports of Portland and Vancouver, and with important industrial land in both states.

While the problem of congestion is not unique, it is especially significant on this segment of I-5. Problems caused by congestion are becoming worse because:

- Parts of our road system (interchanges, merging lanes, etc.) were built before current safety standards.
- The I-5 corridor was not designed to handle increasing traffic demands.
- Sufficient alternate transportation options are not currently available.
- Changing land uses over the last century, combined with urban growth along the I-5 corridor, make the interstate critical to many different types of trips, including the growth in freight and commuting.

If nothing is done to address current and future transportation problems on the I-5 corridor between Portland and Vancouver, motorists will face significant congestion on I-5 throughout most of the day. By the year 2020, the delays we experience today will double. In addition, shipping freight by truck and rail will be increasingly costly because of the additional time and uncertainty of moving goods through this area.

Who's Involved Now

Improving the I-5 corridor involves a unique relationships and coordination between a variety of state and local stakeholders in both Washington and Oregon, with funding from the federal government. These include:

- WSDOT
- ODOT
- Southwest Washington Regional Transportation Council
- Metro
- Clark County
- Multnomah County
- City of Vancouver, WA

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- City of Portland, OR
- Port of Vancouver
- Port of Portland
- TriMet
- C-TRAN

The End Result

This phase of the project (advancing these improvements to the pre-Environmental Impact) will:

- Further define the I-5 Transportation and Trade Partnership Study concept recommendations;
- Evaluate and draft funding and implementation strategies to support these recommendations;
- Determine bi-state legal requirements to implement the strategies;
- Define the construction and operational management structures of the project;
- Determine environmental requirements and strategies; and
- Develop an effective communications and public involvement plan to support the Environmental Impact Statement (EIS). **Need link to an explanation of the EIS process....**

Following this phase, the project may proceed toward the Draft EIS if the necessary funding is available. The EIS will evaluate potential impacts and benefits of a new or expanded crossing on the environment (natural, ecological, social and economic), evaluate options for lessening (mitigating) these impacts and determine necessary regulatory approvals. It will also include extensive public involvement and outreach efforts.

Project Benefits

Statement of overall value to do this advance work now.

- **Economic:**

Need statement specific to this project: why this pre-EIS work saves us money

I-5 provides direct access to some of the region's most critical industrial areas on each side of the Columbia River. Reliable transportation is essential as the Pacific Northwest's trade-dependent character continues to grow. The existing Columbia River crossings are transportation choke points and threaten the economic vitality of the Pacific Northwest. Oregon and Washington export \$45 billion of products each year. As a percentage of the region's economy, this is about twice the national average. Without attention, future congestion in this important corridor threatens the economic promise of the Portland/Vancouver region.

For more information, review the *Regional Economic Effects of the I-5 Corridor/Columbia River Crossing Transportation Choke Points* report under "Documents" in the left hand column of this Web page.

- **Congestion Relief:**

Need statement specific to this project: why this pre-EIS work saves gets us congestion relief faster and more efficiently

If nothing is done to address current and future transportation problems on the I-5 corridor between Portland and Vancouver, motorists will face significant congestion on I-5 throughout most of the day. By the year 2020, the delays we experience today will double. Relieving congestion in this corridor is important to the livability and economic potential of the Portland/Vancouver region.

- **Safety:**

Need statement specific to this project: why this pre-EIS work saves gets us increased safety faster and more efficiently

1,344 accidents were reported along I-5 and its ramps in Oregon from January 1995 to December 1997. 1,158 accidents were reported along the interstate and its ramps in Washington from January 1994 and December 1996. Over half of all these accidents were caused by rear end collisions, which have increased as congestion increases.

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Although no single strategy will solve the safety problems along this corridor, improving mobility and reducing congestion across the Columbia River between Portland and Vancouver is a good place to start.

What is the project timeline?

Need a pre-EIS phase timeline here (what's coming up)

Project History Timeline

February 2004:	ODOT and WSDOT begin pre-EIS transitional phase of work, including evaluations of potential environmental consequences (of what??) and funding and tolling options.
April 2003:	<u>Regional Economic Effects on the I-5 Corridor Columbia River Crossing Transportation Choke Points Report</u> complete.
February 2003:	<u>Bi-state I-5 Rail Capacity Study</u> completed.
January 2003:	ODOT begins work on the Environmental Assessment for widening I-5 from <u>Delta Park to Lombard Street</u> .
November 2002:	WSDOT completes I-5 widening project from <u>Burnt Bridge Creek in Vancouver to NE 78th Street in Hazel Dell</u> .
June 2002:	The Task Force adopts the <u>Final Strategic Plan Recommendations</u> for I-5 corridor improvements.
March 2000:	A 100-member <u>Community Forum</u> formed by the Task Force to provide guidance on development of corridor strategic plan. Forum composed of citizens representing neighborhood, business, and environmental and other interests in the corridor.
January 2000:	Task Force releases <u>I-5 Trade Corridor Freight and Feasibility Study Final Report</u> .
December 1999:	WSDOT and ODOT begin the bi-state transportation and trade corridor study. Governors Gary Locke and John Kitzhaber appointed a 28-member <u>Bi-State Task Force</u> of community, business, and elected representatives to

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help WSDOT and ODOT develop an I-5 regional strategic plan.

How can I get involved in this process?

Your thoughts and opinions are important to us. A variety of public meetings and open houses were held throughout the creation of the I-5 Transportation and Trade Partnership Study. Additional public involvement opportunities will be presented when this process enters the EIS phase.

For information on the latest public involvement meetings occurring in WSDOT's Southwest Region, visit the [SW Region's public involvement page](#).

Environmental Protection

WSDOT and ODOT both make every effort to assess and minimize environmental impacts from our projects. The necessary EIS for this project has not yet been conducted. If prepared, it will detail the project's environmental impacts (natural, ecological, societal and economic) to help guide final design and construction.

For environmental information specific to this project, please contact Becky Michalyszyn at (360) 905-2174, or e-mail michalb@wsdot.wa.gov.

For more information visit [WSDOT Environmental Services](#).

Will this project impact tribal lands?

At WSDOT we seek to address the concerns of the tribal nations using the process outlined in Section 106 of The [National Historic Preservation Act](#) and the WSDOT Tribal Consultation Policy adopted in 2003 by the Transportation Commission as part of the WSDOT [Centennial Accord Plan](#).

This process is not applicable because the project does not impact tribal lands. However, as this process moves ahead, WSDOT and ODOT will initiate consultation with tribes as appropriate.

For more information visit our [WSDOT Tribal Liaison](#) website.

Financial Information

\$3.9 million in federal and local matching funds from Oregon is available to transition the project into the EIS phase. A total cost, including design, right-of-way acquisition and construction, cannot be accurately estimated until the EIS and preliminary design work is completed.

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Expenditure Plan (EIS / Preliminary Design, Bridge Influence Area)

	* Prior Expenditures	Remaining Costs	Total
State and Federal Funds	\$2,500,000	**	**
Local Funds #	\$1,091,000	**	**
Funded Subtotal	\$3,591,000	**	**
Unfunded Amount		**	**
Total Cost	**	**	**

Local funding includes ODOT contributions

* Expenditures prior to July 2003. These expenditures were for the I-5 corridor "Final Strategic Plan"

** Subtotals, Unfunded Amounts, Remaining Cost, Total Cost unavailable at this stage of the project

Financial data is current as of 5/20/04. Project costs are in actual dollars.

How can I get more information?

Contact:

Dale Himes, Project Director
WSDOT Southwest Region
PO Box 1709
11018 NE 51st Circle
Vancouver, WA 98668-1709
Phone: 360.905.2002
E-mail: HimesD@wsdot.wa.gov

Rob DeGraff, Project Director

ODOT, Region 1

Himes, Dale

From: Keniston, Rick
Sent: Wednesday, June 30, 2004 7:45 AM
To: Himes, Dale
Subject: FW: New I-5 Bridge Over the Columbia

Here's a request for info.

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

From: Bill.Wright@clark.wa.gov [mailto:Bill.Wright@clark.wa.gov]
Sent: Monday, June 28, 2004 8:02 AM
To: JSchaefer@SCHWABE.com
Cc: kenistr@wsdot.wa.gov
Subject: RE: New I-5 Bridge Over the Columbia

Mr. Schaefer,

I'll forward your request to WSDOT, who is managing the project.

Bill Wright, P.E.

Clark County Public Works
Transportation Programming & Traffic Engineering Manager
1300 Franklin Street
PO Box 9810
Vancouver, WA. 98666-9810
(360)397-6118 ext. 4523

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

From: Schaefer, Joseph [mailto:JSchaefer@SCHWABE.com]
Sent: Wednesday, June 23, 2004 3:44 PM
To: bill.wright@clark.wa.gov
Subject: New I-5 Bridge Over the Columbia

Bill:

I read recently about a group of Washington and Oregon officials that are meeting quarterly to discuss improvements to the Columbia River crossing.

I need to get in that loop, to receive meeting notices and minutes, etc.

Any suggestions?

Joseph Schaefer
Land Use Planner
Schwabe, Williamson & Wyatt
1211 SW Fifth Ave., Suite 1600
Portland, OR 97204
(503) 796-2091

Himes, Dale

From: Himes, Dale
Sent: Thursday, June 03, 2004 12:55 PM
To: 'Walter Valenta'
Subject: RE: Bridge Crossing

Walter,

Good to hear from you. We are currently developing our decision making process and public involvement strategy. Once it solidifies and meetings scheduled, I will let you know.

Dale Himes, AICP
Project Director Columbia River Crossing
WSDOT-Southwest Region
360-905-2006 - office
360-601-3932 - cell
himesd@wsdot.wa.gov

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

From: Walter Valenta [mailto:harbor@teleport.com]
Sent: Wednesday, June 02, 2004 2:38 PM
To: himesd@wsdot.wa.gov
Subject: Bridge Crossing

Dale Himes,

Please place me on the notice list and email list for the Columbia River crossing meetings.

I was a member of the I-5 Partnership Committee and want to keep involved.

When is the next meeting?

Thank you

Walter Valenta
harbor@teleport.com
503-880-0181

Walter Valenta
Harbor Properties, Inc.
harbor@teleport.com
503-880-0181

Himes, Dale

To: Ron Sprinkel
Subject: RE: Website Feedback

Ron,

You're right. As we proceed into the project definition stage, these agencies and others will play a very important role in developing the Columbia River Crossing project.

Dale Himes, AICP
Project Director Columbia River Crossing
WSDOT-Southwest Region
360-905-2006 - office
360-601-3932 - cell
himesd@wsdot.wa.gov

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

From: Ron Sprinkel [mailto:rsprinkel@comcast.net]
Sent: Saturday, May 29, 2004 8:21 AM
To: HimesD@wsdot.wa.gov
Subject: Re: Website Feedback

I would also add Indian Nations, both upstream and downstream (due to salmon runs) to the "Our Partners" list.

Ron Sprinkel
rsprinkel@comcast.net
206-932-9282

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

From: [Ron Sprinkel](mailto:rsprinkel@comcast.net)
To: HimesD@wsdot.wa.gov
Sent: Saturday, May 29, 2004 8:15 AM
Subject: Website Feedback

Hello Dale,

I'm curious as to why your list, "Our Partners", does not include The Army Corps of Engineers, U.S. Coast Guard and the U.S. Environmental Protection Agency. While I do understand that these are federal departments, the synergy needed for such a project is enormous. To leave these "key" players out could be detrimental to the projects future timeline and success.

Sincerely,

Ron Sprinkel
rsprinkel@comcast.net
206-932-9282