From:	thirdbridgenow@aol.com
To:	Columbia River Crossing;
CC:	
Subject:	Qualification of CRC members
Date:	Tuesday, July 01, 2008 7:23:42 PM
Attachments:	The_qualification_of_the_member_of_Columbia_River_Crossing[1].doc

The qualification of the member of Columbia River Crossing
And those overseeing the project

The qualification of the member of Columbia River Crossing
And those overseeing the project

The Columbia River Crossing project is one of the most important projects in our region.

The Federal Highway Administration rejected the Columbia River Crossing Draft Environmental Impact Study 3 or 4 times why? Be specific.

The DEIS booklet was revised 8 times before going to the public. Then an appendix of errors immediately followed.
What is the difference with each version?
Where can a copy of each version be found?
Is there a summary of the differences of each version?
The DEIS booklet cost $50 to the public.
Why where no less expensive black and white version provided to the public?
When the expensive where placed in the public places for view why where no copies of the technical information provide?

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This leads to the important of knowing the qualification of those involved, participating and guiding the process. Please answer the following questions concerning each of the persons below.

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Rob DeGraff ODOT
John Osborne ODOT
Tom Markgraf Columbia River Crossing
Ron Anderson Columbia River Crossing
Matt Garrett ODOT
Dave Dye WADOT
Don Wagner WADOT
Jason Tell ODOT

John McAvoy FHWA

How many years have the above named person work for ODOT/ WADOT/ FHWA?
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How many EIS projects has the above named person managed?
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No correction of inaccurate data, missing data, conflicting data was made even through most of the above named staff where in the room on each occasion.

So again it is very important to find out the knowledge of named individuals.

Respectfully,
Sharon Nasset

From:	thirdbridgenow@aol.com
To:	Columbia River Crossing; jeff.mize@columbian.com;
CC:	
Subject:	Fwd: Sponsor Council
Date:	Tuesday, July 01, 2008 7:31:37 PM
Attachments:	SKMBT_C25008021011530.pdf

-----Original Message-----
From: thirdbridgenow@aol.com
To: thirdbridgenow@aol.com
Sent: Mon, 30 Jun 2008 10:26 pm
Subject: Sponsor Council

Would you please explain what became of the Sponsor Council? Who assumed their responsibilities? Who was on it? Where can I find the meeting notes? What date was it disbanded? Where were the public notices of their meetings? Do you still have the sign in sheets?

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WHO IS INVOLVED?

A project of this size and complexity must, of necessity, bring together many stakeholder groups with a wide range of interests. Each of these groups has a unique role to play in the decision-making process. Some provide the technical data needed to compare alternatives while others help compare and choose the alternatives.

Project Development Team

Responsible for day-to-day project management. Working groups will assist the team with specific issues such as freight, public involvement, and financing issues.

Regional Partners

Advises Project Development Team and assists with project development. Includes major public agencies with transportation jurisdiction within the project area:

- Oregon Departments of Transportation (ODOT)
- Washington Department of Transportation (WSDOT)
- Metro
- Southwest Washington Regional Transportation Council (RTC)
- TriMet
- C-TRAN
- City of Portland
- City of Vancouver
- Federal Highway Administration (non-voting)
- Federal Transit Agency (non-voting)

Task Force

39-member group of representatives from a broad cross section of the Oregon and Washington communities, including public agencies, businesses, civic organizations, neighborhoods, and freight, commuter, and environmental groups. Provides recommendations to the Project Sponsors Council.

Project Sponsors Council

Makes decisions at each decision point based on recommendations from the Task Force, public input, and advice from Project Development Team:

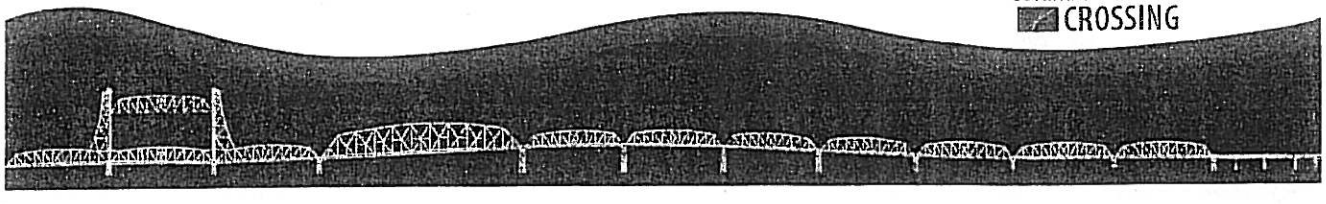
- WSDOT
- ODOT
- RTC
- Metro
- C-TRAN
- TriMet
- City of Vancouver
- City of Portland
- Clark County
- Multnomah County
- Port of Vancouver
- Port of Portland

Bi-State Permitting and Regulatory Group

Coordinates and streamlines regulatory reviews and permitting. The group includes federal, state, and local agencies responsible for protecting air, water, wildlife, and cultural resources.

Federal Highway Administration and Federal Transit Administration

Co-lead agencies for the National Environmental Policy Act (NEPA) process that governs proposed actions requiring federal funding, federal permits, or federal approvals. Will sign the Environmental Impact Statement and Record of Decision.



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EVALUATION CRITERIA

- Evaluation criteria will be used as a "yardstick" to measure the effectiveness of alternatives
- Your ideas about what criteria to use will be considered by the Task Force and the Project Sponsors Council
- Please read the list of ideas for criteria
- Tell us if we've missed issues of importance to you
- Suggest changes

NEPA Process Summary

What is NEPA?
NEPA stands for the National Environmental Policy Act. NEPA is a federal law that requires federally-funded projects to evaluate a range of alternatives including doing nothing known as "No Build" and the impacts of those alternatives on the environment. It also requires agencies proposing a project to consider input from the public, Tribal Governments and other agencies before making a final decision.

Sponsor Council

The federal law was enacted in 1970, a time when many modern environmental laws were written as a result of several environmental disasters and a national consensus that clean air, clean water, healthy forests and thriving animal populations are important to U.S. citizens.

Confusion can arise over the "NEPA" acronym. The "P" stands for "policy" not "protection." Agencies are not required to select an option or alternative that has the least impact to the environment. They are required to consider the full range of alternatives before making that decision.

NEPA can be considered a complex law that slows a decision-making process. However, it also can be considered a law that ensures that people affected by a problem and/or federal project have an opportunity to learn about and affect the proposals before a decision is made.

Why does NEPA apply to this project?
The NEPA process applies to the Columbia River Crossing project for two reasons: Interstate 5 is a publicly owned facility and the project receives federal funding.

How does NEPA work?
Depending on the type of project, the environmental effects fall into one of three categories: 1) No effect on the environment; 2) No "significant" effect on the environment; and 3) Environmental effects expected. Based on the size of the Columbia River Crossing project, we expect significant effects on the human and/or natural environment. Projects with little or no effect on the environment have fewer requirements under the law.

Overview of the NEPA process:

1. **Explain why the project is needed. ("Define the Purpose and Need")**

The Purpose and Need statement explains why the project is necessary and the fundamental problems the project should address. The Purpose and Need also guides the development of preliminary alternatives, and helps decision makers narrow those alternatives to one that best meets the project needs.

2. **Ask the public: What should the agency consider in this project? ("Scoping")**

Early in the NEPA process, Tribal Governments, the public and other agencies are given a chance to contribute information about community and environmental issues. Often public meetings are held. This step informs tribes, citizens and agencies about the proposed project, lets them know how any studies will be conducted, and solicits their input on issues and potential solutions to consider.

3. **Identify the potential range of options to address the need. ("Define Proposed Action and Preliminary Alternative")**

Project managers will describe the proposed project and the initial range of alternatives. Preliminary alternatives are usually broad and subject to change. Information from the previous step is often used to develop the preliminary alternatives.

4. **Answer the question: Will the project affect the environment? ("Will the project result in significant environmental impacts?")**

If the agency leading the work effort knows a project will have significant environmental impacts, the agency will plan to write a report, called an "Environmental Impact Statement (EIS)." An EIS is a comprehensive report that

NEPA Process Summary

describes in detail the effects to the natural and human environment for each of the alternatives under consideration.

5. **Evaluate options to deal with the need ("Preliminary Alternatives Analysis and Screening")**

Before writing the Draft EIS, project managers will compare each of the preliminary alternatives to ensure that a broad range of options has been considered. Project managers and the public have the opportunity to compare benefits and impacts of implementing different project approaches. Some alternatives will be dropped at this stage and the most promising carried forward into the Draft EIS.

6. **Study the impacts to the natural and human environment ("Prepare and Issue Draft EIS")**

Project managers will thoroughly research and analyze all of the potential environmental effects associated with the alternatives being considered and write the Draft EIS. The Draft EIS is made available for public review and comment.

7. **Hold a public hearing**

One or more public hearing are required for a Draft EIS. The hearing is advertised locally and is usually held during the public review period with enough time remaining to gather additional public comments.

8. **Identify the best option/alternative ("Prepare and Issue Final EIS)**

After the public hearing and the Draft EIS comment period, project managers prepare the Final EIS (FEIS). The FEIS includes public comments received, and describes coordination that occurred since the DEIS was published. It also identifies the best or "locally preferred" alternative, why it was chosen, and any design commitments and mitigation measures.

9. **Publish decision on best option ("Prepare Record of Decision")**

The federal lead agencies for this project, the Federal Highway Administration and the Federal Transit Administration, must publish their decision in the Federal Register. Non-federal agencies seek approval for the chosen option at this step. The Record of Decision (ROD) summarizes the basis for the project decision. The ROD does not commit an agency to action, and does not guarantee funding. It identifies the alternatives considered, including any "preferred alternative", and whether the project proponent has taken steps to minimize environmental harm. The ROD includes responses to substantive public comments on the FEIS, and summarizes any mitigation measures or environmental commitments.

From:	thirdbridgenow@aol.com
To:	Columbia River Crossing; jeff.mize@columbian.com;
CC:	
Subject:	Fwd: RTC maps 2007
Date:	Tuesday, July 01, 2008 7:36:19 PM
Attachments:	SKMBT_C25007101012420.pdf

-----Original Message-----
From: thirdbridgenow@aol.com
To: thirdbridgenow@aol.com
Sent: Mon, 30 Jun 2008 10:35 pm
Subject: RTC maps 2007

The Regional Transportation Council has recommended the RC-14 Crossing. Why was it not thoroughly studied in the Columbia River Crossing as required for NEPA funding?

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Engineering the Lines: Vision Plan New Regional Corridors

Engineering the Lines: New Candidate Regional Corridors

From:	thirdbridgenow@aol.com
To:	Columbia River Crossing; jeff.mize@columbian.com;
CC:	
Subject:	Fwd: Need for Local Bridge to Port of Portland
Date:	Tuesday, July 01, 2008 7:36:40 PM
Attachments:	SKMBT_C25007080909350.pdf

-----Original Message-----
From: thirdbridgenow@aol.com
To: thirdbridgenow@aol.com
Sent: Tue, 1 Jul 2008 6:40 pm
Subject: Need for Local Bridge to Port of Portland

Why does CRC proposal not have bridge(s) from Port of Vanvouver to Port of Portland land? It's been proposed for over three decades. Please wait for FAX of information on high cacacity transit interruption of freight capacity to Port of Vancouver.

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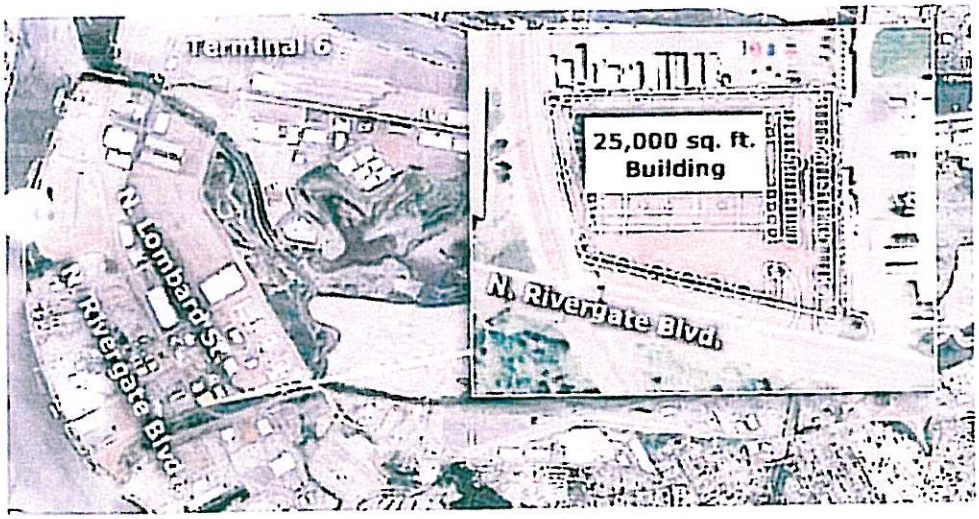
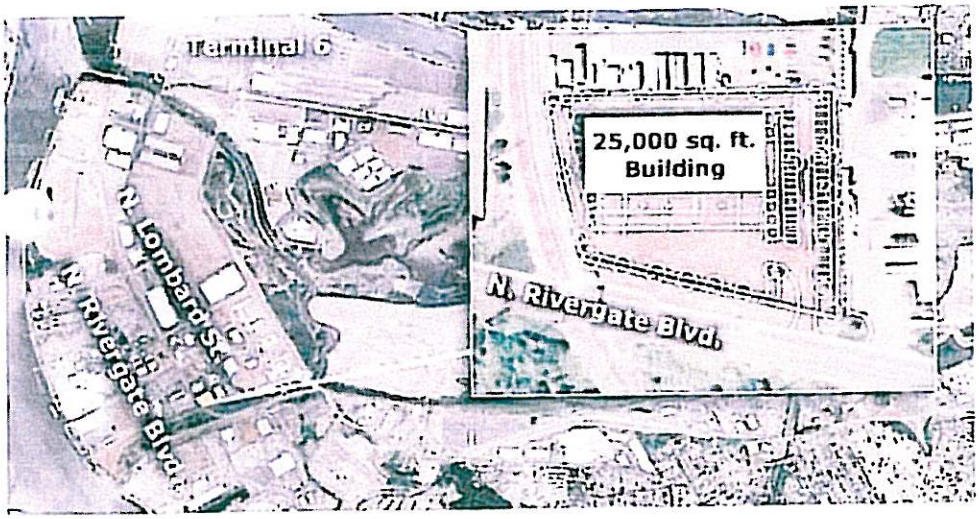
Airports
PDX Cargo Feeder Flights
PDX Deicing
PDX Part 150 Study
Hillsboro Airport Master Plan

Marine
Channel Deepening
Terminal 4 Early Action Sediments Cleanup
Toyota Redevelopment
West Hayden Island

Corporate
Reynolds Industrial Site



Search



Search

From:	thirdbridgenow@aol.com
To:	Columbia River Crossing; jeff.mize@columbian.com;
CC:	
Subject:	Fwd: What became of the Western Arterial proposal
Date:	Tuesday, July 01, 2008 7:37:38 PM
Attachments:	SKMBT_C25007082214530.pdf

-----Original Message-----
From: thirdbridgenow@aol.com
To: thirdbridgenow@aol.com
Sent: Tue, 1 Jul 2008 7:13 pm
Subject: What became of the Western Arterial proposal

A third bridge corridor next to the current BNSF bridge will support the current corridors and is recommended in the RTP and other bi-state, state and local transportation plans and documents. The I-5 trade and transportation partnership recommmended upgrading of the BNSF bridge to relieve traffic. I believe that a new rail bridge, as recommended, should have been evaluated. I believe we should be applying for New Starts funding for commuter rail and to support our freight economy.
1.How far would federal New Starts dollars go in building a commuter rail as compared to light rail?
2. How many miles of commuter rail would $750 million get us as compared to light rail?
3.Why brings cars into downtown Vancouver for light rail when commuter rail could pick them up farther out, in the neighborhoods?
4. Could not new commuter rail also double for freight rail, thus increasing freight capacity?
5. Were the supplementary benefits of improved heavy rail studied---such as commercial development along line, employment opportunities, or residential infill? I.e. Attracting jobs to Clark County?
6. How about benefits of heavy rail to individual towns, like Ridgefield? This has been a historic pattern of development.

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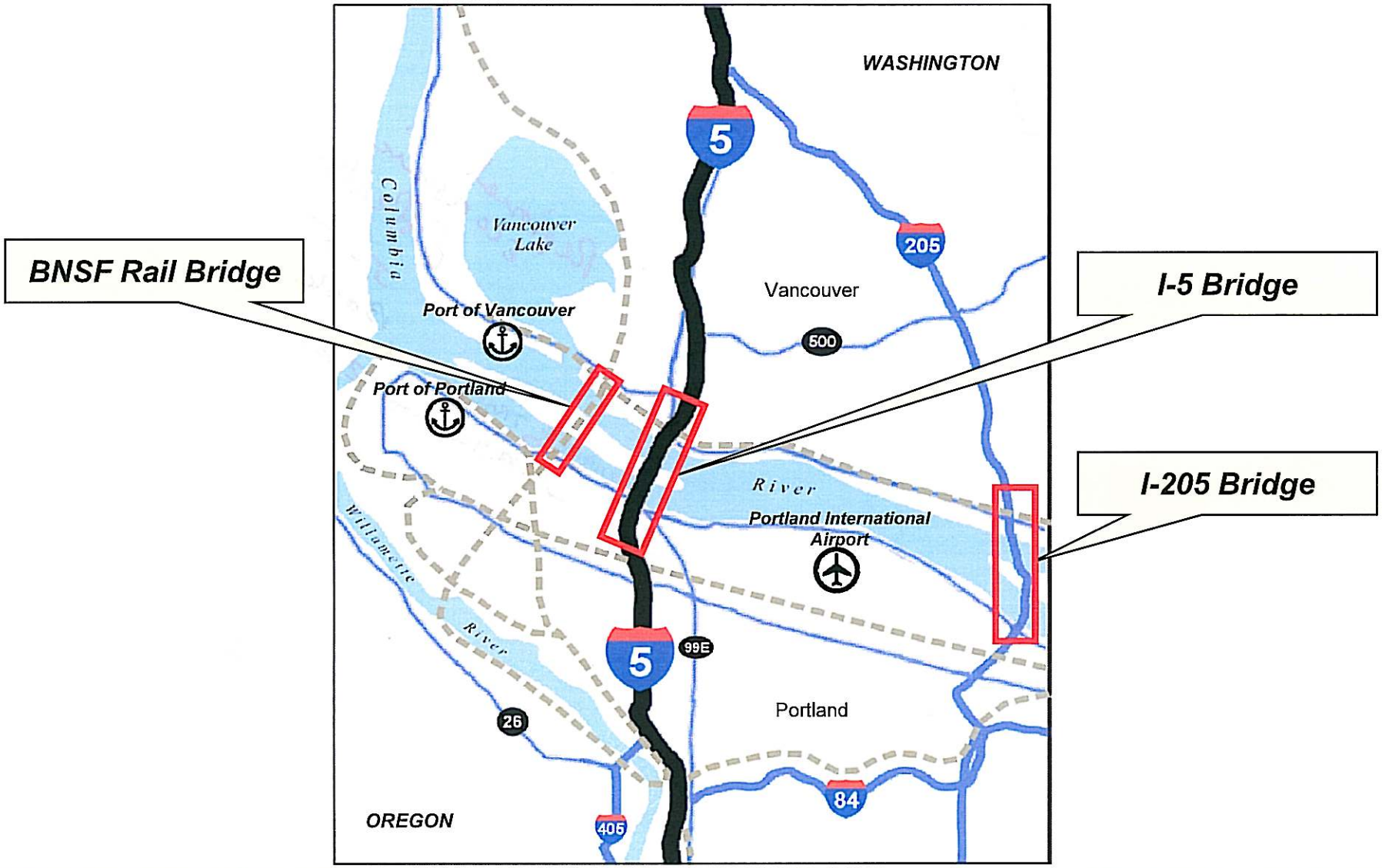
Columbia River Crossings at Portland-Vancouver



From:	thirdbridgenow@aol.com
To:	Columbia River Crossing; jeff.mize@columbian.com;
CC:	
Subject:	Fwd: Qualification of CRC members
Date:	Tuesday, July 01, 2008 7:38:54 PM
Attachments:	The_qualification_of_the_member_of_Columbia_River_Crossing[1].doc

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-----Original Message-----
From: thirdbridgenow@aol.com
To: columbiarivercrossing@columbiarivercrossing.com
Sent: Tue, 1 Jul 2008 7:23 pm
Subject: Qualification of CRC members

The qualification of the member of Columbia River Crossing
And those overseeing the project

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And those overseeing the project

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From:	thirdbridgenow@aol.com
To:	Columbia River Crossing; jeff.mize@columbian.com;
CC:	
Subject:	Provisions for Port of Vancouver Expansion
Date:	Tuesday, July 01, 2008 8:14:42 PM
Attachments:	SKMBT_C25007080615110.pdf

Currently Port of Vancouver utilizes Mill Plain Bv, Fourth Plain Bv, 39th St and 78th St, creating traffic problems in Vancouver. What was done to study mitigation of these burdens? Were any other potential routes studied or evaluated? Such as a viaduct that would remove this surface traffic? If Port of Vancouver is to function as a modern port should not these freight connections be upgraded? A specific connection to the Port of Portland has been considered or proposed for over a century. What was done to examine this possibility?

Working for the Environment

A thorough environmental assessment of proposed new development through the National Environmental Policy Act (NEPA) process will examine:

- Alternatives and effects of the Economic Development and Conservation Plan
- Economic and job-creation goals
- Environmental impacts

Conceptual Drawing

Working with Numbers

600 – Acres of current Port operations

5,500 – Current local jobs generated by port activities

$242 million – Annual personal income generated by current port-related jobs

---

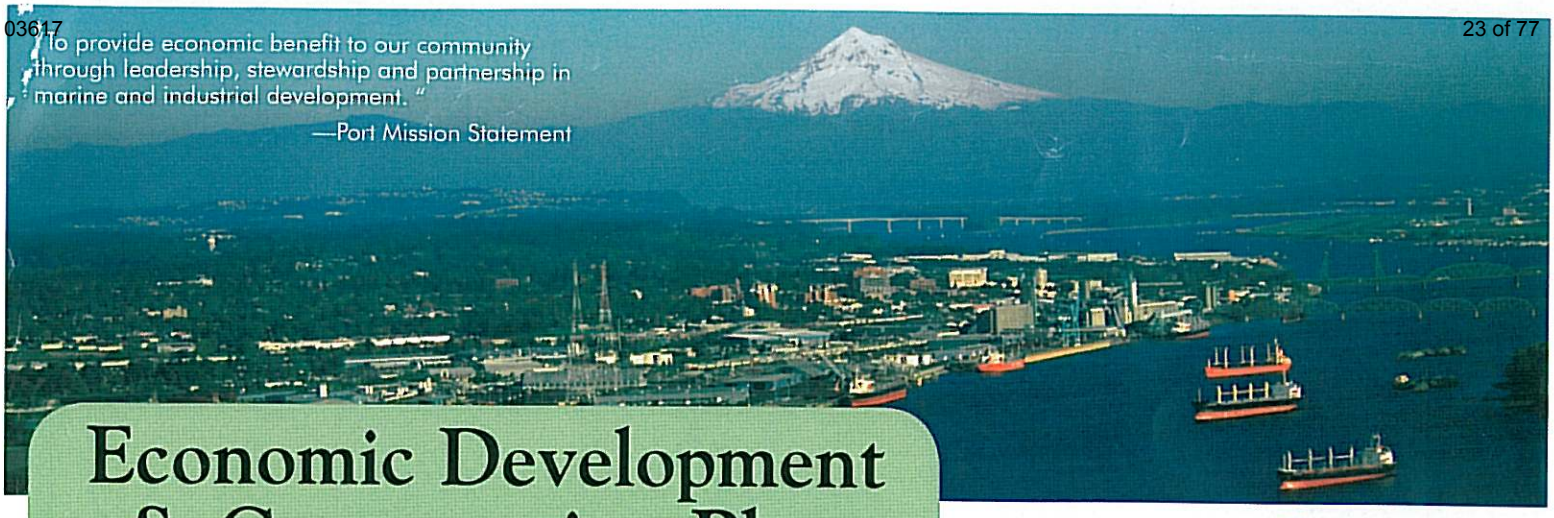
500-557 – Acres for future maritime and industrial development

783-840 – Acres set aside for future environmental mitigation

3,000-5,000 – Projected additional local jobs generated by the Economic Development and Conservation Plan

Contact Information

Port of Vancouver USA — 3103 NW Lower River Road — Vancouver, WA 98660-1027
360.693.3611 — info@PortVanUSA.com — www.PortVanUSA.com



Economic Development & Conservation Plan

PORT OF VANCOUVER USA

Prosperity and ports have always gone hand in hand. The earliest cities were established near waterways to facilitate trade and transportation. The Port of Vancouver plays a major role in making the banks of the Columbia River a great place to live and work. Great ports thrive because of the support from their communities. From our natural transportation hub of river, road and rail, the Port of Vancouver gives our community access to the global marketplace with economic benefits that ripple throughout our region.

Planning Your Future Port

The Port of Vancouver's Economic Development and Conservation efforts plan for a balanced approach to maximize economic and environmental benefits. Key elements of this plan include:

- **Columbia Gateway** – This industrial-zoned land west of the current port is designated for new maritime and industrial use. The Port aims to promote maritime trade and generate thousands of new jobs for our community within the next 5-7 years.
- **Rufener Property** – Located north of NW Lower River Road, this property will be developed for light industrial use, generating new jobs for Clark County workers within the next 2 years.
- **Rail and Road Improvements** – Successful operations at the Port depend on efficient freight mobility by rail, road, and river. Rail and road systems are reaching capacity and may constrain existing business, future development and new economic prospects. The Port plans to eliminate gridlock by expanding and improving rail and road access.
- **Partnerships and Funding** – The Port is committed to working with local, state, and federal agencies, the community, and private partners to develop funding methods that are smart, efficient, and serve the best interests of our community.
- **Environmental Stewardship** – Over half the acreage is set aside for environmental mitigation. Priorities include pollution prevention in current operations, environmental improvement in our development projects, and cleanup of past practices.

Get Involved

The Port of Vancouver is your Port. We encourage you to keep informed and get involved. There will be plenty of upcoming opportunities to participate as we move forward with the Economic Development and Conservation Plan. Work with us as we improve our community's Port. Call us at 360.693.3611 or visit us at www.PortVanUSA.com

From:	thirdbridgenow@aol.com
To:	Columbia River Crossing; jeff.mize@columbian.com;
CC:	
Subject:	Federal Register requirements
Date:	Tuesday, July 01, 2008 9:03:19 PM
Attachments:	SKMBT_C25008050312270.pdf

The Federal Register stated that a large area would be studied--- much larger than the final Bridge Influence area, as per the CRC taskforce.. This was determined by the I-5 Transportation and Trade Partnership Final Strategic plan. Why was the scope of the study narrowed down so far below this requirement? Therefore how was a "broad range of alternatives" actually evaluated as required? How did the Partnering agencies (METRO, CTRAN, WSDOT, ODOT, Tri-Met, JTC) evaluate social, environmental and economic impacts? How were local and statewide transportation objectives incorporated into the studies?

Please see attachment of Federal Register.

---

be presented to the committee at any time by providing 25 copies to the person listed in the **FOR FURTHER INFORMATION CONTACT** section or by providing copies at the meeting. Copies of the document to be presented to ARAC for decision by the FAA may be made available by contacting the person listed in the **FOR FURTHER INFORMATION CONTACT** section.

If you need assistance or require a reasonable accommodation for the meeting or meeting documents, please contact the person listed in the **FOR FURTHER INFORMATION CONTACT** section. Sign and oral interpretation, as well as a listening device, can be made available if requested 10 calendar days before the meeting.

Issued in Washington, DC, on September 20, 2005.

Anthony F. Fazio,

Director, Office of Rulemaking.

[FR Doc. 05–19207 Filed 9–26–05; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Federal Transit Administration

Environmental Impact Statement; Portland, OR and Vancouver/Clark County, WA

AGENCY: Federal Highway Administration (FHWA), Department of Transportation (DOT) and Federal Transit Administration (FTA), Department of Transportation (DOT).

ACTION: Notice of Intent to prepare an environmental impact statement.

SUMMARY: The Federal Highway Administration and Federal Transit Administration are issuing this notice to advise the public that an Environmental Impact Statement (EIS) will be prepared for proposed highway and transit improvements in the Interstate 5 Columbia River Crossing (CRC) corridor between the Portland, Oregon and Vancouver/Clark County, Washington area.

FOR FURTHER INFORMATION CONTACT: Steve Saxton, Area Engineer, Federal Highway Administration, Washington Division at 360–753–9411, Jeff Graham, Operations Engineer, Federal Highway Administration, Oregon Division at 503–587–4727 and from Linda Gehrke, Deputy Regional Administrator, Federal Transit Administration, at 206–220–4463.

Public information contact: Amy Echols, CRC Communications Manager, Washington State Department of Transportation (WSDOT) at 360–737–2726 or *echolsa@columbiarivercrossing.org.*

Agency Coordination contact: Heather Gundersen, CRC Environmental Manager, Oregon Department of Transportation (ODOT), at 360–737–2726 or *gundersenh@columbiarivercrossing.org.*

Additional information on the Columbia River Crossing Project can also be found on the project Web site at *http://www..columbiarivercrossing.org.*

SUPPLEMENTARY INFORMATION:

Proposed Action Background

The FHWA and FTA, as Federal co-lead agencies, the Washington State Department of Transportation (WSDOT), Oregon Department of Transportation (ODOT), Southwest Washington Regional Transportation Council (RTC), Metropolitan Service District (Metro), Clark County Public Transportation Benefit Area Authority (C–TRAN), and Tri-County Metropolitan Transportation District of Oregon (TriMet), will prepare an environmental impact statement (EIS) on proposed highway and transit improvements in the I–5 Columbia River Crossing corridor between the Portland, Oregon and Vancouver/Clark County, Washington area. The Columbia River Crossing study area generally encompasses the I–5 corridor from the I–5/I–405 interchange in Portland, Oregon in the south to the I–5/I–205 merge in Clark County, Washington in the north.

The existing I–5 crossing of the Columbia River is two side-by-side bridges, built in 1917 and 1958. In 1982 another river crossing—the Interstate 205 Glenn Jackson Bridge—opened approximately six miles to the east. Together, the two crossings connect the greater Portland-Vancouver region, carrying over 260,000 trips across the Columbia River daily. Growth in the region's population and border-to-border commerce is straining the capacity of the two crossings. This has resulted in trip diversion, unmet travel demand and hours of daily congestion that stalls commuters and delay freight, adversely affecting interstate traffic and commerce.

In 1998, the Washington State Department of Transportation (WSDOT) and Oregon Department of Transportation (ODOT) formed a bi-state partnership to study transportation and potential solutions in the I–5 Columbia River Crossing corridor. ODOT and WSDOT engaged local jurisdictions and agencies, businesses, neighborhoods, and interest groups in Washington and Oregon to plan and implement improvements along the I–5 corridor between the Portland metropolitan area and Vancouver in southern Clark County, Washington. Two studies resulted from this initial work: the Portland/Vancouver I–5 Trade Corridor Freight Feasibility and Needs Assessment Study Final Report, completed in 2000, and the Portland/Vancouver I–5 Transportation and Trade Partnership Final Strategic Plan, completed in 2002. This bi-state work included a variety of recommendations for corridor-wide improvements, traffic management and improvements in the I–5 Bridge Influence Area (BIA)—an approximately 5-mile section of the I–5 corridor extending from the SR 500 interchange north of the river to Columbia Boulevard south of the river.

Other significant transportation studies in the corridor include the South/North Major Investment Study (MIS) Final Report (1995) and the South/North Corridor Project Draft EIS (1998). These studies investigated a variety of high capacity transit corridors and modes between the Portland, Oregon area and Vancouver/Clark County, Washington.

Building on the previous studies, the I–5 Transportation and Trade Partnership Strategic Plan (2002), called for adding capacity over the Columbia River with a replacement bridge or by supplementing existing I–5 bridges to ease impacts of bottlenecks on local travel and interstate commerce. Another recommendation called for considering high-capacity transit improvements in the area of the I–5 Interstate Bridge over the Columbia River. The studies also stressed looking at a range of financing options, increasing general purpose lane capacity to three lanes where there are currently two at Delta Park and ensuring that low-income and minority populations within the corridor are involved in planning. ODOT is undertaking an Environmental Assessment at Delta Park. The Columbia River Crossing Project will study these recommendations as well as others associated with the Bridge Influence Area.

Alternatives

A reasonable range of alternatives, including those identified in the Portland/Vancouver I–5 Transportation and Trade Partnership Final Strategic Plan and the South/North Corridor Project Draft EIS, will be considered. The EIS will include a range of highway and transit build alternatives, as well as a No-Build Alternative.

Probable Effects

FHWA, FTA, WSDOT, ODOT, RTC, Metro, C–TRAN, and TriMet will

be presented to the committee at any time by providing 25 copies to the person listed in the **FOR FURTHER INFORMATION CONTACT** section or by providing copies at the meeting. Copies of the document to be presented to ARAC for decision by the FAA may be made available by contacting the person listed in the **FOR FURTHER INFORMATION CONTACT** section.

If you need assistance or require a reasonable accommodation for the meeting or meeting documents, please contact the person listed in the **FOR FURTHER INFORMATION CONTACT** section. Sign and oral interpretation, as well as a listening device, can be made available if requested 10 calendar days before the meeting.

Issued in Washington, DC, on September 20, 2005.

Anthony F. Fazio,

Director, Office of Rulemaking.

[FR Doc. 05–19207 Filed 9–26–05; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Federal Transit Administration

Environmental Impact Statement; Portland, OR and Vancouver/Clark County, WA

AGENCY: Federal Highway Administration (FHWA), Department of Transportation (DOT) and Federal Transit Administration (FTA), Department of Transportation (DOT).

ACTION: Notice of Intent to prepare an environmental impact statement.

SUMMARY: The Federal Highway Administration and Federal Transit Administration are issuing this notice to advise the public that an Environmental Impact Statement (EIS) will be prepared for proposed highway and transit improvements in the Interstate 5 Columbia River Crossing (CRC) corridor between the Portland, Oregon and Vancouver/Clark County, Washington area.

FOR FURTHER INFORMATION CONTACT: Steve Saxton, Area Engineer, Federal Highway Administration, Washington Division at 360–753–9411, Jeff Graham, Operations Engineer, Federal Highway Administration, Oregon Division at 503–587–4727 and from Linda Gehrke, Deputy Regional Administrator, Federal Transit Administration, at 206–220–4463.

Public information contact: Amy Echols, CRC Communications Manager, Washington State Department of Transportation (WSDOT) at 360–737–2726 or *echolsa@columbiarivercrossing.org.*

Agency Coordination contact: Heather Gundersen, CRC Environmental Manager, Oregon Department of Transportation (ODOT), at 360–737–2726 or *gundersenh@columbiarivercrossing.org.*

Additional information on the Columbia River Crossing Project can also be found on the project Web site at *http://www..columbiarivercrossing.org.*

SUPPLEMENTARY INFORMATION:

Proposed Action Background

The FHWA and FTA, as Federal co-lead agencies, the Washington State Department of Transportation (WSDOT), Oregon Department of Transportation (ODOT), Southwest Washington Regional Transportation Council (RTC), Metropolitan Service District (Metro), Clark County Public Transportation Benefit Area Authority (C–TRAN), and Tri-County Metropolitan Transportation District of Oregon (TriMet), will prepare an environmental impact statement (EIS) on proposed highway and transit improvements in the I–5 Columbia River Crossing corridor between the Portland, Oregon and Vancouver/Clark County, Washington area. The Columbia River Crossing study area generally encompasses the I–5 corridor from the I–5/I–405 interchange in Portland, Oregon in the south to the I–5/I–205 merge in Clark County, Washington in the north.

The existing I–5 crossing of the Columbia River is two side-by-side bridges, built in 1917 and 1958. In 1982 another river crossing—the Interstate 205 Glenn Jackson Bridge—opened approximately six miles to the east. Together, the two crossings connect the greater Portland-Vancouver region, carrying over 260,000 trips across the Columbia River daily. Growth in the region's population and border-to-border commerce is straining the capacity of the two crossings. This has resulted in trip diversion, unmet travel demand and hours of daily congestion that stalls commuters and delay freight, adversely affecting interstate traffic and commerce.

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Other significant transportation studies in the corridor include the South/North Major Investment Study (MIS) Final Report (1995) and the South/North Corridor Project Draft EIS (1998). These studies investigated a variety of high capacity transit corridors and modes between the Portland, Oregon area and Vancouver/Clark County, Washington.

Building on the previous studies, the I–5 Transportation and Trade Partnership Strategic Plan (2002), called for adding capacity over the Columbia River with a replacement bridge or by supplementing existing I–5 bridges to ease impacts of bottlenecks on local travel and interstate commerce. Another recommendation called for considering high-capacity transit improvements in the area of the I–5 Interstate Bridge over the Columbia River. The studies also stressed looking at a range of financing options, increasing general purpose lane capacity to three lanes where there are currently two at Delta Park and ensuring that low-income and minority populations within the corridor are involved in planning. ODOT is undertaking an Environmental Assessment at Delta Park. The Columbia River Crossing Project will study these recommendations as well as others associated with the Bridge Influence Area.

Alternatives

A reasonable range of alternatives, including those identified in the Portland/Vancouver I–5 Transportation and Trade Partnership Final Strategic Plan and the South/North Corridor Project Draft EIS, will be considered. The EIS will include a range of highway and transit build alternatives, as well as a No-Build Alternative.

Probable Effects

FHWA, FTA, WSDOT, ODOT, RTC, Metro, C–TRAN, and TriMet will

evaluate significant transportation, environmental, social, and economic impacts of the alternatives. Potential areas of impact include: support of state, regional, and local land use and transportation plans and policies, neighborhoods, land use and economics, cultural resources, environmental justice, and natural resources. All impacts will be evaluated for both the construction period and the long-term period of operation. Measures to avoid, minimize and mitigate any significant impacts will be developed.

Scoping Process

Agency Coordination: The project sponsors are working with the local, state and federal resource agencies to implement regular opportunities for coordination during the National Environmental Policy Act (NEPA) process. This process will comply with SAFETEA–LU Section 6002.

Tribal Coordination: The formal Tribal government consultation will occur through government-to-government collaboration.

Public Meetings: Three public information meetings will be held in October 2005, including:

- Saturday, October 22, 2005, 11 a.m.–2 p.m., at the Jantzen Beach Super Center (central mall area), 1405 Jantzen Beach Center, Portland, Oregon;
- Tuesday, October 25, 2005, 4 p.m.–8 p.m., at Clark College, Gaiser Hall, 1800 E. McLoughlin Blvd., Vancover, Washington 98663; and
- Thursday, October 27, 2005, 4 p.m.–8 p.m., at OAME (Oregon Association of Minority Enterpreneurs) Main Conference Room, 4134 N. Vancouver St. (at N. Skidmore St.), Portland, OR 97211.

All public information meeting locations are accessible to persons with disabilities. Any individual who requires special assistance, such as a sign language interpreter, should contact Amy Echols, CRC Communications Manager at 360–737–2726 or *echolsa@columbiarivercrossing.org* at least 48-hours in advance of the meeting in order for WSDOT or ODOT to make necessary arrangement.

To ensure that the full range of issues related to this proposed action are addressed and all significant issues identified, comments and suggestions are invited from interested parties. Comments or questions concerning this proposal will be accepted at the public meetings or can be sent to the Columbia River Crossing project office at 700 Washington Street, Suite 222, Vancouver, WA 98660 or to Heather Gundersen at *gundersenh@columbiarivercrossing.org*

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

Issued on: September 20, 2005.

Steve Saxton,

Area Engineer, Washington Division, Federal Highway Administration.

Linda M. Gehre,

Acting Regional Administrator, Region 10, Federal Transit Administration.

[FR Doc. 05–19230 Filed 9–26–05; 8:45 am]

BILLING CODE 4910–22–M

DEPARTMENT OF TRANSPORTATION

Pipeline and Hazardous Materials Safety Administration

[Docket No. PHMSA–05–21747; Notice 2]

Pipeline Safety: Grant of Waiver; Southern LNG

AGENCY: Pipeline and Hazardous Materials Safety Administration (PHMSA); U.S. Department of Transportation (DOT).

ACTION: Grant of Waiver; Southern LNG.

SUMMARY: Southern LNG (SLNG) requested a waiver of compliance from the regulatory requirements at 49 CFR 193.2301, which requires each liquefied natural gas (LNG) facility constructed after March 31, 2000, to comply with 49 CFR part 193 and the National Fire Protection Association (NFPA) Standard NFPA 59A "Standard for Production, Storage, and Handling of Liquefied Natural Gas."

SUPPLEMENTARY INFORMATION:

Background

SLNG, an El Paso Company, requested a waiver from § 193.2301. This regulation requires each LNG facility constructed after March 31, 2000, to comply with 49 CFR part 193 and Standard NFPA 59A.

Standard NFPA 59A requires that welded containers designed for not more than 15 pounds per square inch gauge comply with the Eighth Edition, 1990, of American Petroleum Institute (API) Standard API 620, "Design and Construction of Large, Welded, Low-Pressure Storage Tanks (Appendix Q)." The Eighth Edition of API 620 requires inspection according to Appendix Q which calls for a full radiographic examination of all vertical and horizontal butt welds associated with the container.

SLNG is proposing to use the current Tenth Edition, Addendum 1, of API 620. The Tenth Edition, Addendum 1, of API 620, allows ultrasonic examination—in lieu of radiography—as an acceptable alternative non-destructive testing method. SLNG proposes to use ultrasonic examination on its project, which consists of full semi-automated and manual ultrasonic examination using shear wave probes. SLNG also proposes to use a volumetric ultrasonic examination which combines creep wave probes and focused angled longitudinal waive probes.

Findings

PHMSA considered SLNG's waiver request and published a notice inviting interested persons to comment on whether a waiver should be granted (70 FR 40781; July 14, 2005). There were two comments from the public in response to the notice; both were in support of the waiver.

One commenter, a member of the API Committee on Refinery Equipment, Subcommittee on Pressure Vessels and Tanks, said that the use of ultrasonic examination in lieu of radiographic examination for large LNG tanks improves jobsite safety because it eliminates the hazards of radiation exposure. This commenter also said that ultrasonic examination is more capable than radiographic examination for detecting crack-like weld defects.

The other commenter provided a copy of NFPA 59A Report on Comments, dated May 2005 and stated that the NFPA 59A Committee approved the latest edition of API 620.

The 2006 edition of NFPA 59A was approved as an American National Standard on August 18, 2005.

Grant of Waiver

In its Report on Comments, dated May 2005, the NFPA 59A Committee accepted in principle the latest edition of API 620, Tenth Edition, Addendum 1. The Tenth Edition, Addendum 1, of API 620 adds ultrasonic examination as an acceptable method of examination. The Tenth Edition, Addendum 1, of API 620 indicates that both radiographic and ultrasonic examination are acceptable means of testing.

For the reasons explained above and in the Notice dated July 14, 2005, PHMSA finds that the requested waiver is consistent with pipeline safety and that an equivalent level of safety can be achieved. Therefore, SLNG's request for waiver of compliance with § 193.2301 is granted.

From:	thirdbridgenow@aol.com
To:	Columbia River Crossing; jeff.mize@columbian.com;
CC:	
Subject:	CRC conflicting data
Date:	Tuesday, July 01, 2008 9:23:24 PM
Attachments:	SKMBT_C25007121717400.pdf SKMBT_C25007121717400.pdf SKMBT_C25006082513210.pdf SKMBT_C25008010621360.pdf SKMBT_C25006120413300.pdf

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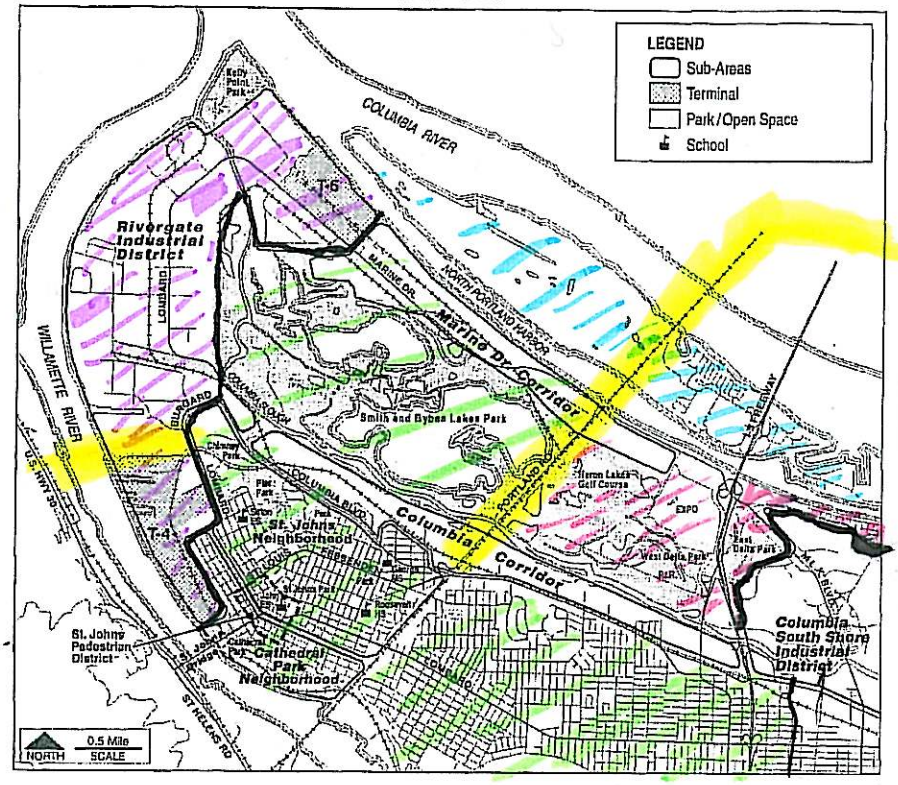
Transit for trips expected to use the I-5 bridge during afternoon 5-hr peak travel 2020

- North Portland 5,300
- Rivergate 4,500
- Delta 4,000
- Hayden Island 2,900
- RC-14 Bi-State Industrial Corridor

FIGURE 3
AREA CHARACTER AND LAND USE



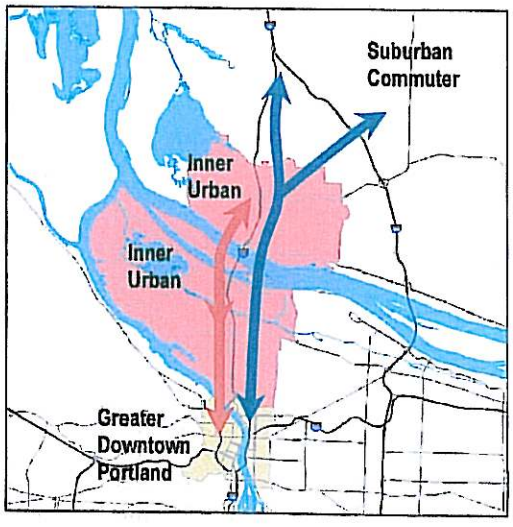
18 *St. Johns Truck Strategy*

TRANSIT

Lessons Learned
Transit Markets

Criterion 2.5

- Inner Urban Market (Red)
- Suburban Commuter Market (Yellow)
- Maximum coverage and transit market share when HCT modes are paired with Express Buses



Columbia River CROSSING

ings. Further information on these topics is available in several technical memoranda and reports. Source material for this report is cited in these documents, which are:

- "Development of Alternative Scenarios"
- "The Economic Benefits of Highway Improvements"
- "Economic Evaluation of Alternative Scenarios"
- "Factors Affecting Employment Growth in Southwest Washington"
- "Freight Rail Existing Conditions"
- "Transportation Assessment of Alternative Scenarios"
- "2020 Baseline Conditions"

These documents may be obtained from:

- **Dan Layden**, ODOT Region 1, 123 NW Flanders St., Portland, OR 97209 (503) 731-8565
- **Brian McMullen**, WSDOT, SW Region, 4200 Main St., Vancouver, WA 98668 (360) 905-2055

1.3 Study Area

Fig. 1 on page 5 is a map of the I-5 Trade Corridor Study area, which includes Interstate 5 and its vicinity from I-84 in Oregon to I-205 in Washington. The study corridor is important to the regional and national economy and includes many important community and economic assets:

- Interstate 5, the only continuous interstate highway on the West Coast between Canada and Mexico, linking the region with California, Canada and Mexico.
- The interchange of east-west and north-south mainline rail lines that connect the nation's agricultural heartland with major Pacific Rim ports. The east-west mainlines in particular are unique because they run at water level, making rail service on these rail lines among the most competitive in the United States.
- The Columbia River, second in trade volume only to the Mississippi River, linking the Pacific Rim and Portland/Vancouver to the nation's agricultural heartland. The Columbia River makes possible the deep-water ports of Portland and Vancouver, two major West Coast ports that connect this region with the Pacific Rim and the rest of world.
- The Rivergate, Columbia Corridor and Vancouver industrial areas, which provide high-wage jobs. The corridor includes Downtown Vancouver, the region's second largest city and neighborhoods in north-northeast Portland and Vancouver.

The convergence of transportation, port, industrial and community resources in this area makes it a unique crossroads for trade, industry and transportation, which are critical to the health of the economies of Oregon and Washington.

A Screening CR14 Q.1 Traffic

FHWA guideline for freeway hourly lane capacity is 2,000-2,200

CRC modeled the new corridor as up to 30,000 vehicles a day crossing is 1,250 an hour bridge. This model is approximately same results as the 4-lane bridge model in the I-5 Transportation and Trade Partnership. The staff did say that it was modeling 15-lane bridge (12 general purpose and 3 transit only, with freight and commuter rail.) Staff modeled only 104 cars an hour in the 12 general purpose lanes.

CRC Alternative Package #3

Alternative Package #3 is the only Build Alternative that would depend on an arterial roadway - **instead of added freeway capacity across the river to address congestion. (The same as new corridor)** The arterial roadway **would need to provide** convenient connections **and adequate capacity - up 6 through lanes.**

So, why did the CRC model 4-lanes or less? After stating it would take "up 6 through for adequate capacity" and the BIC is 12 plus? Modeling of less than 6 through insured it had to fail modeling.

The 1966 Marquam Bridge is 8 lanes
The 1973 Freemont Bridge is 8 lanes
The 1983 Glen Jackson's Bridge is 8 lane
The 1931 St. Johns' Bridge is the last 4 lanes bridge built in the area.

The I-5 Trade and Transportation Partnership West Arterial a small bridge serving approximately 30,000 vehicles in 24 hours. This 4 lane only arterial reduced I-5 & I-205 congestion by 25%. The West arterial was a road with a lift span; stop lights and was near capacity upon opening.

BI-State Industrial Corridor is a freeway with a high span bridge serving up to 18,000-24,000 vehicles an hour at 1500 - 2000 vehicles an hour per lane. It is approximately twice the size of the 1970 Fremont Bridge. The new corridor connects our 20th century industrial areas with a 21st century transportation system to support our economy through the next century. This number does not include transit, bike, and commuter rail capacity.

If the 2020 modeling shows the I-5 bridges has 180,000 vehicles daily, and the goal is 40% of the traffic on a new crossing it would be at least 72,00 vehicles a day.

Why did CRC Staff model a bridge serving only up to 30,000?
Why did CRC Staff say that BIC (a 12-lane + 3 transit only, and 2 lane size bike/ped lookout bridge) received 10% less the West Arterial (a 4 lane bridge) a much smaller bridge?
Why did CRC Staff model a bridge 1/8 the size of the BIC?
Why did CRC Staff model BIC at 30,000 which is less than ½ the goal they are trying to meet?
CRC Staff models a 10-lane bridge at I-5, so why did they model BIC less than 10-lanes?
That was not fair, honest, or balanced and lacks integrity.

West Arterial provides significant, benefits between downtown Portland and downtown Vancouver delay is reduced by 20%. This option has several benefits to the regional transportation system. Provides an additional connection between Oregon and Washington, providing an efficient south-north arterial. Provides freight movement between key industrial areas in Portland/Vancouver area, lessens emissions directly at freeway.

Please the following pages showing conflicting data and information on the same subject. Please be aware the same company provided the information for both studies.

RC-14: New Corridor Crossing Near BNSF Rail Crossing

Staff Recommendation: Not Advance

Step A Question	Pass/ Fail	Reasons
Q1. Traffic	See note below[1]	Assuming construction of a new multi-lane tunnel under Mill Plain Blvd. and construction of high capacity interchange ramps between I-5 and Mill Plain Blvd., provides new Columbia River crossing that would serve up to 30,000 daily vehicles with most of these vehicles diverted from I-5. Some I-205 traffic shifts to I-5. By 2020, I-5 traffic demands still increase by at least 15% (by over 20,000 vehicles) over 2005 levels, resulting in 6-7 hours of afternoon/evening peak period congestion.

12 general purpose Lanes + 3 Transit

Question 5: West Arterial Road?

Description

I-5 Partnership

- A new road along the existing railroad corridor and N. Portland Rd. between Mill Plain in Vancouver and US 30 in North Portland provides to access between Portland and Vancouver, particularly for freight between the ports of Vancouver and Portland, and to the Columbia Corridor, and the Northwest industrial area. This improvement is also targeted to reduce truck traffic in the St. Johns and North Portland neighborhoods and provides an alternative access to Hayden Island.

Travel Time

- There is an increase in transit ridership. The increase is due to additional transit service on the West Arterial and in the I-5 corridor.

Transportation Performance

- Improves travel times in the I-5 corridor by 6 minutes compared to today.
- Substantially reduces delay on truck routes compared to Baseline 2020 and prevents delay on truck routes from growing worse than it is today.
- Carries about 9600 vehicles over the Columbia River during the evening peak period.
- The West Arterial Road's four-lane bridge over the Columbia River is near capacity during the morning and afternoon peak periods.
- Traffic increases on key Vancouver roads compared to Baseline (data from p.m. peak):

4th Plain Blvd	25% increase in traffic
Mill Plain Blvd.	84% increase in traffic

- Traffic decreases on key Portland roads compared to Baseline (data from p.m. peak):

Marine Drive	27% decrease in traffic
Hayden Island Interchange	6% decrease in traffic
St Johns Bridge	54% decrease in traffic

Helping these exit Suggest in other Studies.

(b) This option has several benefits to the regional transportation system including: relieving traffic on I-5, providing an additional connection between Oregon and Washington, relieving the St. Johns neighborhood of through truck traffic, and providing an efficient south-north arterial for a) freight movement between key industrial areas in the Portland/Vancouver area and b) other traffic in North Portland.

B1 Recommendation – West Arterial Road:

(a) Further study of this option should be pursued and identified as a potential transportation solution for consideration in the future.

This document is a Discussion Draft. It is a "Work in Progress" and does not reflect final data/findings or recommendations. It was prepared by the consultants, facilitator or staff as a discussion aid. It does not necessarily reflect the individual views of the Task Force, any Task Force member or the governmental agencies involved in the project.

West Arterial Road?

Measure	Baseline 2020	West Arterial Road
Reduce auto travel times (Downtown Portland to Salmon Creek in p.m. peak period)	40 min.	34 min.
Reduce I-5 & I-205 Congestion (% of congested lane-miles on I-5 & I-205 during the p.m. peak period)	39%	25%
Reduce Truck Route Congestion (% of congested lane-miles on truck routes in the study area during the p.m. peak period)	25%	23%
Reduce Spillover Traffic	No significant change	Portland = Yes Vancouver = No
Minimize Environmental Impacts (Bridge) (impacts to natural resources such as fish, wildlife, plants, wetlands)	Moderate	Major
Minimize Displacements (number of residential and business displacements given conceptual design)	12	+22
Cost (2001 dollars)	$291 M	$947 M

Rating Scale

Least Meets the Objective ← → Best Meets the Objective

Nov. 10, 2001 evaluation info Pg 75

IX. Additional Elements and Strategies Considered

A1 Key Findings – West Arterial Road

(a) The West Arterial Road is a possible complement to, but does not substitute for I-5 improvements. While this potential improvement falls slightly behind on all measures of transportation performance it does provide significant benefits. Compared to Baseline 2020 time travel savings between downtown Portland and downtown Vancouver are approximately 6 minutes, delay is reduced by 20%, and congestion is reduced by 17%.

(b) This option has several benefits to the regional transportation system including: relieving traffic on I-5, providing an additional connection between Oregon and Washington, relieving the St. Johns neighborhood of through truck traffic, and providing an efficient south-north arterial for a) freight movement between key industrial areas in the Portland/Vancouver area and b) other traffic in North Portland.

(c) However, the traffic impacts to Vancouver neighborhoods and the downtown Vancouver district are significant. It is very likely that arterial roads leading to this new connection would need to be widened to accommodate the traffic traveling between the West Arterial Road and the freeway. The widening of these arterial roads would need to be mitigated.

(d) The West Arterial Road, as currently conceived, would have similar property impacts as improvements in the I-5 corridor. This does not account for property impacts that would occur if arterial roads need to be widened to accommodate traffic access to this new road.

(e) Due to the fact that the West Arterial road crosses Hayden Island, home to a variety of wildlife species and a high quality wetland, it has the greatest potential for impacts to natural resources of all the option packages with moderate to major impacts likely.

(f) While the West Arterial Road appears to result in less emissions directly at the freeway, emissions would increase on arterial roads. in industrial Area's

(g) The estimated cost of West Arterial Road is $947 million ($2001)

B1 Recommendation – West Arterial Road:

(a) Further study of this option should be pursued and identified as a potential transportation solution for consideration in the future.

A2 Key Findings – Additional Elements and Strategies:

(a) As part of the Task Force's work it considered many potential elements and strategies that are not specifically commented upon in this draft document. They include:

i. Addressing the Corridor's problems with land use actions and/or transportation demand management alone;
ii. A new freeway with bridge outside the I-5 Corridor (East of I-205, West of I-5) to connect Oregon and Washington;

Question 5: West Arterial Road?

Description

- A new road along the existing railroad corridor and N. Portland Rd. between Mill Plain in Vancouver and US 30 in North Portland provides to access between Portland and Vancouver, particularly for freight between the ports of Vancouver and Portland, and to the Columbia Corridor, and the Northwest industrial area. This improvement is also targeted to reduce truck traffic in the St. Johns and North Portland neighborhoods and provides an alternative access to Hayden Island.

Travel Time

- There is an increase in transit ridership. The increase is due to additional transit service on the West Arterial and in the I-5 corridor.

Transportation Performance

- Improves travel times in the I-5 corridor by 6 minutes compared to today.
- Substantially reduces delay on truck routes compared to Baseline 2020 and prevents delay on truck routes from growing worse than it is today.
- Carries about 9600 vehicles over the Columbia River during the evening peak period.
- The West Arterial Road's four-lane bridge over the Columbia River is near capacity during the morning and afternoon peak periods.
- Traffic increases on key Vancouver roads compared to Baseline (data from p.m. peak):

4th Plain Blvd	25% increase in traffic
Mill Plain Blvd.	84% increase in traffic

- Traffic decreases on key Portland roads compared to Baseline (data from p.m. peak):

Marine Drive	27% decrease in traffic
Hayden Island Interchange	6% decrease in traffic
St Johns Bridge	54% decrease in traffic

- Traffic increases slightly on US 30 in Portland compared to Baseline (data from p.m. peak):

US 30	6% increase in traffic

Transit Ridership

- There is an increase in transit ridership. The increase is due to additional transit service on the West Arterial and in the I-5 corridor.

Environmental Impacts

- Major environmental impacts on Hayden Island that are difficult to avoid and will need to be mitigated.
- Improves the quality of life in the St. Johns neighborhood in Portland due to providing an attractive alternative route for trucks to get to and from industrial areas on the Peninsula.
- Because most of the roadway would be built over the railroad and in the railroad cut, there are fewer direct community impacts (e.g. noise, air pollution, and visual) than if the alignment were elsewhere.

Displacements

- Least amount of overall displacements compared to I-5 improvements (22 displacements for West Arterial Road vs. 24 for 3 lane and 42 for adding a 4th lane).

Other

- Requires agreement with the railroad.

Cost

- $947 M (2001$).

RC-14, RC-15, RC-19, and RC-22 do not make an investment in I-5 to substantially address existing non-standard design and safety features and therefore do not satisfy Question #4. As mentioned earlier, the congestion relief/demand reduction they provide falls in the marginal range.

Only RC-23 substantially addresses existing non-standard design and safety features within the I-5 Bridge Influence Area and therefore satisfies Question #4.

Question #5: Bicycle/Pedestrian Mobility

As with transit improvements, in order for an arterial river crossing to improve bicycle and pedestrian mobility within the I-5 Bridge Influence Area, its bicycle and pedestrian facilities need to be physically proximate to the current I-5 corridor and provide improved connections to the bicycle and pedestrian network.

RC-19, RC-22 and RC-23 are all physically proximate to the current I-5 corridor and could improve network connectivity, thereby satisfying Question #5. RC-14, RC-15 and RC-21 are located one mile or more east or west of the current I-5 corridor, imposing out of direction travel demands on cyclists and pedestrians seeking to move between points in the Bridge Influence Area and thus, do not satisfy Question #5.

Question #6: Seismic Vulnerability

In order for an arterial river crossing to reduce the seismic risk of the Columbia River Crossing, it must be designed to nationally accepted bridge standards and the existing I-5 bridges would need to be seismically retrofit. Note, however that it is not currently known whether the existing I-5 bridges can be retrofitted.

All arterial river crossing bridges would be designed to current seismic standards, however, only RC-23 proposes to seismically retrofit the existing I-5 bridges (if feasible), and therefore only RC-23 could potentially satisfy Question #6.

Summary

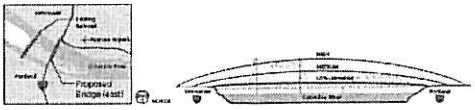
In summary, an arterial crossing can satisfy each of the six Step A screening questions so long as it provides:

- an acceptable level of congestion relief on I-5 to serve commuters and freight (Q1 & Q3);
- proximity to the I-5 corridor to both meet transit performance criteria and improve bike/pedestrian mobility in the I-5 corridor (Q2 & Q5);
- solutions to critical non-standard safety/design features in the BIA and avoids airport airspace (Q4);
- design upgrades to address the seismic vulnerability of the current facility (Q6).

Based on staff review of the six arterial components, RC-23 satisfies each of the Step A questions and is recommended to advance for further consideration during alternative packaging. Where appropriate, promising design features from the other five arterial components not recommended to advance could be integrated to further improve RC-23.

RC-7: Supplemental Bridge Downstream/Low Level/Moveable

RC-8: Supplemental Bridge Upstream Low Level/Moveable



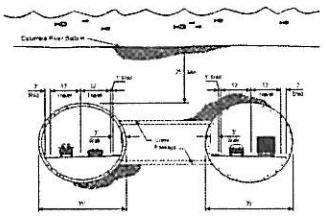
RC-9: Supplemental Bridge Downstream Mid-level

Staff Recommendation: Advance RC-7 through RC-9

Step A Question	Pass/ Fail	Reasons: *RC-7 through RC-9 each:*
Q1. Traffic	Pass	Increases vehicular capacity along I-5 in the Bridge Influence Area by adding new travel lanes. Serves projected year 2020 traffic levels, which is expected to increase by at least 40% (over 50,000 daily vehicles) over 2005 levels, at similar or fewer hours of congestion compared to 2005 conditions (i.e., 4 hours during the afternoon/evening peak along I-5 within the Bridge Influence Area).
Q2. Transit	Pass	Provides increased travel capacity to accommodate transit within the I-5 Bridge Influence Area serving the identified travel markets.
Q3. Freight	Pass	Provides increased travel capacity for truck-hauled freight along I-5. Would be compatible with improvements to interchanges within the Bridge Influence Area that would support improved truck operations.
Q4. Safety	Unknown	Provides I-5 crossing that addresses many non-standard design features and would be compatible with substantially upgrading I-5 within the Bridge Influence Area to current standards. Would not encroach into Pearson Airpark airspace. Presents challenges to align piers of new and existing bridges to maintain, and make no worse, existing marine navigation.
Q5. Bike/Ped	Pass	Provides new Columbia River crossing with modern bike/ped pathway(s).
Q6. Seismic	Unknown	Provides new I-5 crossing built to current seismic standards. However, depending on the use of the existing I-5 bridges, they may need to be seismically upgraded to meet the new seismic criteria. It is not known at this point whether the existing bridges can be retrofitted to meet current seismic design standards.

Unknow? ↑ RC-14 Bic
Failed To not Providing
upgrade when unclear if
upgrade can be done

RIVER CROSSING



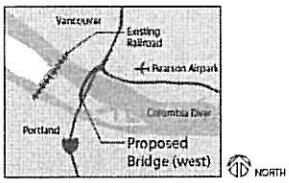
RC-20: Replacement Tunnel

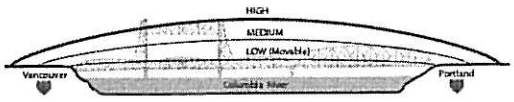
Staff Recommendation: Not Advance

Step A Question	Pass/ Fail	Reasons
Q1. Traffic	Fail	Increases vehicular capacity along I-5 in the Bridge Influence Area by adding new travel lanes. Capacity is underground and would require an elaborate frontage road network to serve SR 14, Vancouver City Center and Hayden Island- resulting in substantial out of direction travel for drivers. Tunnel would connect above ground to interchanges north of SR 14 and south of Hayden Island.
Q2. Transit	Fail	Tunnel alignment results in significant out-of-direction travel for transit to serve I-5 transit markets. Would require elaborate frontage road system to link I-5 activity centers.
Q3. Freight	Fail	Tunnel alignment results in significant out-of-direction travel for freight to serve I-5 freight activity centers. Would require elaborate frontage road system to link I-5 activity centers.
Q4. Safety	Pass	Provides new Columbia River crossing built to current safety standards.
Q5. Bike/Ped	Fail	Tunnel alignment creates significant out-of-direction travel for bike/ped users to reach I-5 activity centers with the Bridge Influence Area. Not desirable to serve bicyclists and pedestrians via a tunnel.
Q6. Seismic	Pass	Provides I-5 crossing built to current seismic standards.

Didnot Fail?

↑ ? Passed yet did Nothing to Current Bridges





RC-11: Supplemental Bridge Downstream/High Level

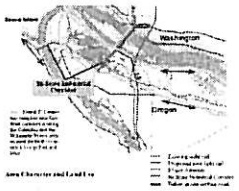
Staff Recommendation: Not Advance

Step A Question	Pass/ Fail	Reasons
Q1. Traffic	Pass	Increases vehicular capacity along I-5 in the Bridge Influence Area by adding new travel lanes. Serves projected year 2020 traffic levels, which is expected to increase by at least 40% (over 50,000 daily vehicles) over 2005 levels, at similar or fewer hours of congestion compared to 2005 conditions (i.e., 4 hours during the afternoon/evening peak along I-5 within the Bridge Influence Area).
Q2. Transit	Pass	Provides increased travel capacity to accommodate transit within the I-5 Bridge Influence Area serving the identified travel markets.
Q3. Freight	Pass	Provides increased travel capacity for truck-hauled freight along I-5. Would be compatible with improvements to interchanges within the Bridge Influence Area that would support improved truck operations.
Q4. Safety	Fail	Provides I-5 crossing that, while addressing many non-standard design features and substantially upgrading I-5 within the Bridge Influence Area to current standards, would be built at a height that unacceptably encroaches into Pearson Airpark airspace.
Q5. Bike/Ped	Pass	Provides new Columbia River crossing with modern bike/ped pathway(s).
Q6. Seismic	Unknown	Provides new I-5 crossing built to current seismic standards. However, depending on the use of the existing I-5 bridges, they may need to be seismically upgraded to meet the new seismic criteria. It is not known at this point whether the existing bridges can be retrofitted to meet current seismic design standards.

new bridge and maybe retro fitted I-5 Bridge?

BIC does that too! BIC should not have failed.

RIVER CROSSING



RC-14: New Corridor Crossing Near BNSF Rail Crossing

Staff Recommendation: Not Advance

Step A Question	Pass/ Fail	Reasons
Q1. Traffic	See note below[1]	Assuming construction of a new multi-lane tunnel under Mill Plain Blvd. and construction of high capacity interchange ramps between I-5 and Mill Plain Blvd., provides new Columbia River crossing that would serve up to 30,000 daily vehicles with most of these vehicles diverted from I-5. Some I-205 traffic shifts to I-5. By 2020, I-5 traffic demands still increase by at least 15% (by over 20,000 vehicles) over 2005 levels, resulting in 6-7 hours of afternoon/evening peak period congestion.
Q2. Transit	Fail	Does not improve transit service to identified I-5 corridor transit markets, nor does it improve the performance of the existing transit system within the I-5 Bridge Influence Area. Provides transit service along new corridor located approximately one mile west of I-5 to potential non-I-5 travel markets, but is out of direction for I-5 origins and destinations.
Q3. Freight	Pass	Results in 6-7 hours of afternoon/evening peak period congestion on I-5, however provides alternative route linking freight activity centers west of I-5.
Q4. Safety	Fail	Provides new Columbia River crossing located approximately one mile west of I-5 built to current safety standards, but does not address existing non-standard design features within the I-5 Bridge Influence Area. Traffic demands on I-5 within the Bridge Influence Area would increase by at least 15% by 2020 over 2005 conditions, resulting in 6-7 hours of afternoon/evening peak period congestion. Without added I-5 capacity and re-design of the Bridge Influence Area to meet standards, collisions would be expected to increase approximately 40 percent over 2005 conditions.
Q5. Bike/Ped	Fail	Provides new Columbia River crossing with modern bike/ped pathway(s). With a location approximately one mile west of I-5, it is out of direction for users with trip origins and destinations within the I-5 Bridge Influence Area.
Q6. Seismic	Fail	Provides new Columbia River crossing built to current seismic standards, but does not upgrade the existing I-5 bridges serving Interstate traffic and therefore the seismic risk of the I-5 bridges would not be reduced.

[1] May provide some potential benefit in congestion management relative to 2030 No Build conditions.

Note: A variation of this component was introduced at the 3-22-06 Task Force meeting. Staff evaluated the revised component and believes it fails for similar reasons as summarized above.

why not unknown like other options

RIVER CROSSING

From:	thirdbridgenow@aol.com
To:	Columbia River Crossing; jeff.mize@columbian.com;
CC:	
Subject:	inconsisent data
Date:	Tuesday, July 01, 2008 9:55:46 PM
Attachments:	SKMBT_C25006082513300.pdf SKMBT_C25006082513280.pdf SKMBT_C25006082513260.pdf

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Conflicting Data

TR-5: Light Rail Transit (LRT)

Staff Recommendation: Advance

Step A Question	Pass/ Fail	Reasons
Q1. Traffic	Pass	Could decrease vehicular demand through shift to transit within the Bridge Influence Area by substantially increasing transit capacity and providing an exclusive guideway that would not be used by automobiles. Its operating characteristics allow it to serve both short and long distance trips.
Q2. Transit	Pass	Could improve transit travel time and reliability by completely separating LRT trains from automobile traffic.
Q3. Freight	NA	← Freight will not be help by 10,400 in 2020.
Q4. Safety	U	→ Plant is Down with electrical + Snow
Q5. Bike/Ped	NA	Fail to Fix BIA Bridge Crossing
Q6. Seismic	NA	" " " "

P = Pass F = Fail NA = Not Applicable U = Unknown

* 6% 10,400

(1) Pass
(1) could and is advanced ?

* Transit including light rail is project in 2020 to be 6% (180,000 Crossing 10,400 transit

* RC-14 @ 30,000 failed 300,000+ is really what RC-14 will Carry.

Conflicting Data

TR-4: Bus Rapid Transit (BRT) - Full

Staff Recommendation: Advance

Step A Question	Pass/ Fail	Reasons
Q1. Traffic	Pass	Could decrease vehicular demand through shift to transit within the Bridge Influence Area by substantially increasing transit capacity and providing a dedicated transit lane that would relieve congestion and improve reliability for transit.
Q2. Transit	Pass	Could improve transit reliability and travel speed by completely separating bus rapid transit vehicles from other traffic and giving them a substantial travel time savings.
Q3. Freight	NA	
Q4. Safety	U	
Q5. Bike/Ped	NA	
Q6. Seismic	NA	

P = Pass F = Fail NA = Not Applicable U = Unknown

Passed ? on a could

Conflicting Data

TR-3: Bus Rapid Transit (BRT)- Lite

Staff Recommendation: Advance

Step A Question	Pass/ Fail	Reasons
Q1. Traffic	Pass	Could decrease vehicular demand through shift to transit within the Bridge Influence Area by substantially increasing transit capacity and providing a travel preference and speed advantage to transit.
Q2. Transit	Pass	Could improve transit performance by managing congestion and thereby improving transit reliability.
Q3. Freight	NA	
Q4. Safety	U	
Q5. Bike/Ped	NA	
Q6. Seismic	NA	

P = Pass F = Fail NA = Not Applicable U = Unknown

Conflicting Data

TR-1: Express Bus in General Purpose Lanes

Staff Recommendation: Advance

Step A Question	Pass/ Fail	Reasons
Q1. Traffic	Pass	Could increase vehicular capacity to serve transit and reduce auto demand within the Bridge Influence Area.
Q2. Transit	Pass	Could increase the speed of transit in the Bridge Influence Area, provided enough new general purpose capacity is added to reduce congestion levels. Transit reliability could also be improved if congestion were sufficiently reduced.
Q3. Freight	NA	
Q4. Safety	U	
Q5. Bike/Ped	NA	
Q6. Seismic	NA	

P = Pass F = Fail NA = Not Applicable U = Unknown

10,400

Conflicting Data

TR-2: Express Bus in Managed Lanes

Staff Recommendation: Advance

Step A Question	Pass/ Fail	Reasons
Q1. Traffic	Pass	Could decrease vehicular demand through shift to transit within the Bridge Influence Area by giving preference and a speed advantage to transit.
Q2. Transit	Pass	Could improve transit performance by managing congestion and reducing the potential for collisions, thereby improving transit reliability.
Q3. Freight	NA	
Q4. Safety	U	
Q5. Bike/Ped	NA	
Q6. Seismic	NA	

P = Pass F = Fail NA = Not Applicable U = Unknown

3.2.5 Attributes of Components Satisfying Question #2

Transit and river crossing components that serve multiple I-5 corridor travel markets will attract greater transit ridership. Conversely, components that serve fewer markets due to out-of-direction alignments, unique transit operating characteristics and/or station spacing that would not match projected ridership patterns will attract less transit ridership, and have less of an impact on vehicular demand.

Transit components that operate in an exclusive or managed right-of-way will improve transit travel times and reliability because the risk of delay and accidents would decrease. Alternatively, adding significant new general purpose capacity could also reduce congestion levels, and improve transit travel times and reliability if congestion were sufficiently reduced. Conversely, components that subject transit to the same congested and unpredictable traffic conditions as SOVs do not improve transit operations.

In order for a component to satisfy Question #2, the component must: New bridge inside I-5 Corridor Does all three things.

- *Be able to serve a significant portion of the I-5 corridor transit markets, and*
- *Provide an exclusive or managed transit right-of-way to improve operations and reliability, or* TRANSIT only Lane are 3 N/S + Reversible
- *Provide enough highway capacity to reduce general congestion levels significantly, thereby improving transit performance.* New Corridor has Significant Capacity for up to 300,000 vehicles daily.

3.3 Question 3: Does the Component Improve Freight Mobility Within the Bridge Influence Area?

3.3.1 Freight Mobility

I-5 is the primary freight corridor for goods moving into and out of the Vancouver-Portland region and the Pacific Northwest. Access to significant industrial and commercial districts, including the Ports of Vancouver and Portland, and connections to marine, rail and air freight facilities, is adversely affected by congestion in the I-5 Bridge Influence Area.

Sixty-seven percent (67%) of all freight in the region travels by truck, and this is expected to grow to 73% by 2030. The increasing use of trucks is a reflection of the growing, diversifying and more demanding regional economy, which is leading to shipping practices becoming more tailored to the region's needs. There will continue to be a significant movement of bulk commodities in the region – which rely on non-truck modes – but their growth will occur at a slower rate than the smaller shipments of higher value products such as machinery, electronic components, prepared meat and seafood products, and mail and express traffic (principally moved by truck), which will represent a larger segment of the region's future economy. A corresponding phenomenon is that smaller shipments (under 1,000 pounds) have been, and will continue to be, the highest area of freight growth traffic.

Recent forecasts indicate that truck traffic in the region will double, and the logistics requirements for freight delivery time will become increasingly "just-in-time" – placing even more pressure on travel time reliability.

Question 5: West Arterial Road?

Description

- A new road along the existing railroad corridor and N. Portland Rd. between Mill Plain in Vancouver and US 30 in North Portland provides to access between Portland and Vancouver, particularly for freight between the ports of Vancouver and Portland, and to the Columbia Corridor, and the Northwest industrial area. This improvement is also targeted to reduce truck traffic in the St. Johns and North Portland neighborhoods and provides an alternative access to Hayden Island.

Travel Time

- There is an increase in transit ridership. The increase is due to additional transit service on the West Arterial and in the I-5 corridor.

Transportation Performance

- Improves travel times in the I-5 corridor by 6 minutes compared to today.
- Substantially reduces delay on truck routes compared to Baseline 2020 and prevents delay on truck routes from growing worse than it is today.
- Carries about 9600 vehicles over the Columbia River during the evening peak period.
- The West Arterial Road's four-lane bridge over the Columbia River is near capacity during the morning and afternoon peak periods.
- Traffic increases on key Vancouver roads compared to Baseline (data from p.m. peak):

4th Plain Blvd	25% increase in traffic
Mill Plain Blvd.	84% increase in traffic

- Traffic decreases on key Portland roads compared to Baseline (data from p.m. peak):

Marine Drive	27% decrease in traffic
Hayden Island Interchange	6% decrease in traffic
St Johns Bridge	54% decrease in traffic

- Traffic increases slightly on US 30 in Portland compared to Baseline (data from p.m. peak):

US 30	6% increase in traffic

Transit Ridership

- There is an increase in transit ridership. The increase is due to additional transit service on the West Arterial and in the I-5 corridor.

Environmental Impacts

- Major environmental impacts on Hayden Island that are difficult to avoid and will need to be mitigated.
- Improves the quality of life in the St. Johns neighborhood in Portland due to providing an attractive alternative route for trucks to get to and from industrial areas on the Peninsula.
- Because most of the roadway would be built over the railroad and in the railroad cut, there are fewer direct community impacts (e.g. noise, air pollution, and visual) than if the alignment were elsewhere.

Displacements

- Least amount of overall displacements compared to I-5 improvements (22 displacements for West Arterial Road vs. 24 for 3 lane and 42 for adding a 4th lane).

Other

- Requires agreement with the railroad.

Cost

- $947 M (2001$).

Transportation and Transportation-Related Analyses

To develop this Strategic Plan two separate analyses were undertaken, the first in the Summer-Fall 2001 when five multi-modal option packages were selected for further analysis. The option packages were based on ideas and comments from the public and consistency with the Problem, Vision and Values Statement. The option packages that were analyzed all included new river crossing capacity across the Columbia River for transit and vehicles. The option packages were:

- Express Bus/3 Lanes
- Light Rail/3 Lanes
- Express Bus/4-Lanes
- Light Rail/4-Lanes
- West Arterial Road

Each of the option packages was compared to three additional scenarios:

- Existing Conditions 2000 - the current state of the I-5 Corridor,
- No Build 2020 - what is expected to happen in the year 2020 if the Region builds only the currently funded projects, and
- Baseline 2020 - what is expected to happen in the year 2020 if the Region constructs the funded projects in "No Build" AND the other projects listed in the Region's 20 year plans.

The option packages also included a substantial increase in basic transit service levels in Portland and Clark County and the implementation of a strong transportation demand management program on both sides of the river. Maps of the option packages, with descriptions of the physical improvements and a comparison of transportation performance, can be found in **Attachment A, page A2**.

After adopting Draft Recommendations for the Corridor in January 2002, the Task Force asked for additional evaluation and design work to be completed on the Bridge Influence Area, between (SR500 and Columbia Blvd, and including light rail between the Expo Center and Downtown Vancouver). This focused examination of the bridge and its influence area resulted in the development of four river crossing concepts, which can be found in **Attachment B, page A17**.

This plan also has a component that focuses on the needs of the freight and passenger rail system. This analysis was a cooperative effort among the owners of the rail system (Burlington Northern/Santa Fe and Union Pacific) and the users of the system (Amtrak, the States of Oregon and Washington, the Ports of Vancouver and Portland, and the Cities of Portland and Vancouver). The rail analysis focused on an agreement among the parties about existing conditions, expected growth rates, short-term/incremental improvements to gain capacity and the long-term needs of the system.

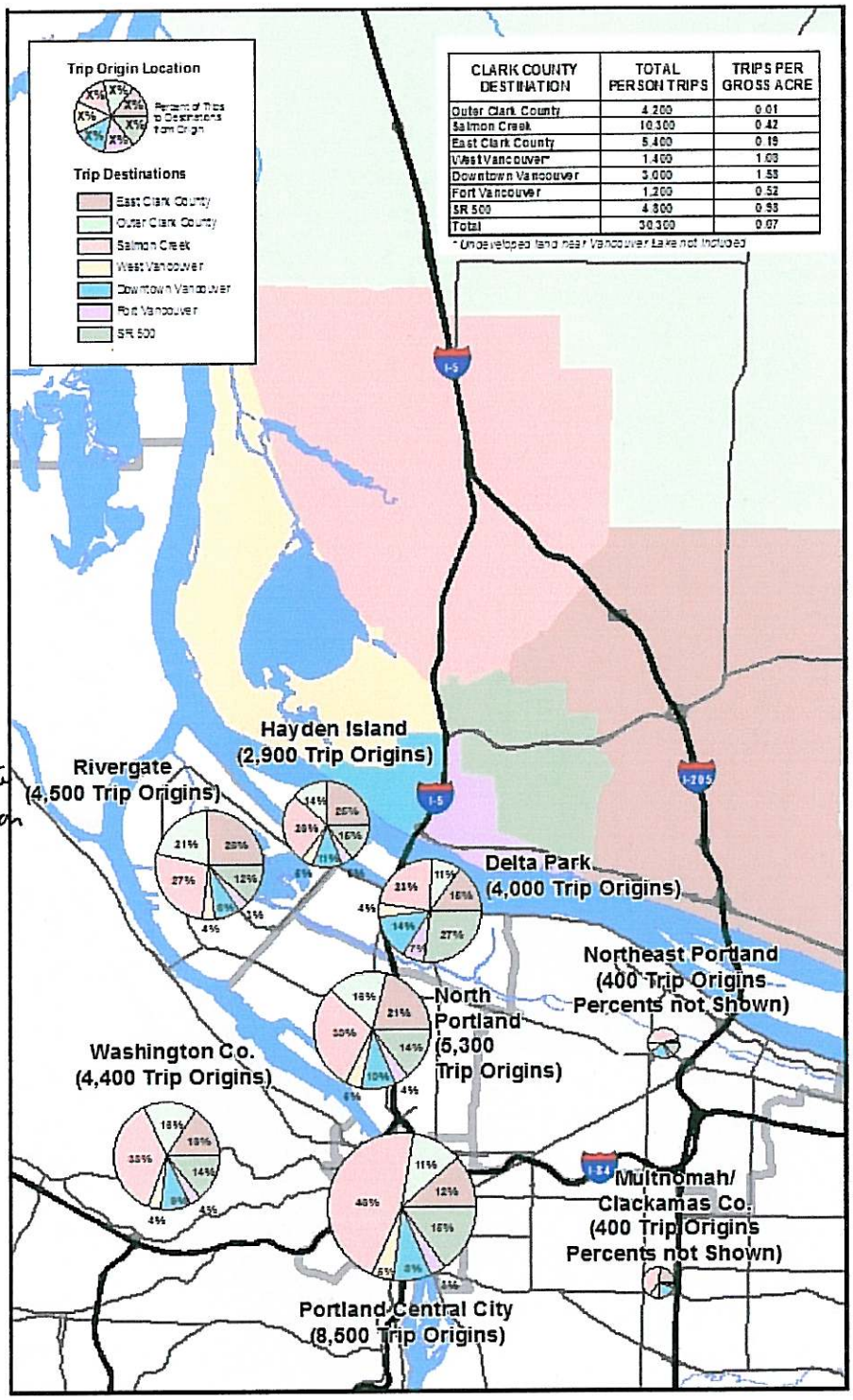
Mode Share for RTP Scenarios Average Week Day Person Trips

Mode	1994	2020 Financially Constrained	2020 Prioirty	2020 Preferred
Pedestrian	4.79%	5.94%	5.94%	5.93%
Bicycle	0.89%	1.02%	1.06%	1.07%
Transit	2.95%	4.3%	5.69%	5.98%
Auto Person trips	88.6%	85.7%	84.3%	84.0%
Other (includes school bus)	2.86%	3.04%	3.01%	3.02%
Total	100%	100%	100%	100%
Total Person Trips	6,507,736	10,471,204	10,437,204	10,431,745
Total Non-Sov (shared ride, bike, walk, transit)	38.04%	38.21%	39.44%	39.74%

I-5 T+T Partnership 2002

Transit less than 6% in 2020

Figure 3-7. 2020 Person-Trips to Clark County Using I-5 Bridge in 4-HR PM Peak Period



4,500 Rivergate
4,400 Washington Co
5,300 N. Port
14,200

DoNot go to downtown

out of 30,300 only 8,500 go to Central City

If you want citizen to use transit send them where they want to go not for a downtown transfer.

*Industrial Atlas 2004 Pg 44, 48, 49, 50–53 where the Jobs Are ✓

Conflicting Data

TR-5: Light Rail Transit (LRT)

Staff Recommendation: Advance

Step A Question	Pass/ Fail	Reasons
Q1. Traffic	Pass	Could decrease vehicular demand through shift to transit within the Bridge Influence Area by substantially increasing transit capacity and providing an exclusive guideway that would not be used by automobiles. Its operating characteristics allow it to serve both short and long distance trips.
Q2. Transit	Pass	Could improve transit travel time and reliability by completely separating LRT trains from automobile traffic.
Q3. Freight	NA	
Q4. Safety	U	
Q5. Bike/Ped	NA	
Q6. Seismic	NA	

P = Pass F = Fail NA = Not Applicable U = Unknown

* Data Provided in earlier chapters State the Significant of a new Corridor for our Region & the economy -

RC-14: New Corridor Crossing Near BNSF Rail Crossing

Staff Recommendation: Not Advance

Step A Question	Pass/ Fail	Reasons
Q1. Traffic	See note below[1]	Assuming construction of a new multi-lane tunnel under Mill Plain Blvd. and construction of high capacity interchange ramps between I-5 and Mill Plain Blvd., provides new Columbia River crossing that would serve up to 30,000 daily vehicles with most of these vehicles diverted from I-5. Some I-205 traffic shifts to I-5. By 2020, I-5 traffic demands still increase by at least 15% (by over 20,000 vehicles) over 2005 levels, resulting in 6-7 hours of afternoon/evening peak period congestion.
Q2. Transit	Fail	Does not improve transit service to identified I-5 corridor transit markets, nor does it improve the performance of the existing transit system within the I-5 Bridge Influence Area. Provides transit service along new corridor located approximately one mile west of I-5 to potential non-I-5 travel markets, but is out of direction for I-5 origins and destinations.
Q3. Freight	Pass A+	Results in 6-7 hours of afternoon/evening peak period congestion on I-5, however provides alternative route linking freight activity centers west of I-5.
Q4. Safety	Fail	Provides new Columbia River crossing located approximately one mile west of I-5 built to current safety standards, but does not address existing non-standard design features within the I-5 Bridge Influence Area. Traffic demands on I-5 within the Bridge Influence Area would increase by at least 15% by 2020 over 2005 conditions, resulting in 6-7 hours of afternoon/evening peak period congestion. Without added I-5 capacity and re-design of the Bridge Influence Area to meet standards, collisions would be expected to increase approximately 40 percent over 2005 conditions.
Q5. Bike/Ped	Fail	Provides new Columbia River crossing with modern bike/ped pathway(s). With a location approximately one mile west of I-5, it is out of direction for users with trip origins and destinations within the I-5 Bridge Influence Area.
Q6. Seismic	Fail	Provides new Columbia River crossing built to current seismic standards, but does not upgrade the existing I-5 bridges serving Interstate traffic and therefore the seismic risk of the I-5 bridges would not be reduced.

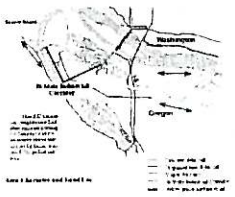
[1] May provide some potential benefit in congestion management relative to 2030 No Build conditions.

Note: A variation of this component was introduced at the 3-22-06 Task Force meeting. Staff evaluated the revised component and believes it fails for similar reasons as summarized above.

* Conflicting data from this Statement to Several Studies showing Significant Benefits for freight -

* Bridge is not built to Correct Size of project not 30,000 vehicles but 300,000


Corrections
Data



RC-14: New Corridor Crossing Near BNSF Rail Crossing

Staff Recommendation: Not Advance

Step A Question	Pass/ Fail	Reasons
Q1. Traffic	See note below[1]	Assuming construction of a new multi-lane tunnel under Mill Plain Blvd. and construction of high capacity interchange ramps between I-5 and Mill Plain Blvd., provides new Columbia River crossing that would serve up to 30,000 daily vehicles with most of these vehicles diverted from I-5. Some I-205 traffic shifts to I-5. By 2020, I-5 traffic demands still increase by at least 15% (by over 20,000 vehicles) over 2005 levels, resulting in 6-7 hours of afternoon/evening peak period congestion.
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Q3. Freight	Pass	Results in 6-7 hours of afternoon/evening peak period congestion on I-5, however provides alternative route linking freight activity centers west of I-5.
Q4. Safety	Fail	Provides new Columbia River crossing located approximately one mile west of I-5 built to current safety standards, but does not address existing non-standard design features within the I-5 Bridge Influence Area. Traffic demands on I-5 within the Bridge Influence Area would increase by at least 15% by 2020 over 2005 conditions, resulting in 6-7 hours of afternoon/evening peak period congestion. Without added I-5 capacity and re-design of the Bridge Influence Area to meet standards, collisions would be expected to increase approximately 40 percent over 2005 conditions.
Q5. Bike/Ped	Fail	Provides new Columbia River crossing with modern bike/ped pathway(s). With a location approximately one mile west of I-5, it is out of direction for users with trip origins and destinations within the I-5 Bridge Influence Area.
Q6. Seismic	Fail	Provides new Columbia River crossing built to current seismic standards, but does not upgrade the existing I-5 bridges serving Interstate traffic and therefore the seismic risk of the I-5 bridges would not be reduced.

[1] May provide some potential benefit in congestion management relative to 2030 No Build conditions.

Note: A variation of this component was introduced at the 3-22-06 Task Force meeting. Staff evaluated the revised component and believes it fails for similar reasons as summarized above.

by Removing 25% ± off I-5 Safety standard are met.

Conflicting Data West arterial took 25% off of I-5 and was 75% small then The new Corridor. The West arterial WAS to Capacity & Very Small. The BIC will not be either.

Introducing the Ideas: Crossing the River

The project team considered 23 ideas for crossing the Columbia River and recommends that 9 advance for more investigation.

Crossing Considerations:

- ✓ Flight paths from Pearson Airpark
- ✓ Flight paths from Portland International Airport
- ✓ Marine Navigation

Columbia River CROSSING

From:	thirdbridgenow@aol.com
To:	Columbia River Crossing; jeff.mize@columbian.com;
CC:	
Subject:	CRC newspaper
Date:	Tuesday, July 01, 2008 9:58:31 PM
Attachments:	SKMBT_C25006082512570.pdf SKMBT_C25008012116430.pdf

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The Columbian

INSIDE:
Northwest/C2
FYI/C4
Obituaries/C4
Area briefs/C5
Vitals/C7

Clark County and the region

Section C
OPINION
pages C8-9

FRIDAY, MARCH 1, 2002

JEREMIAH COUGHLAN/The Columbian

Sharon Nasset, a Portland resident and real estate agent, is trying to sell members of the I-5 Task Force on linking the port areas of Vancouver and Portland by three new bridges.

SELLING THE 'NORTHWEST PASSAGE'

Portlander promotes bridges linking west Vancouver with U.S. 30 in Oregon

By THOMAS RYLL
Columbian staff writer

Last November, Sharon Nasset bought 150 fortune cookies and delivered them to a meeting of the I-5 Task Force, a 26-member committee looking for answers to freeway congestion.

Instead of the usual post-prandial platitudes, the task force and audience got sales pitches cooked up by Nasset when they cracked their cookies:

"Why debate when 8 is so great?"

"Your lucky number is 8, pick it."

"You'll have happy truckers in your future with the passage of Option 8."

Option 8, now known as the West Arterial, is one of a string of concepts the task force considered during a series of public meetings, most of them held last year. The idea — and it is no more than that at this point — would be to link west Vancouver, perhaps at the west end of the Mill Plain Extension, with U.S. Highway 30 in Oregon.

The West Arterial would require three river bridges, two on the Columbia and one over the Willamette. And although the task force has set aside the idea for further study — a decision that could push construction off 20 or even 30 years — Nasset has continued to lobby the task force, transportation planners, elected officials, congressional staff members and anyone else who will listen.

Task Force members have turned their attention instead to the I-5 corridor, recommending expanded bridge capacity and a Clark County light-rail system, among other items, for further study. Meanwhile, Nasset is waging what is by far the most ambitious citizen effort to change the task force's mind.

As with the fortune cookies, Nasset, a North Portland resident, has let her methods roam from the con-

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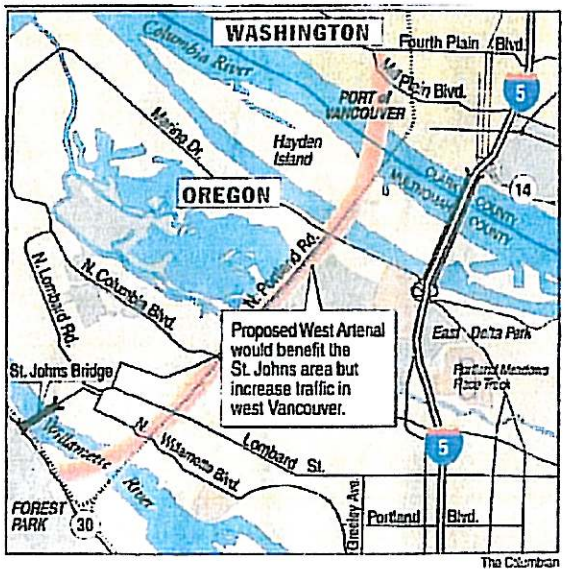


West Arterial:

From page C1

ventional to the offbeat. In December, she handed out Christmas cards to everyone in the task force meeting room.

She has borne much of the expense. "My budget is $30 a meeting," said Nasset, who paid $10.50 for the fortune cookies.

Thursday, she blew a train-sized hole in that budget, spending nearly $900 of her own cash on a rented tour bus and a pocketful of Amtrak tickets, treating participants to a three-hour visit to the West Arterial corridor.

To get things rolling, Nasset sent out invitations and set up posters, stacks of handouts and plates of doughnuts at Vancouver's Amtrak station.

At 25, the turnout was less than she expected but included a near-perfect crosssection of people involved in the I-5 Task Force process. And there were some bonuses, including the Vancouver representatives of U.S. Sens. Maria Cantwell and Patty Murray.

Even while they explain why they don't like Nasset's ideas, public officials praise her for how she has gone about promoting the West Arterial: in a determined but upbeat and unfailingly polite way.

"Sharon is unique," said Kate Deane, an Oregon Department of Transportation project manager. "She is a marketing master."

"She would be a tremendous person to show citizens how to affect public policy," said Craig Pridemore, a Clark County commissioner and I-5 Task Force member. "I have nothing but respect for what she has done."

That said, "I don't agree with her project," Pridemore added.

The idea behind the West Arterial is to provide an alternate route for freight traffic between the ports of Vancouver and Portland, and give workers on both sides of the river easier access to Swan Island and other west side industrial areas. For residents of those areas, the arterial's greatest benefit would be to strip truck traffic from the St. Johns Bridge, something community leaders see as crucial to restoring the neighborhood's business and residential districts.

Even though it would carve a new path through a relatively undeveloped area, the project would be expensive and, in one form, unique: a concept drawing for the West Arterial shows a highway system built atop the multiple railroad tracks in the "cut" south of Columbia Boulevard.

There would be other challenges, among them environmental issues with a new highway through the wetlands of western Hayden Island. Still, "Turtles are a lot easier to move than homes," said Cornelius Swart, an official of an agency working to revitalize the Portsmouth area just east of St. Johns.

Swart counts himself among those who were at first dubious of Nasset's work. Now he says the arterial "will put St. Johns in the center of the region. It has always been over the 'left shoulder' of the region, somewhere 'over there.'"

While Nasset claims much of the right-of-way is available at prices lower than any I-5 corridor property, with three river bridges the West Arterial "would be extremely expensive," said Pridemore.

At the same time, feeding the new corridor from the north would put thousands of additional cars and trucks on Vancouver's Mill Plain and Fourth Plain boulevards.

"There would be much more traffic than was ever anticipated when they built the Mill Plain Extension," said project manager Deane.

And that, said Pridemore, "is just not acceptable for west Vancouver neighborhoods."

All that doesn't appear to faze Nasset. She has coined a new name, "The Northwest Passage Expressway," as part of her effort to keep the idea at the forefront of discussion.

Nasset, 42, sells real estate for a living, and a cynic would say her goal is at least partly selfish: Revitalizing St. Johns would do nothing to harm real estate values or commissions for selling homes and businesses.

But Nasset, who also volunteers with her church and the Boy Scouts, says flatly, "If I was really into making a lot of money, this would not be it."

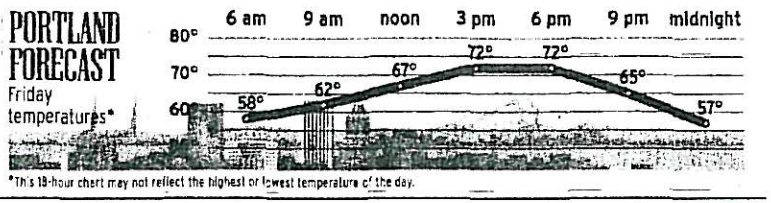
Nasset continues undaunted, enthralled with the public process and clearly enjoying the attention her effor' have spawned.

And she finds encouragement in small ways.

At the November meeting where fortune cookies were her agenda, she cracked open her own dessert and found a slip of paper with a fortune that she hadn't written.

On it were words more likely to be seen after Chinese takeout than at a transportation planning meeting. Nasset was tickled: "A seed planted long ago is about to bloom."

Portland



To ease road congestion, officials tackle rail tie-ups

A bi-state committee discusses ways to speed train traffic so that freight can be shifted to railways

By BILL STEWART
THE OREGONIAN

VANCOUVER — A group of Washington and Oregon officials, concerned about freeway congestion, turned its attention Thursday to railroad traffic jams.

The Bi-State Coordinating Committee, named to accelerate movement of freight, commerce and motorists in the Vancouver-North Portland area, discussed using taxpayer money to remove certain rail choke points.

If train traffic through the area could be accelerated, more cargo could be carried by trains rather than trucks, thereby eliminating some highway traffic.

The committee includes representatives of Metro, the regional government; Portland; Vancouver; Clark County; small area cities; Oregon and Washington's departments of transportation; and the ports of Portland and Vancouver. The panel is advisory but its members represent cities and other agencies that deal with transportation grants.

The panel agreed Thursday to create a division to act as a Rail Forum to champion rail projects when state or federal money is available.

Two areas where trains are delayed for hours each day are the Port of Portland's Rivergate Industrial area and the single track that feeds more than 43,000 rail cars a year across the main north-south and east-west tracks to the Port of Vancouver.

One estimate puts a $170 million price tag on fixing Portland-Vancouver rail bottlenecks. The fixes vary from additional tracks in key switching yards to a new rail spur west of Vancouver Lake.

"That is a lot of money," said Don Wagner, regional administrator for the Washington Department of Transportation, "until you realize we have spent $100 million to upgrade BNSF Railway tracks in Southwest Washington because our passenger trains use those tracks."

One solution to east-west railroad congestion, according to Ann-Marie Lundberg of the Port of Portland, would double the train-carrying capacity of tracks in the Columbia River Gorge by making the tracks one way.

Today, with two-way traffic, a train heading through the gorge often has to wait for an oncoming train to get out of the way. With one-way traffic, trains wouldn't have to wait for opposite traffic.

"The BNSF Railway has tracks on the north side of the river, while the Union Pacific's tracks are in Oregon," Lundberg said. If the BNSF tracks carried only westbound trains and the UP tracks carried eastbound trains, the corridor's capacity would double overnight from 90 to 180 trains, she said.

"The problem," said Todd Coleman, facilities manager for the Port of Vancouver, "is that BNSF and UP don't see their congestion as a railroad issue.... They also are not accustomed to working together."

The Bi-State committee also was briefed on Oregon's efforts to widen Interstate 5 to three southbound lanes through Delta Park in North Portland. The Oregon Department of Transportation is conducting meetings and forums to collect public ideas on the project, with construction to start in 2008.

Kate Deane, project manager for ODOT, said the first phase will be the widening, but subsequent phases will involve surface streets that will affect some neighborhoods.

She said a number of Kenton residents fear that one option for surface streets related to the freeway widening will block future development on Argyle Street west of Denver Avenue. TriMet is working on a development proposal in the area.

Deane said the state is looking at a list of "community enhancement" ideas in connection with the Delta Park project. She said a list of potential improvements, such as trails, a canoe launching area, air quality monitors and sidewalks, "has resulted in a balancing act between the project and enhancements."

But she said the widening project has gotten unanimous support at the various public meetings and forums.

Matt Garrett, regional administrator for ODOT, responded to comments from several groups that want a committee's report calling for a new 10-lane bridge across the Columbia River set aside in favor of other corridors across the river.

Vancouver Mayor Royce E. Pollard said he, too, has heard talk "of scrapping 18 months of work."

"I have heard fears that we would disregard or dilute" the report Garrett said. "What that report said was not lost on us. ... The (federal highway agency) recognized that report and gave us a positive reaction." No federal construction money has been awarded yet.

Pollard said his primary interest is improving the region's economic vitality. "I am not interested in building a way for our people to go to Oregon to buy things."

Eric Holmes of the Battle Ground City Council said, "We need to get (the bridge) right or we will be in the same position in 40 years, and then we really won't be able to afford it."

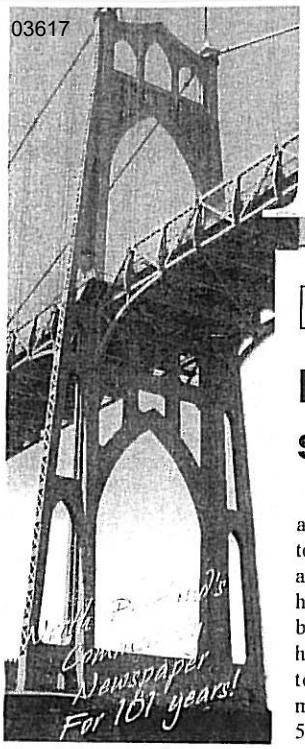
◆

Bill Stewart: 360-896-5722 or 503-294-5900; billstewart@news.oregonian.com

REVIEW

Arbor Lodge - Bridgeton - Cathedral Park - East Columbia - Hayden Island - Kenton - Linnton - Overlook - Piedmont - Portsmouth - St. Johns - Sauvie Island - University Park

August 26, 2005 North Portland's Community Newspaper - Founded in 1904 **Vol. 101 * No. 17**



INSIDE THIS ISSUE

North Portland group expresses own ideas and solutions for improving I-5 traffic

By Gayla Patton
The REVIEW

Truck traffic through St. Johns, and the traffic along I-5 continue to be a main topic of discussion and concern. Millions of dollars has been spent, and continues to be spent, by working groups in hopes of finding the best solution to improve congestion and mobility. Everyone agrees the I-5 corridor will face significant congestion by the year 2020, which will without doubt adversely affect the livability and economic potential of the Portland/Vancouver area.

Two active groups have come up with plans they feel would most benefit the North Portland area . . . there are however, no similarities between the two groups' participants or their ideas, but their goals are the same: to improve the I-5 commute made by citizens and trucks, which will improve the region's economy and livability and also make the area a safer place to drive.

The first is a government task force and has an impressive slate of members from Oregon and Washington. It's called the Columbia River Crossing Task Force (CRC). They have been meeting since 1998 and are formed from three previous task forces.

The 2nd is a private, nonprofit group called The Economic Transportation Alliance (ETA). It is an informed and concerned group of community citizens.

Both groups have spent endless hours studying their proposals. Their studies are complex, but in the simplest terms possible, include the following results for improvement:

The CRC's recommendation is a new bridge in place of the current Interstate Bridges, widening sections of I-5's lanes and improving on/off ramps.

The ETA's plan includes two long bridges, a shorter bridge and a new freeway from the Port of Vancouver, across west Hayden Island to the Rivergate Industrial area, then across the Willamette River to U.S. 30 north of the St. Johns Bridge.

ETA members say their plan would not be cheaper than the CRC Task Force's, but it would better improve many bottlenecks between the Marquam Bridge and Columbia Boulevard by creating new routes that more efficiently move commuters and cargo. The group's proposal is creative with interesting designs and has the support of several area politicians and business leaders.

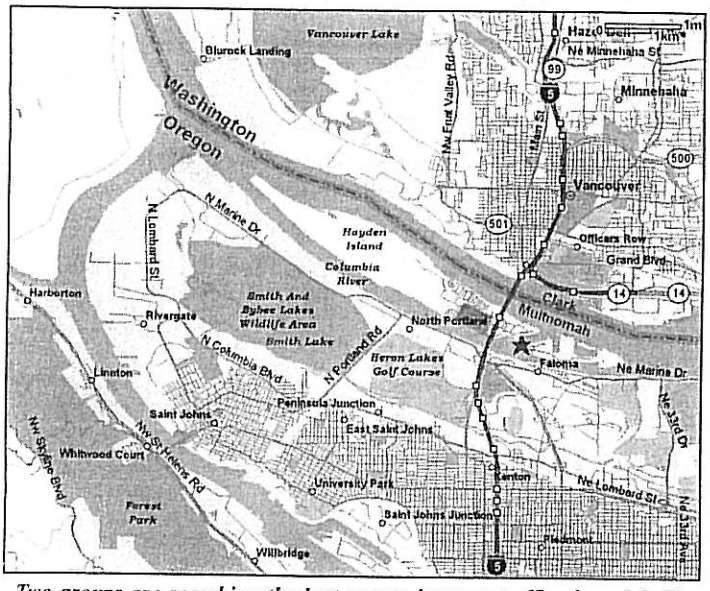
Sharon Nasset is a well known North Portland resident and real estate agent, and a member of the ETA. She said many previous decisions made by groups were based on the fact they thought the Interstate Bridge was in bad shape and needed major renovations or replacement. However, later reports said that its structure was sound and would be good for another 50 years. The ETA's plan would preserve the I-5 Bridge but downriver from it, at the Port of Vancouver area, would be a triple deck bridge with six lanes for cars on the top deck, trucks using the center span, and rail, Amtrak and perhaps a light rail line, using the bottom deck.

The bridge would continue across West Hayden Island and connect to the mainland via a shorter bridge. The new route would then pass through the Rivergate Industrial area, and cross the Willamette River near Linnton. This bridge would be for cars and trucks only. The route would then use a new freeway paralleling the Old Portland Highway and Columbia Boulevard.

Oregon Department of Transportation is currently in the process of completing an Environmental Assessment document for the I-5 Delta Park to Lombard section which is expected to be released October 2005. There will be a 45-day public comment period and a public hearing at the end of October after which ODOT will select a final alternative. Federal Highway Administration approval is expected in the spring of 2006 and construction is anticipated to begin in 2008.

Time will tell if Nasset and her group will be heard by the Task Force. But North Portland's many dedicated, well informed citizens, who have won many important battles the last ten years, may dictate that it should at least be listened to and considered.

Sharon Nasset, North Portland resident, is part of a group called The Economic Transportation Alliance. They have an imaginative solution for improving I-5 traffic and truck traffic through St. Johns.



Two groups are searching the best way to improve traffic along I-5. The Columbia River Task Force would like to replace the I-5 bridge, create more lanes and improve some on-ramps, among other things; The Economic Transportation Alliance would like to put a three-deck bridge from the Port of Vancouver, across Hayden Island, and pass through the Rivergate Industrial area to Linnton.

PP&R wants input for Patton park improvements

In June planning for the future of 1.2 acre Patton Park on Interstate, just south of Killingsworth, began with a community survey, followed by a design workshop.

A survey was sent to addresses surrounding the park and asked opinions about the park's future. PP&R reported that it was obvious to them that the park gets a great deal of use from neighbors and there was a strong interest in keeping it and adding some upgrades and enhancements.

Group offers detour from plan for new I-5 bridge

A private alliance says Washington and Oregon should consider other routes to avoid bottlenecks

Thursday, August 18, 2005

BILL STEWART

The Oregonian

As teams from Washington and Oregon start to plan for a new $1 billion Interstate 5 bridge, a private, nonprofit group is turning up the volume on its warning that the bridge is going in the wrong place.

The Economic Transportation Alliance, which is composed of concerned residents and which has no ties to government groups, says its plan wouldn't be cheaper, but it would eliminate bottlenecks on Interstate 5 by creating new routes that more efficiently move commuters and cargo. Its blueprint includes two long bridges, a shorter bridge and a new freeway from Vancouver's port area across west Hayden Island to Rivergate Industrial Area, then across the Willamette River to U.S. 30 north of the St. Johns Bridge.

Conversely, an I-5 proposal being prepared by officials from Oregon and Washington is in the wrong place, according to the alliance, because it does nothing to eliminate the bottleneck in Portland from Columbia Boulevard to the Marquam Bridge. That plan calls for 10 bridge lanes narrowing to six lanes at either end.

The bi-state team is following the directives of three consecutive task forces -- dating to 1998 -- on congestion and freight delays. The alliance, whose plan has drawn the support of several area politicians and business leaders, is using excerpts from the same reports to argue that a wider bridge in the same place solves nothing.

"Many of the earlier decisions were based on the expectation that the Interstate bridges were crumbling, in bad shape," said Sharon Nassett, a Portland resident who has been publicizing the alliance's highway route for several years. "And then the report came out saying the old bridges would last another 50 years, that they are structurally sound, but we are stuck with the incorrect assumptions" that the bridges are failing.

Austin Pratt, regional bridge permit supervisor for the U.S. Coast Guard in Seattle, said unresolved issues include limiting the height so the bridge is not a threat to planes using Pearson Field or Portland International Airport, deciding how much clearance is needed by boats, and lining up a boat channel so

He noted that one reason for all the studies was to eliminate the sole freeway lift span between Canada and Mexico. However, the bi-state team recently presented to regional transportation officials sketches of plans that included as many as four lift spans.

"I don't think the Federal Highway Administration will approve that," Pratt said. He said the lift spans can stay if the two old bridges remain.

The alliance proposal calls for preserving the I-5 bridge but adding a single-span, triple-deck bridge just west of Vancouver's Amtrak depot, where the Fort Vancouver Plywood mill once stood. Early drawings show a single arch with no in-stream piers for boaters to dodge, and no lift or turntable opening area.

The triple-level bridge would include six lanes for cars on the top deck and six lanes for trucks on the middle level. The bottom deck would include six rail tracks -- four for freight trains and Amtrak, and two available for light rail. The plan also would need a shorter bridge south from Hayden Island across the Oregon Slough, and a high, long bridge over the Willamette River.

One supporter of the alliance plan is Tom Mielke, Republican candidate for Clark County commissioner. Mielke, a former Washington legislator, said those blindly rushing ahead on an I-5 corridor plan are not using common sense.

"It seems like everyone is too anxious to spend the money," Mielke said. "Some of the problems with building another Interstate Bridge are obvious."

mis information

Nassett, who is in real estate sales in Portland's St. Johns neighborhood, lost some supporters when she backed away from creating a Westside Bypass through Washington County. And more recently, she's erased a double-decked freeway above the railroad in what BNSF Railway calls the Willamette Cut through St. Johns, saying the old plan did little to get rid of large trucks in St. Johns' residential neighborhoods.

The new version calls for trucks and cars -- but no trains -- crossing the Willamette River near Linnton. That

↑ yestrains

vehicle traffic would use a new freeway paralleling the Old Portland Highway and Columbia Boulevard.

Another advocate for the industrial route is Portland businessman Paul Edgar, who says the official bi-state study team should be sidetracked before it runs through more than $50 million in federal and state grants for environmental study -- of the wrong route.

While the official team is following directives set out in previous reports – three through lanes in each direction, two local access lanes in each direction, and some provision for mass transit -- the alliance is using those directives to say wrong place, waste of money.

For example, Don Wagner, regional administrator for the Washington State Department of Transportation, told his state commission, "There physically is no room for additional lanes in the (I-5) corridor."

Wagner, who previously held a similar job for the Oregon Department of Transportation, said I-5 cannot be widened between Lombard Street and the Fremont Bridge.

Minutes of a Washington transportation meeting in 2004 cite Wagner as saying, "Enlarging the Columbia River Bridge will not add capacity to the I-5 corridor."

One controversial aspect of the alliance's plan is the northern link to I-5. It proposes putting trucks and cars in a deep trench along Mill Plain Boulevard and 15th Street. To build the trench, a 5-year-old stretch of concrete – which cost $36.5 million in 2000 and 2001 – would be ripped out and overpasses built for surface traffic.

Wagner has speculated it could take 20 years to get the necessary permits and build a new I-5 span, but Nassett has been urging officials to use the work of previous studies. She thinks the alliance's version could be resolved in five years.

Bill Stewart: 360-896-5722 or 503-294-5900; billstewart@news.oregonian.com

The Columbian

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Clark County and the region

Section C
OPINION
pages C8-9

FRIDAY, MARCH 1, 2002

JEREMIAH COUGHLAN/The Columbian

Sharon Nasset, a Portland resident and real estate agent, is trying to sell members of the I-5 Task Force on linking the port areas of Vancouver and Portland by three new bridges.

SELLING THE 'NORTHWEST PASSAGE'

Portlander promotes bridges linking west Vancouver with U.S. 30 in Oregon

By THOMAS RYLL
Columbian staff writer

Last November, Sharon Nasset bought 150 fortune cookies and delivered them to a meeting of the I-5 Task Force, a 26-member committee looking for answers to freeway congestion.

Instead of the usual post-prandial platitudes, the task force and audience got sales pitches cooked up by Nasset when they cracked their cookies:

"Why debate when 8 is so great?"

"Your lucky number is 8, pick it."

"You'll have happy truckers in your future with the passage of Option 8."

Option 8, now known as the West Arterial, is one of a string of concepts the task force considered during a series of public meetings, most of them held last year. The idea — and it is no more than that at this point — would be to link west Vancouver, perhaps at the west end of the Mill Plain Extension, with U.S. Highway 30 in Oregon.

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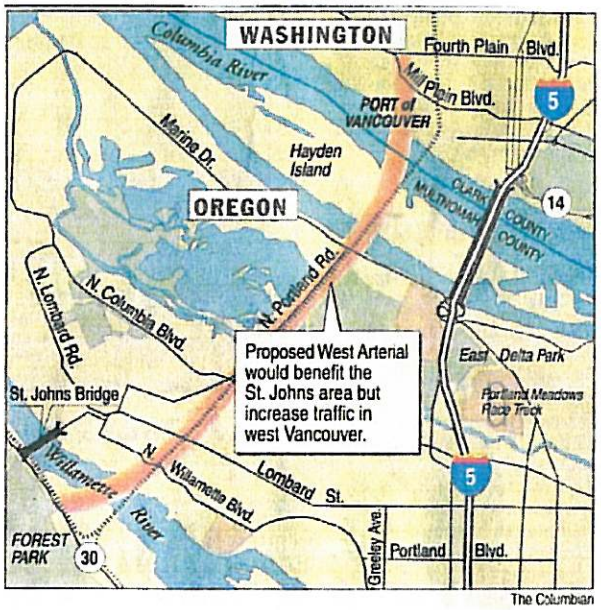

The Columbian

From:	thirdbridgenow@aol.com
To:	Columbia River Crossing; jeff.mize@columbian.com;
CC:	
Subject:	commitment to public on duties of sponsor council
Date:	Tuesday, July 01, 2008 10:11:46 PM
Attachments:	SKMBT_C25007092910350.pdf SKMBT_C25007092911040.pdf SKMBT_C25008030218060.pdf

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proud past, promising future

CLARK COUNTY
WASHINGTON

1300 Franklin Street • P.O. Box 5000 • Vancouver, WA 98666-5000 • tel: [360] 397-2232 • fax: [360] 397-6058 • www.clark.wa.gov

December 18, 2006

Mr. Douglas B. MacDonald
Secretary of Transportation
Washington State Department of Transportation
Post Office Box 47300
Olympia, WA 98504-7300

Dear Secretary MacDonald:

We write to share our concerns regarding the National Environmental Policy Act as it relates to the Columbia River Crossing project. The Board of Clark County Commissioners believes that the NEPA process is substantially flawed and any recent action taken by the Columbia River Task Force is arguably illegitimate.

On the evening of Wednesday, November 29th, the Columbia River Task Force met in regular session. During the proceedings, the Chairman, Hal Dengerick, deviated from the agenda by accepting a motion from Rex Burkholder Burkholder "to accept the project team's recommendations... and forward the report to the public for comment." The motion was seconded, voted on, and passed.

The Board of Clark County Commissioners takes objection to this deviation. The agreed upon and predetermined process would have allowed each member of the Task Force to go back to their respective bodies and present the staff alternatives. The motion as passed denied Clark County this opportunity.

Unfortunately for the residents of Clark County and the customers of C-Tran, Commissioner Stuart and Commissioner Morris had to depart the meeting early to attend the Clark County Planning Commission hearing on the Comprehension Growth Management Plan. Since there was no prior notification, each Commissioner was unaware of the vote and therefore, had not appointed an alternate to vote on their behalf.

The Board believes that a decision of this magnitude should have followed the agreed upon process. We should have had plenty of advance notice and a printed copy of the text. We believe this vote undermined the integrity of the NEPA process, for there needs to be a higher degree of consensus, and not a vote that was passed marginally or for the ease of a few.

On a night in which Governor Gregoire addressed the Task Force as a whole and urged our region to not be competitors but partners in the CRC project, we find it inappropriate what transpired. Over 400,000 residents live in Clark County, and as the duly elected Board, we find it unacceptable to be left out of this process. Therefore, we seek a fair and objective analysis as well as a reasonable opportunity to comment on the project. There needs to be a frank and honest discussion about the staff recommended alternatives, and Clark County needs to be involved.

Sincerely,

Marc Boldt
Chair

Betty Sue Morris
Commissioner

Steve Stuart
Commissioner

2435

proud past, promising future
CLARK COUNTY
WASHINGTON

July 12, 2006

Columbia River Crossing
Project Sponsors Council
Project Task Force
WSDOT and ODOT Project Directors
700 Washington St. Suite 300
Vancouver, WA 98860

With this letter we wish to enter into all relevant forums and records the unanimous policy statement of the Board of Clark County Commissioners regarding the Columbia River Crossing project, as follows:

The people who live and do business in Clark County are likely to pay a substantial share of any tolls, taxes, or fees associated with future crossings. By the same token, local residents and businesses will bear additional costs for public and private transportation associated with the crossing. Our citizens already are paying considerable state and federal taxes for public facilities and services in both Washington and Oregon.

Congestion surrounding the Interstate Bridge has become intolerable. Our top priority is immediate relief for freight and other through traffic that supports the region's economic vitality. *The challenge of building consensus and securing financing for public transit must not stand in the way of this goal.*

Specifically, we favor:

- A new supplemental crossing west of the existing Interstate Bridge. This would enhance public safety and greatly reduce the risk of serious delays and disruptions in transporting people and freight. The supplemental crossing should not preclude future uses for existing spans.

- Maximum flexibility for high-capacity transit, including options to change or combine types of transit over time.

- Public involvement and consensus building, including elections if necessary, to secure multi-jurisdictional funding for related projects. In particular, this should focus on capital investment and operating expenses to connect public transit facilities and services in Washington and Oregon.

1300 Franklin Street • P.O. Box 5000 • Vancouver, WA 98666-5000 • tel: [360] 397-2232 • fax: [360] 397-6058 • www.clark.wa.gov

Given the county's enormous stake in this project, we are seeking maximum consideration for the many Southwest Washington interests that are represented by Clark County, apart from those represented by the City of Vancouver. We look forward to your response.

Sincerely,

Marc Boldt, Chair

Steve Stuart, Commissioner

Betty Sue Morris, Commissioner

BOCC/mk

February 22, 2007

Columbia River Crossing
Project Task Force
700 Washington Street
Suite 300
Vancouver, WA 98660

Dear Fellow Task Force Members:

With this letter we wish to enter once again into all relevant forums and records the unanimous policy statement of the Board of Clark County Commissioners regarding the Columbia River Crossing project, as follows:

The outcome of this project will have a long lasting impact on our communities, for our progeny will bear the burden of its price and the social habits it will promote. Therefore, we believe we have an opportunity to be visionary yet practical while being ever vigilant with our public coffers.

From the first ferry boats to the original Interstate Bridge, some 167 years have been dedicated to shuttling people across the river. Now, more than 120,000 vehicles cross the river throughout each day, which results in intense congestion that frustrates commuters and slows down delivery of goods throughout the region. We need to address those issues. However, it is our firm belief that we cannot end rush-hour congestion on the I-5 corridor by simply building a new bridge over the Columbia River, no matter how much we spend on it.

If we were to build a new bridge, complete the Delta Park widening project, and eventually widen both the I-5/I-405 split and Rose Garden, we will still only have three freeway lanes from here to downtown Portland. Each one of those lanes can handle about 2,000 vehicles per hour, so 3 lanes can handle a maximum of 6,000 vehicles per hour. As of 2005, there were already about 5,000 vehicles per hour traveling along the I-5 corridor during the peak travel hours. By 2030 that number will jump to at least 7,500 – more than I-5 can handle under the best circumstances. Put another way, Columbia River Crossing staff estimates that congestion during the commute southbound every morning will increase from 2 hours in 2005 to 4.75 hours in 2030. That is with a new 12-lane replacement bridge, high capacity transit, and a toll to pay the multi-billion dollar price tag.

The bottom line is: build a new 12-lane bridge, and shortly thereafter, congestion will return.

Let us be clear, we know doing nothing is not an alternative that should be considered. If we do nothing, people and goods will be stuck in a "rush hour" that extends through most of the day. That is not acceptable for our commuters or the neighborhoods that will suffer greater health risks caused by the increased car exhaust from stalled traffic. What we are saying is that because our carrying capacity is limited, we need to look at how to move traffic at different times, different directions, and using a variety of modes to clear that capacity for freight and commuters who have to drive.

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This means an alternative that is a complete departure from the business as usual approach of just building a big, new, expensive I-5 bridge. So let us start looking at doing something different, with an eye toward a more positive result. Together, we could:

- Increase transit ridership with more efficient service that works for people's busy schedules, which means pairing bus service with a new bridge structure for either bus rapid transit or light rail and lanes to clear on- and off-ramp traffic.

- Prioritize signals, ramp meters, and lanes for vehicles with more than one person.

- Fix the interchange system around the I-5 bridge to clear the congestion that happens when people try to weave on and off at Hayden Island, SR-14, and downtown Vancouver.

- Move the swing arm on the rail bridge to the center channel and make it a lift span. This $40 million fix would eliminate the need to use the I-5 Bridge lift for barge traffic.

- Work with employers to provide incentives for flexible schedules that allow workers to commute south during non-peak hours when there is no congestion.

- Aggressively bring jobs to Clark County so people can live and work closer together and avoid the hours of commuting that keep them away from family and community.

Only by changing how, when, and where we travel will there ever be hope for true congestion relief on the I-5 corridor. We have an opportunity right now to show true vision and leadership that addresses the root of our congestion instead of just putting a band-aid on it.

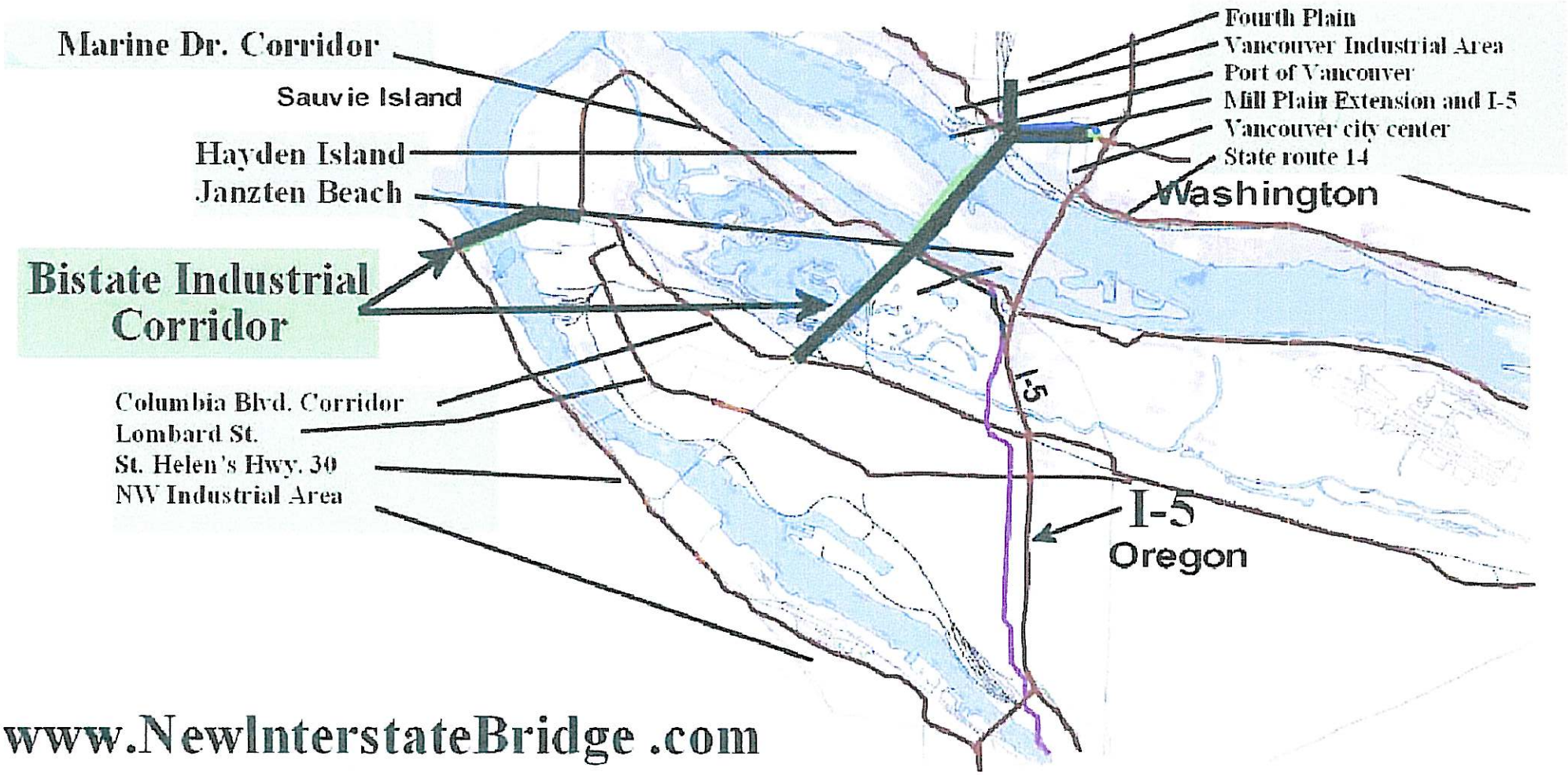
Please understand that we are not giving you an answer to what the preferred alternative should be for the Columbia River Crossing project. We are simply asking that an alternative is included in the study that shows vision, creativity, and lower costs to move more people. We believe that together we can achieve this goal.

Sincerely,

Steve Stuart
Chair

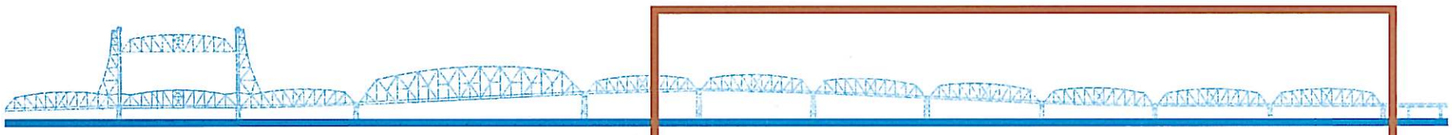
Betty Sue Morris
Commissioner

Marc Boldt
Commissioner

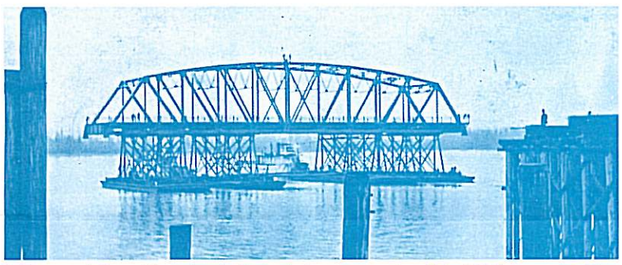


www.NewInterstateBridge .com

Keeping the Connection Vital: The Columbia River Crossing Project



Columbia River CROSSING



Bridge span is floated into place by barge during construction of the 1917 Interstate Bridge
Oregon Historical Society, OrHi 101203

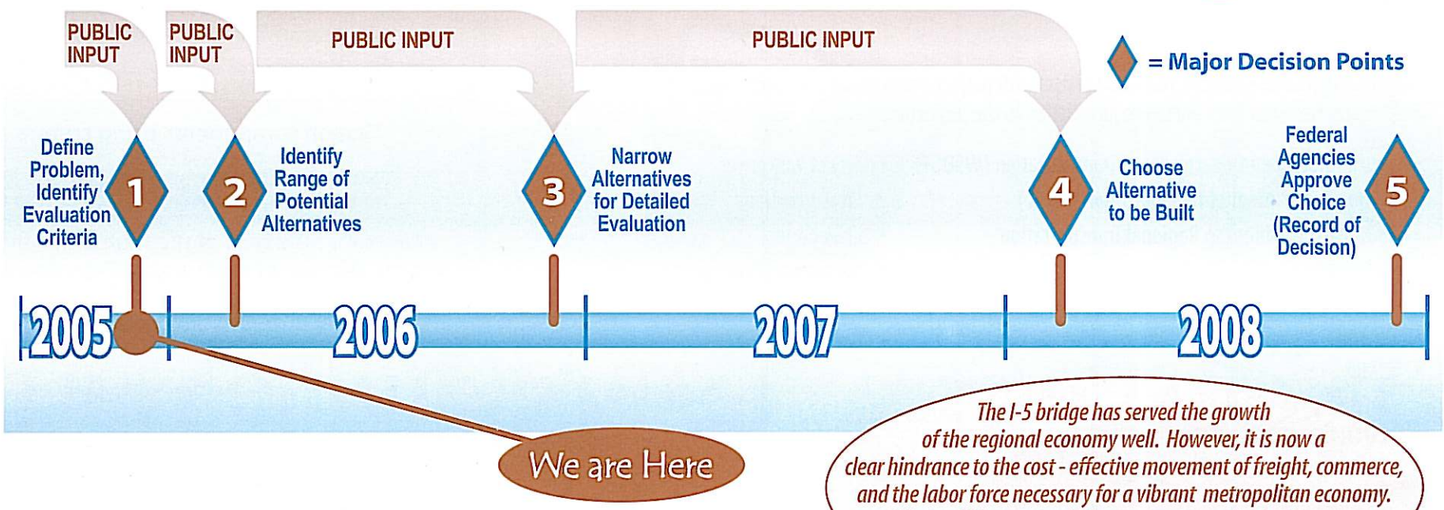
Where We Are

The Columbia River Crossing project is moving along. There are many opportunities to provide input on issues to be considered and potential solutions, as shown in the timeline below. You can provide input through public meetings, the project Web site, the project Task Force, and public hearings on the preferred alternative. Sign up on our mailing list to stay informed (through e-mail notification or mailed material) about when and how to participate or send us a comment anytime. Visit the project Web site or send your address to the project office listed on the back panel of this newsletter.

My priority is getting our regional partners to embrace building a bridge not just for cars, but for pedestrians, bicyclists and a major form of transit."

Oregon Congressman Earl Blumenauer
The Oregonian, May 1, 2005

Project Schedule



The I-5 bridge has served the growth of the regional economy well. However, it is now a clear hindrance to the cost - effective movement of freight, commerce, and the labor force necessary for a vibrant metropolitan economy. We need 21st century infrastructure to make that happen and that is what the Columbia River Crossing project is about.

Bart Phillips, President
Columbia River Economic Development Council

Bridge To Our Collective Past

A massive traffic jam at the Columbia River steam ferry during the 1905 Portland Lewis and Clark Centennial Exposition sparked the first public debate about the need for a bridge linking Oregon and Washington. In 1914, with bi-state local support, the Oregon and Washington state legislatures approved the sale of bonds to fund such a bridge, and construction began a year later. Up to that time, the only way to cross the river had been by ferry. The new bridge opened on February 15, 1917, amid much fanfare:

"Let us consider this bridge not only a necessary thing of great utility, but a monument commemorating the unity of interests between the states of Oregon and Washington," said Rufus C. Holman, Chair of the Interstate Bridge Committee and the Multnomah County Commission. "This is an enterprise demonstrating what we can do by cooperation."

The new bridge was dubbed "the last unfinished link in the Pacific Highway....[creating] one unbroken artery of commerce, extending from British Columbia to the southern line of the United States..." (*The Vancouver Columbian*, February 14, 1917).

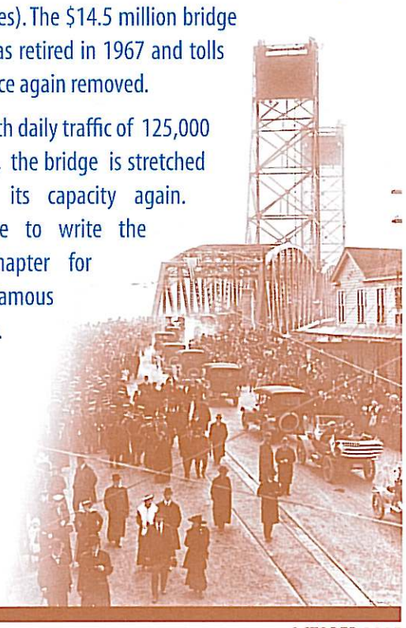
On hand for the Valentine's Day dedication ceremony were more than 40,000 guests, including famed entrepreneur Sam Hill and other local, city, and state dignitaries.

> "This is an enterprise demonstrating what we can do by cooperation."
>
> —*Rufus C. Holman, Chair of the Interstate Bridge Committee and the Multnomah County Commission, 1917*

When the Interstate Bridge first opened, travelers paid a 5-cent toll to cross it. A streetcar line shared the roadway with two lanes for cars and carriages. The bridge was heavily used and toll revenues helped pay off 85 percent of the original $1,683,000 bond within just 12 years. In 1929, ownership of the bridge was transferred from Multnomah and Clark Counties to the two states; tolls were removed, and the remaining debt paid off with tax dollars.

In 1936, the bridge carried 13,100 vehicles each day; by 1950, that number had jumped to 30,747. A dramatic increase in marine traffic also required more bridge lifts, making traffic even worse. A second parallel drawbridge was constructed in 1958 to meet the growing demand; and after refurbishment of the old bridge, tolls were reinstated in 1960 to pay off the new bonds (20 cents for cars, 40 cents for light trucks, 60 cents for heavy trucks and buses). The $14.5 million bridge bond was retired in 1967 and tolls were once again removed.

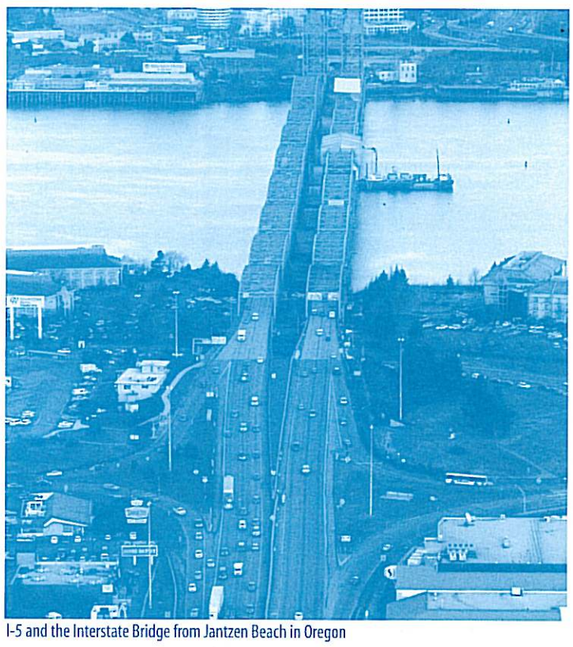
Now, with daily traffic of 125,000 vehicles, the bridge is stretched beyond its capacity again. It's time to write the next chapter for this famous crossing.



How You Can Make a Difference

Your opinion matters—take our online survey, available on the project Web site through November 20. The next step will be to gather ideas for solutions. Look for announcements for public meetings early next year.

- Get "notified" by signing up for automated Web notices about meetings, documents, and new surveys available to the public
- If you haven't already done so, sign up on our mailing list. Use the project Web site or send your address to the project office, "Attention: Mailing List"
- Request a speaker for your community group or organization to discuss the project (sign up on our Web site or call the project office)



I-5 and the Interstate Bridge from Jantzen Beach in Oregon

CONTACT US

Phone: 360-737-2726 or 503-256-2726 **Web Site:** www.columbiarivercrossing.org **Mailing Address:** 700 Washington Street, Vancouver, WA 98660

Columbia River CROSSING

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How Decisions will be Made

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Sponsored by the Oregon Department of Transportation and the Washington State Department of Transportation in partnership with the Federal Highway Administration and Federal Transit Administration

Solutions to I-5 Bridge Congestion: What Do YOU Think?

It's time to look at ways to relieve congestion on I-5 between Portland and Vancouver—and the area's major transportation agencies have come together to do just that. The Columbia River Crossing project is aimed at improving the mobility, reliability, and accessibility for automobile, freight, transit, bicycle, and pedestrian users of the I-5 corridor from approximately State Route 500 in Vancouver to approximately Columbia Boulevard in Portland. This project will benefit the region's economy and our community well into the future.

Over the next year, we will develop and evaluate alternatives that include highway, high capacity, freight, transit, bicycle, and pedestrian components. We invite you to be part of the process of selecting the best solutions. This newsletter describes the steps in that process as well as the roles of various project teams. Find out how to get involved, and check out our Web site to keep up with the latest on this exciting project!

MAKING A DECISION

The Columbia River Crossing project has five major decision points between now and the end of 200 these decision points will involve public input, resulting in a "context sensitive solution" that is:

- Safe
- Financially feasible
- Responsive to community values
- Sensitive to the natural and community resources

Who Is Involved?

A project of this size and complexity must, of necessity, bring together many groups with a wide range of interests. Each of these groups has a unique role to play in the decision-making process. Some provide the technical data needed to develop and analyze alternatives while others help compare and choose alternatives.

Project Development

A project development team is responsible for day-to-day project management. Working groups will assist this team with specific issues such as freight, public involvement, and project financing.

Regional Partners

Advises Project Development Team and assists with project development. Includes major public agencies with transportation jurisdiction in the project area:

- Washington State Department of Transportation (WSDOT)
- Oregon Department of Transportation (ODOT)
- Southwest Washington Regional Transportation Council (RTC)
- Metro
- C-TRAN
- TriMet
- City of Vancouver
- City of Portland
- Clark County
- Multnomah County
- Port of Vancouver
- Port of Portland

Recommendations

Task Force

A 39-member group of representatives from a broad cross section of the Oregon and Washington communities, including public agencies, businesses, civic organizations, neighborhoods, and freight, commuter, and environmental groups. Provides recommendations to the Project Sponsors Council.

Decision Making

Project Sponsors Council

Makes decisions at each decision point based on recommendations from the Task Force, public input, and advice from Project Development Team. Includes:

- ODOT
- WSDOT
- Metro
- RTC
- TriMet
- C-TRAN
- City of Portland
- City of Vancouver
- Federal Highway Administration (non-voting)
- Federal Transit Agency (non-voting)

Approvals

Bi-State Permitting and Regulatory Group

Coordinates and collaborates to streamline regulatory reviews and permitting. Group includes federal, state, and local agencies responsible for protecting air, water, wildlife, and cultural resources.

Federal Highway Administration and Federal Transit Administration

Co-lead agencies for the National Environmental Policy Act process that governs proposed actions requiring federal funding, federal permits, or federal approvals. Will sign the Environmental Impact Statement and Record of Decision.

1 Define the Problem and Evaluation Criteria

The project team reviews data and draws on public, tribal, and agency input to precisely d Policy Act [NEPA] "scoping" process for projects with federal funding. The team then d yardstick for measuring alternatives. Criteria will be based on regulatory requirements a

2 Identify Range of Alternatives to Be Considered

To define the range of alternatives to be studied, the project team will draw on recor Transportation Partnership and on new ideas provided by the public and affected agen

Generate ideas about each transportation component: highway, freight, transit, bicycle, and pedestrian facilities, as well as transportation system efficiency options (for example, encouraging carpools). One alternative includes many components.

Screen components using criteria

Assemble the best of the highway, freight, transit, bicycle, pedestrian, and transportation system efficiency components into packages of different alternatives

3 Identify Alternatives to Be Evaluated in the Draft EIS

The project team uses the evaluation criteria to screen the alternatives developed in Point 2. The public and affected agencies provide input on which alternatives should be further in the Draft EIS.

Screen alternatives using criteria

Evaluate and select alternatives to be evaluated in Draft EIS

4 Identify Preferred Alternative

The project team prepares technical reports and a Draft EIS, further evaluating remainir alternatives. Draft EIS describes positive and negative effects of alternatives on the community and natural resources. The public and affected agencies provide input on th results of the analysis.

Preferred alternative adopted by the Project Sponsors Council and local jurisdictions

5 Secure Federal Approval

The project team documents the preferred alternative in the Final EIS and submits it Highway Administration and Federal Transit Administration—the federal agencies lea process—for approval. Agencies issue a Record of Decision on the alternative to be buil

f 2007. Reaching each of

precisely define the problem. This public dialogue is part of the National Environmental
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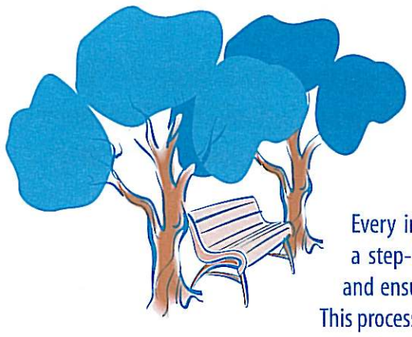
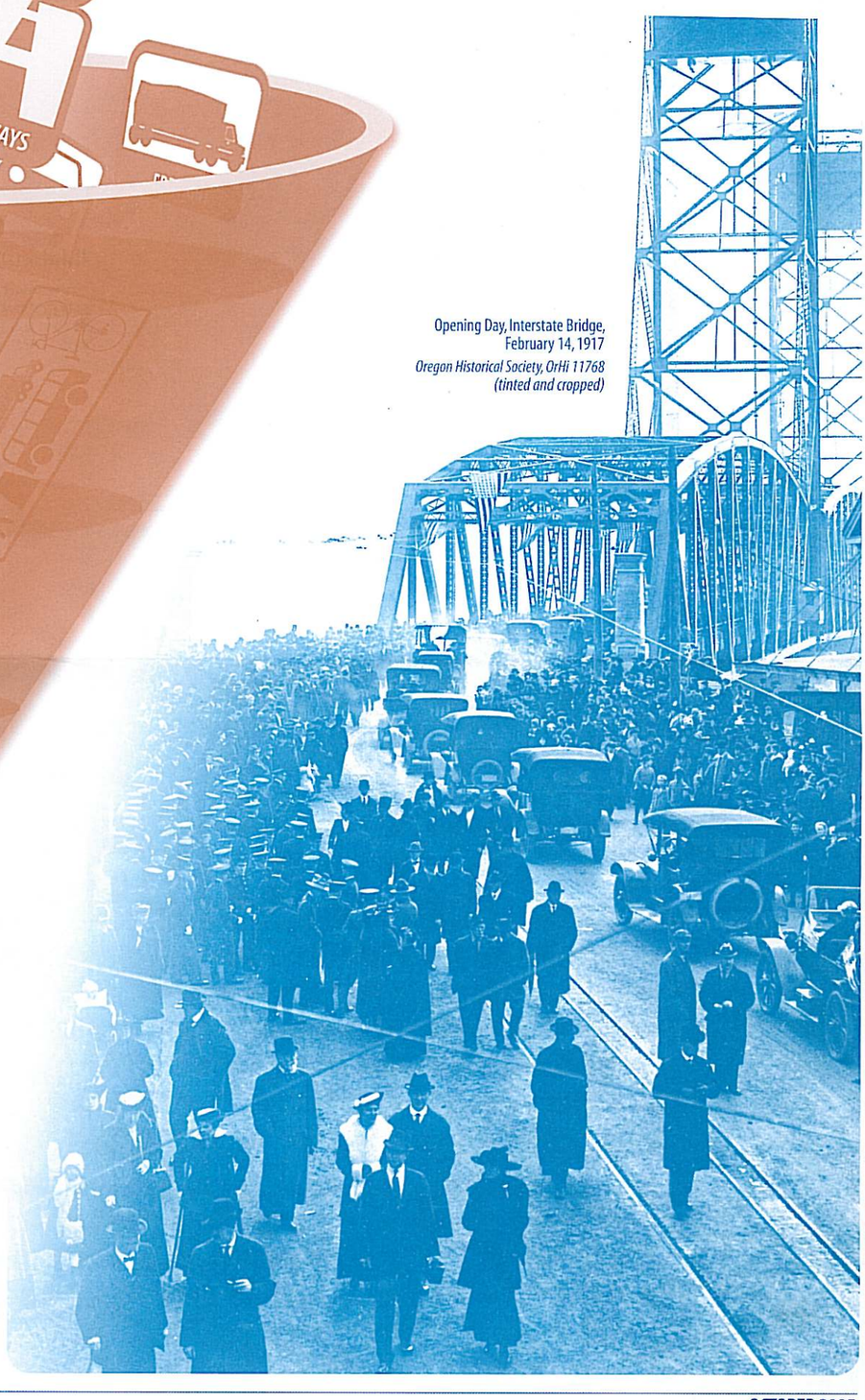


What is an "Environmental Impact Statement"?

Every infrastructure project receiving federal funds must follow a step-by-step process to minimize effects on the environment and ensure that all reasonable options are thoroughly considered. This process, laid out by the National Environmental Policy Act (NEPA), involves systematic technical analysis and thorough public discussion of solutions and their positive and negative effects on natural and community resources. The analysis includes consideration of the short- and long-term effects of the project, from construction through operation. It also details the effects of alternatives on people who live or work in the project area, users of the facilities, and the broader community. Reports document effects on:

- Traffic and transportation
- Communities
- Economy
- Cultural and historic resources
- Visual resources
- Air quality
- Noise
- Water quality
- Fish, wildlife, and vegetation
- Geology and soils
- Land use

These technical analyses are summarized in a draft "Environmental Impact Statement," or Draft EIS, that describes the effects of proposed solutions or alternatives as well as plans to minimize negative effects. The goal is to identify the alternative that best addresses the defined problem while striving to avoid adverse impacts; if adverse impacts can't be avoided, the second option is to minimize and mitigate for these impacts.



Opening Day, Interstate Bridge, February 14, 1917
Oregon Historical Society, OrHi 11768 (tinted and cropped)

PREFERRED ALTERNATIVE

◆ = Decision Point