

**Resolution to the current challenge of not meeting National Environmental Policy Act requirements and Historical Resources 4 (f) requirements.**

The States of Oregon and Washington Transportation Departments invited the public to participate in a new transportation study of ideas and alternatives concerning I-5 Freeway congestion which poses challenges to our region's economy, safety, and to the environment.

The Bi-State Industrial Corridor (BIC or RC-14) was accepted into the Columbia River Crossing Project during the Environmental Impact Study. The Bi-State Industrial Corridor creates a new corridor inside the current I-5 Corridor at the very center of trade and transportation in our area. The Alignment of the Bi-State Industrial Corridor is recommended in the Regional Transportation Plan, in several transportation studies including the I-5 Transportation and Trade Partnership in 2002, and in the SW Regional Transportation Council's 2007 Regional Vision Corridor Study. The alignment of the Bi-State Industrial Corridor provides direct access to several of our major freight arterials including: Marine Dr., Columbia Corridor, Lombard St., HWY.30, Jantzen Beach Dr., Mill Plain Extension and the I-5 Freeway. The BIC (RC-14) connects existing arterial and major freight routes to each other and to I-5--- removing surface freight, commercial, and commuter vehicles off of neighborhood streets adjacent to I-5 and industrial areas.

The majority of the land is vacant, publicly owned, and may provide additional capacity to residential, retail, industrial, heavy rail and local access between Vancouver and Portland.

- The National Environmental Policy Act requires a thorough study for Federal funding.
- Oregon Context Sensitive Solution requires equal evaluation.
- Joint Accord required following States' requirements.

I have sent in data from CRC stating that the Bi-State Industrial Corridor was removed from the study and the majority of the requirements for a thorough NEPA evaluation were not performed --and therefore NEPA requirements for funding were not met. Federal requirement Historical Structure 4(f) for funding and avoidance have not been followed.

The Bi-State Industrial Corridor was accepted to the NEPA process which requirements clearly state the alternative has a right to finish the race once it has been accepted into the process. It has a right to win, place or show ! A thorough study has a specific list of criteria to which the alternatives are to be evaluated; there is no guess work involved..... But it was not thoroughly evaluated according to NEPA criteria. Whether you agree with the project or not is not the issue. It qualified and was accepted on it's own merits and that is enough.

There is no excuse to accept less than the requirements under NEPA. There is no reason to not have a range of alternatives with comparable data, as is also required.

I would like to meet as soon as possible with Columbia River Staff so that information can be developed for a thorough study on the Bi-State Industrial. I am available to start immediately so the process can move forward to a Locally Preferred Alternative, one which will have met the NEPA requirements for federal funding and Historic Resource 4(f) requirements

Thank you,  
Sharon Nasset

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JUL 01 2008

Columbia River Crossing

**Funding expenses that can be avoided:**

Values of highly urbanized Jantzen Beach properties do not include, relocation, moving inventory, staff, retraining, finding a new location or removal of property and hazardous asbestos, flaggers, added congestion and associated expenses . By contrast, the land west of the BNSF rail line is bare, vacant and publicly owned. Here a few of the properties next to the I-5 freeway:

\$7,666,750	909 N Hayden Dr.	Hotel
\$1,570,000		Taco Bell
\$1,808,720		Burger King
\$1,172,270		Chevron Station
\$11,182,570		Safeway
\$2,300,000		Hooters
\$4,715,230		(three properties Club house 2 small retail)
\$1,436,020		Zupan's
\$1,340,210		Car Wash
\$15,126,450	12226 N Jantzen	
\$1,339,006	12240 N Jantzen	

In the Bi-State Industrial Corridor the cost for land on Jantzen Beach is ZERO! Or very close!

This above list does not include; a strip mall west of freeway, Newport Bay, Denny's, McDonalds, Standford,s a Pizza place, a westside hotel, 30 residences, or street right of ways.The removal of the CRC Bridge will cost at least 100-150 million dollars plus congestion.This added expense of acquiring private property is avoided on Jantzen Beach because the majority of the Bi-State Industrial Corridor is vacant and publicly owned land. Thus saving millions in purchase price of land.

Vancouver with a viaduct over Mill Plain will have fewer negative impacts than the Replacement Bridge. The viaduct connection from I-5 to Port of Vancouver will remove freight, commerce, and commuters from neighborhood streets. Mill Plain is near capacity now and has spilled over to 4<sup>th</sup> Plain, 39<sup>th</sup> and 78<sup>th</sup>— the new viaduct would remove traffic from the streets, provide for future growth of the Port. Removing freight traffic off of Mill Plain will reconnect the residential neighborhoods with downtown Vancouver. These costs need to be clearly identified in the NEPA.

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Columbia River Crossing

To

Columbia River Crossing

DEIS

Citizen Comment

From

Sharon Nassit

503-283-9585 Res.

To

CRE

360-737-0294

The EMAIL on

Port of Vancouver

info HCT causing  
issue + Back in Down  
Vancouver - + Data  
ISSUES

② Accounting of meeting At Com.  
Jim Adams office with Senior CRC  
Staff: ODOT / WA DOT, P-DOT, Tom Markley,  
+ Sam + Roland - I turned in a  
242 pg. CRC has to save sending  
A gain Please Just You have it All ready  
in Citizen Input 08/2007

# The Booklet

"Answers for Sam"

WAS sent out before

Final Editing" published

through email, prior to my

Knowledge by a friend."

Good luck wading  
through it -

Sharon

## Port of Vancouver Freight Corridor Travel Time Study Concerning Increased Congestion and Delay Because of CRC High Capacity Transit

1. High Capacity Transit is not a required on the Columbia River Crossing project. The New Start can be Light Rail, Bus Rapid Transit, commuter rail, buses in an HOV lane, and other forms of transit new or addition to existing. Federal Highway Transit dollar can be spent on upgrading and new bus service.
2. Has the Port of Vancouver designated Freight Corridors on Fourth Plain, 39<sup>th</sup> and 78<sup>th</sup> all neighborhood streets...? Creating 4 surface level freight corridors on neighborhood streets?
3. This report doe not include single trips and other data. Mill Plain goes up by 40% yet does not include commerce or commuter traffic.
4. Further data analysis may demonstrate addition impacts to freight movement. Old data was used when the NEPA process requires CRC to provide new data and numbers.
5. The projects are only eastbound not westbound movement. The CRC needs to have both data for the NEPA process.
6. Eastbound is the Port to I-5. The Westbound would be citizens trying to access up town, downtown, city, and county buildings. Would westbound back up onto I-5?
7. The delay during construction was not quantified in this report. The NEPA Process requires benefits and impact during and after construction.
8. 2023 is eastbound only.
9. 2023 third bullet point Signal priority signal was not part of this study. Light rail and possible Bus Rapid Transit will have signal priority. This study needs to state the impact of signal priority. This is part of the information CRC should have for the NEPA requirements.
10. Does this include the different Gateway Projects...? 1 or more?
11. Will the Gateway projects complete the build out of the Ports?
12. The amount of freight, commerce, commuter and local traffic needs to be a part of this study as well as the actual volume numbers not just the percentages.
13. This is just the summary hand out the complete report has other issues and assumptions that need to be look at to give a true analysis of what impact will occur to downtown business, residences, commuter, commerce and companies that depend on movement of freight.



# Port of Vancouver Freight Corridor Travel Time Study

The Columbia River Crossing Project (CRC) will be required to include High Capacity Transit. Transit mode and alignment options are being considered as part of the Draft Environmental Impact Statement. This report summarizes the findings of an analysis conducted by DKS Associates on the impact of transit associated with the CRC, on the Port of Vancouver's freight corridors. (1) (2)

The study included milestone years 2013 and 2023, correlating with projected traffic increases from the port and Vancouver area. The study looked at potential impacts to travel time and capacity of Mill Plain, Fourth Plain, 39<sup>th</sup> Street and 78<sup>th</sup> Street. (2)

## Key Findings

Since nearly 95% of the port's truck traffic utilizes Mill Plain and Fourth Plain, this summary focuses on these two main corridors (39<sup>th</sup> and 78<sup>th</sup> streets were also considered, but carry substantially less of the port's truck traffic). Findings are average peak travel time, and do not include single trip, and other data. Further data analysis may demonstrate additional impacts to freight movement. (3) and ON BACK

### 2013 (4)

#### Projected Travel Time Delays:

The figures below are for eastbound movements. (5) and (6)

- **Mill Plain/15<sup>th</sup> Ave.** – Average travel time increases by 2 minutes between the port and I-5, nearly reaching capacity at or near the I-5 interchange.
- **Fourth Plain** – 1 minute average travel time increase between the port and I-5.
- **High Capacity Transit** – It is assumed that construction will begin on HCT, but will not be functioning at this time. There will be delay caused by construction, but this could not be quantified in this study. (7)

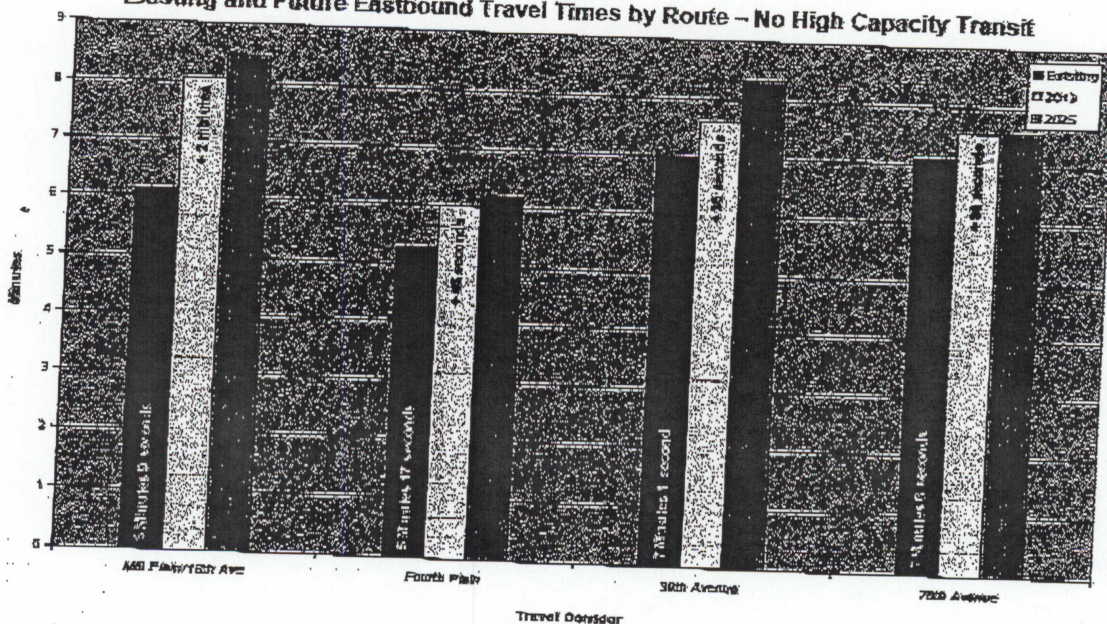
### 2023

#### Projected Travel Time Delays:

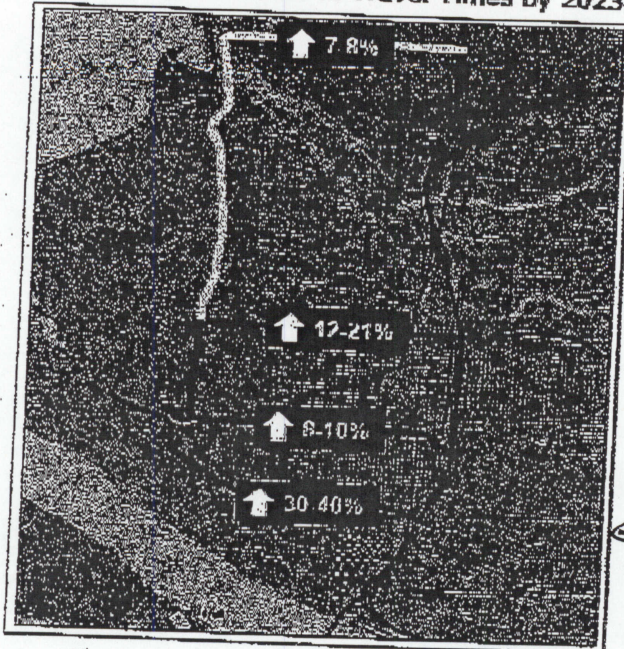
The figures below are for eastbound movements: (8)

- **Mill Plain/15<sup>th</sup> Ave.** – Average travel time increases 2.5 minutes between the port and I-5, surpassing capacity at the I-5 Interchange.
- **Fourth Plain** – 1 minute increase in average travel time between the port and I-5.
- **High Capacity Transit** – HCT could take "green time" due to signal preference. Signal priority could disrupt eastbound and westbound movements on Mill Plain Boulevard and 15th Avenue. (9)

**Figure 4**  
Existing and Future Eastbound Travel Times by Route - No High Capacity Transit



**Percentage Increase In Travel Times by 2023**



③ will 40%  
← does not include commuters  
commerce or  
Signal Priority

**Table 2**  
Effect on Potential Delay of High Capacity Transit on Washington Street  
at Mill Plain Boulevard/15<sup>th</sup> Avenue

Type of HCT	2013 Additional Travel Time		2025 Additional Travel Time	
	Eastbound	Westbound	Eastbound	Westbound
Bus Rapid Transit	9 seconds	5 seconds	9 seconds	15 seconds
Light Rail Transit	5 seconds	3 seconds	5 seconds	10 seconds

SOURCE: DKS Associates





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### 2013

#### **Projected Travel Time Delays:**

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### 2023

#### **Projected Travel Time Delays:**

*The figures below are for eastbound movements:*

- **Mill Plain/15<sup>th</sup> Ave.** – Average travel time increases 2.5 minutes between the port and I-5, surpassing capacity at the I-5 Interchange.
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- **High Capacity Transit** – HCT could take "green time" due to signal preference. Signal priority could disrupt eastbound and westbound movements on Mill Plain Boulevard and 15th Avenue.

October 24, 2006

Dear CRC Members:

I am writing you today asking please for your support. First, let me thank you for all of your hard work and for the fact that you are of the few who offer help and support to our community, your community. The need for wise leadership in hard economic times and times of prosperity is important. So thank you, for your service.

I am asking for fairness. It would benefit all parties. I am not asking for special treatment but justice. My goal is to come through this experience as part of the solution rather than part of the problem.

This goal is met I believe by stating facts, acknowledging patterns, and offering ideas and solutions that would benefit all parties. I have no desire to slow or tarnish the process only to provide transparency.

Being evenhanded and objective benefits all parties. For the people involved with this project, clear judgment, accountability, and responsibility are a must.

The current transportation congestion in our region is significant. Locally it directly affects our economy and quality of life. Because our trade and transportation is damaged, it affects our nation's economy as well. It is imperative we solve this problem now.

With important challenges come a variety of solutions.

Challenges can divide people into believing so strongly in their own solution that they are no longer objective. To this end, officials have had to instill laws to create fairness and honesty. Environmental Impact Studies, Open Meeting rules and Content Sensitive Solutions are just to name a few. For the last year CRC staff has been informed verbally and in writing that Columbia River Crossing project options data is inaccurate, misleading, missing information and that there were open meeting violations. Having been unsuccessful in being part of fair and honest process, it has become imperative that further action be taken. First inform the task force members directly. Port Commissioner Arch Miller pointed out that since the Governors' office appoints the task force and staff, and complaints regarding conflicting data should be directed there if corrections can not be made at the CRC level.

After reviewing the conflicting data in staff screening, hopefully the CRC Task Force Members will insist that the Bi-State industrial Corridor is studied fully and with an open mind.

Thank you,

Sharon Nasset

## Downloads

1. Metro Councilor Robert Liberty letter on CRC
2. First letter addressed to CRC Task Force members. A list of missing, misleading, and conflicting data. Sent in July 2005 no response was sent in return.
3. Second letter Councilor Burkholder recommended I send another letter to the Task Force members and copy interested parties to prompt a response. The second letter was sent in April 2006.
4. Don Wagner, administrator of Southwest Region WADOT, as reported in the official minutes of the October 20 & 21, 2004 page 17.  
[www.wsdot.wa.gov/commission/agendasminutes/minutes2004/oct20.pdf](http://www.wsdot.wa.gov/commission/agendasminutes/minutes2004/oct20.pdf) "Both of the bridges are structurally sufficient and meet all of the requirements." "The best that can be done on the I-5 Corridor is to remove the bottlenecks. In order to allow for traffic free flow it would require that additional lanes be added. There is physically no room for additional lanes in the corridor." The 2002 report on the Columbia River Crossing and its web address is still missing from the web site.
5. Commissioner Sam Adams asked me to put together my concerns on the CRC process and data. I made a booklet approximately 235 pages. The unedited version was sent out to a few friends for editing. Paul Edgar receiving the booklet's website address sent it out to citizen interested transportation, unedited. It was sent to the CRC and others September 20, 2006. If you did not receive the address, it was sent into for the record.  
[www.PortlanDocs.com/Transportation/NassetBookForSam-05.pdf](http://www.PortlanDocs.com/Transportation/NassetBookForSam-05.pdf)
6. Information that the CRC did a 24-hour traffic study of the I-5 Corridor from Pioneer St. in Vancouver WA. to the Marquam Bridge in Portland OR. The study from October 2005 shows congestion to currently be at 2020 levels of congestion and possibly higher. The study has not been released yet although it is completed and is CRC held data. Presentation given to RTC.
7. Step A screening report and statement that are missing, misleading and conflicting data in the A screening report.

## Questions Brought Forth by the Community

Transportation Commissioners for the states of Oregon and Washington traveled to Portland for a special meeting on July 20, 2005, with members of the Columbia River Crossing Task Force.

As a Task Force member, are you aware that this meeting took place in a room packed with transportation industry representatives?

- Were you given the time, date, and place and the importance of this meeting?
- Has the Task Force been notified of this error in not being invited to this special meeting?
- Has a notice been sent to Transportation Commissioners of lack of notification to the Task Force members?
- Why hasn't a summary of the July 20th meeting been presented?
- Why hasn't this error been acknowledged?
- How will notification of future meetings be sent to Task Force Members and citizens at large?
- Who will send the notice?
- Will there be notification of all future meetings concerning Columbia River crossings?
- Has a new meeting been scheduled with the Transportation Commissioners?
- How were the transportation industry representatives notified of the meeting?
- Why did transportation representatives get priority notification of the meeting?

### For Future Transparency

- How many separate groups in Oregon and Washington are studying the Columbia River crossing?
- Who is participating in these groups?
- How often do these meetings occur?
- How are citizens notified of these meetings?
- Where are notes of these meetings posted?
- Can we expect a monthly update on these meetings?
- In the future, will a calendar of all meetings that involve the Columbia River Crossing be distributed monthly?

Thank You.