

P-001-001

Columbia River CROSSING Comment Form

Thank you for taking the time to give us your thoughts and help shape the future of downtown Vancouver.

There have been new refinements to the design of the downtown Vancouver light rail station area, south of 7th Street. Please provide your input on the following components:

- Park and ride location
- Light rail station design
- Vehicle circulation

This Project needs to be Audited!

PLACE COMPLETED FORM IN
BOX OR TO A STAFF MEMBER.
It may be mailed:

River Crossing
11000 St., Suite 300
Vancouver, WA 98660

columbiarivercrossing.org

726 or 503-256-2726

info@rivercrossing.org

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P-001-001

The project is currently being audited and the results will be made available to the public. If you have specific questions about project expenditures, please contact the project office.

P-002-001

Columbia River CROSSING Comment Form

Thank you for taking the time to give us your thoughts and help shape the future of this project.

DATE: 10/13/11

COMMENTS:

- We like the local H.I local bridge! Thank you!
- We like LRT touch down on the island Thank you!
- We like new designated bike lanes along the Columbia Thank you!
- We are happy to lose all the little gambling parlors & Hosters. Thanks!
- We would really like the local bridge built early so we can get off lim.
- We are sorry to lose Safeway. Will Target have groceries?
- This plan is much improved from earlier versions. Thank you

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It may be mailed:

River Crossing
10000 1st St., Suite 300
Astoria, WA 97103

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2726 or 503-256-2726

columbiarivercrossing.org

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of if you need more information or an alternate location, please contact the project manager at 503-256-2726 or through the Telecommu-
nics Relay Service at 711.

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activities. For questions regarding Title VI Programs, you may contact 360-705-7095 or 503-256-4290.



P-002-001

Thank you for your review of the recent design and appreciation for its refinements. Early construction of the local multimodal bridge between Marine Drive and Hayden Island, so that it can be used as an alternate access route during the remaining construction period, will be analyzed during final design. In order for the local multimodal bridge to be built early, the Marine Drive interchange reconstruction also needs to occur so that Marine Drive can be elevated, allowing the light rail extension to cross under Marine Drive. The Marine Drive interchange is expected to take a little more than 3 years to construct, including work at the Victory Boulevard interchange.

P-003-001

Columbia River CROSSING Comment Form

Thank you for taking the time to give us your thoughts and help shape the future of this project.

DATE: 10/13/2011

COMMENTS:

I would like 1 lane on each side available for local electric vehicles. The distance between Downtown VanLouver - Delta Park - Marine Drive are close enough to allow slower electric vehicles to travel the distance. However those vehicles typically travel at 25-40 mph tops. It would be great for consumers & the environment to allow these road legal vehicles to travel across the bridge.

PLACE COMPLETED FORM IN BOX OR TO A STAFF MEMBER. It may be mailed.

River Crossing
11000 St., Suite 300
Astoria, WA 97103

@columbiarivercrossing.org

503-325-2726 or 503-256-2726

rc@rivercrossing.org

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P-003-001

Interstate facilities do not allow neighborhood electric vehicles (NEVs). However, the new local multimodal bridge between Hayden Island and the Oregon mainland will be designed for a lower speed, and will likely be used by NEVs. Because the project supports the use of electric vehicles, when parking management plans are developed for the park and ride facilities, the provision of electric charging stations will be evaluated.

Columbia River
CROSSING Comment Form

Thank you for taking the time to give us your thoughts and help shape the future of this project.

DATE: 10-12-11

COMMENTS:

I object to the light rail loop thru downtown Vancouver. I predict it will not have the side ship to validate the expense. If your objective is to build a system that served downtown citizens and that area, a system of trackless trolleys would be much, much cheaper, and the routes could change as needed. The route for seniors from the port will impact that loop, also.

P-004-001

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Columbia River Crossing
1400 N. 3rd St., Suite 300
Vancouver, WA 98660

rc@columbiarivercrossing.org

P-004-002 or 503-256-2726

rc@columbiarivercrossing.org

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P-004-001

Following the close of the 60-day DEIS public comment period in July 2008, the CRC project's six local sponsor agencies selected light rail to Clark College as the project's preferred transit mode. These sponsor agencies, which include the Vancouver City Council, Portland City Council, C-TRAN Board, TriMet Board, RTC Board and Metro Council, considered the DEIS analysis, public comment, and a recommendation from the CRC Task Force before voting on the LPA. (The CRC Task Force included a broad group of stakeholders representing a range of interests affected by the project - see DEIS Appendix B, Public Involvement, for more information).

Light rail is more likely than other transit options to attract desirable development in downtown Vancouver, which is consistent with local land use plans.

Following the selection of the LPA in July of 2008, the CRC enlisted the help of community members - residents, business owners, transit-dependent populations and commuters - who had interest in light rail planning to form the Vancouver Working Group (VWG). The VWG met regularly to develop recommendations and provided feedback to the CRC project, the City of Vancouver and C-TRAN on transit alignments, proposed station locations and design, security and park and ride facilities in downtown Vancouver. Following approximately 5 months of coordination, in addition to public open houses and walking tours, the VWG recommended the Washington-Broadway Couplet through downtown Vancouver to C-TRAN and City of Vancouver staff. Per the Vancouver Working Group Final Report (October 2009), this alignment was preferred largely because it spread the potential impacts and benefits across two streets, as opposed to concentrating them on a single street. This alignment was adopted as part of the LPA and is analyzed in the FEIS. For more information on the transit alignment decision-making process please see Chapter 2 (Section 2.7) of the FEIS.

P-004-002

Thank you for thinking of freight mobility, which is an important purpose of the project. The traffic modeling done for the City shows improvements to many intersections, even with frequent light rail service. The routes for trucks have been particularly important. Working with the freight and trucking community, the project has identified many current design problems, and has included improvements related to these, especially at Mill and Fourth Plain Boulevards in Vancouver, as well as Marine Drive in Portland.

Columbia River
CROSSING Comment Form

Thank you for taking the time to give us your thoughts and help shape the future of this project.

DATE: 10-12-11

COMMENTS: This project should not have
A light rail component
The federal government needs to fund it's
interstate system from Mexico border to
Canadian borders and not put the local
population under undue financial commitment
forever, why is this not a JOBS
program?
Wrong time, wrong concept
for Vancouver. Bridge yes.

P-005-001

P-005-002

P-005-003

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Columbia River Crossing
1800 N. Oregon St., Suite 300
Vancouver, WA 98660

ColumbiaRiverCrossing.org

503-256-2726 or 503-256-2726

ColumbiaRiverCrossing.org

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toll-free relay service at 7-1-1.

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activities. For questions regarding Title VI Programs, you may contact 503-705-7058 or 803-586-4550.



P-005-001

Preferences for specific alternatives or options, as expressed in comments received before and after the issuance of the DEIS, were shared with local sponsor agencies to inform decision making. Following the close of the 60-day DEIS public comment period in July 2008, the CRC project's six local sponsor agencies selected a replacement I-5 bridge with light rail to Clark College as the project's Locally Preferred Alternative (LPA). These sponsor agencies, which include the Portland City Council, Vancouver City Council, TriMet Board, C-TRAN Board, Metro Council, RTC Board, considered the DEIS analysis, public comment, and a recommendation from the CRC Task Force when voting on the LPA.

With the LPA, new bridges will replace the existing Interstate Bridges to carry I-5 traffic, light rail, pedestrians and bicyclists across the Columbia River. Light rail will extend from the Expo Center MAX Station in Portland to a station and park and ride at Clark College in Vancouver. Pedestrians and bicyclists would travel along a wider and safer path than exists today.

For a more detailed description of highway, transit, and bicycle and pedestrian improvements associated with the LPA, see Chapter 2 of the FEIS.

P-005-002

The Interstate provides mobility for more than just long, interstate trips. It provides a main arterial-like crossing for local residents and workers as well. It is therefore a shared responsibility to construct the project and fund it locally (with tolls), at the state and federal levels. The project will, in design and construction, create thousands of jobs.

P-005-003

Light rail is an essential component of the locally preferred alternative,

and is a critical part of meeting the project's purpose and need, as discussed in Chapter 2 of the FEIS. The project is anticipating a combination of federal and state funds as well as toll revenues to pay for construction, as described in Chapter 4 of the FEIS. The project is expected to provide jobs and promote economic activity.

Columbia River
CROSSING Comment Form

Thank you for taking the time to give us your thoughts and help shape the future of this project.

DATE: OCT 12, 2011

COMMENTS:

Provide A DIRECT OFF-STREET, Grade SEPARATED CONNECTION BETWEEN
THE EXISTING LAND BRIDGE OVER SR 14 AND THE CRC BIKE PATH.

Consider Extending The OFF-STREET PATH THROUGH DELTA PARK
SO BIKES WON'T HAVE TO USE THE STREET ROADWAY

EXTEND THE CARPOOL LANES NORTH TO SR 500 AND SB FROM
SR 520 TO I-405

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 r WA 98660

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2726 or 503-256-2726

mbiaRiverCrossing.org

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P-006-001

Thank you for your comment. The LPA's current design was developed to enhance the biking experience through the project area. Specifically, project staff and advisory committee members focused on the connections between downtown Vancouver and Delta Park, and identified numerous ways to improve the network.

There will be a nearly continuous, off-street connection between the Vancouver National Historic Reserve and the bridges. The Land Bridge crosses over SR 14, and lands in Apple Tree Park. This Park will be directly connected to Main Street. Both Main Street and Columbia Way will lead to the access points with the new bridge.

The project does not include changes to Delta Park's bikeway, but does improve connections in this area. Not only will the project connect better to Delta Park, it will also connect the Marine Drive and Bridgeton Trails to the network.

P-006-002

High occupancy vehicle (HOV) lanes work when they are part of a network, and could potentially be a useful tool in the CRC area if employed as part of a regional plan. The 5-mile CRC project by itself is too short in length to provide the true benefits of HOV lanes, but should the region adopt and develop a HOV system, lanes within the bridge influence area could potentially be designated as part of the network.

The CRC project team has looked at HOV lanes and freight lanes, which are typically located on the inside freeway lane next to the barrier, as part of its technical analysis. Because about 70 percent of the vehicles enter and/or exit I-5 within the 5-mile study area, access to and from a HOV lane or freight lane could create traffic operational problems by increasing lane changes (for example, HOVs entering the freeway and

needing to merge all the way to the inside lane). The results of this analysis are described in more detail in Section 3.1 of the DEIS.

Hines, Maurice

From: N . [waave@msn.com]
Sent: Saturday, September 24, 2011 3:48 PM
To: Columbia River Crossing
Subject: Important bridge question

Categories: Blue Category

P-007-001

Hello was just wondering why you have the new bridge accross the river curved? Is that even needed, doesn't that make it much more expensive making the new bridge go straight across the river? Please let me know thank you.

P-007-001

It is curved primarily to match with the location of existing interchanges at either end, while allowing traffic to continue using the existing bridge as the new bridge is being constructed. The curve does not add substantial costs and reduces impacts, ROW, and other costs that would be associated with relocating the existing interchanges.

Hines, Maurice

From: cecelia antonio [ceceliaantonio@yahoo.com]
Sent: Tuesday, October 11, 2011 6:06 PM
To: Columbia River Crossing
Subject: Construction logistics

Categories: Red Category

P-008-001

Are they going to build the new bridge and then tear down the old one, or tear down the old one before starting construction on the new bridge? My real question is, of course, how long are we going to be without a bridge?

Also, why is this process taking so long? I think we've been talking about this new bridge now since 2006... and construction isn't planned to start until 2012. Didn't Kennedy expand our space program in 1961 with the goal of putting a man on the moon, and we accomplished that goal in 1969? Really, we're not going to the moon here; this is just a bridge...

If you can get back to me, that would be great.

Thanks!
Cecelia

Cecelia Antonio
1331 E Reserve St
Vancouver, WA 98661

P-008-001

Three lanes in each direction will be maintained across the river, during peak periods, throughout the duration of construction. The existing bridges will not be taken down until the new bridges are functional and traffic rerouted onto them.

The project was conceived as part of the I-5 Transportation and Trade Partnership study that was completed in 2002. The high capacity transit extension to Vancouver was studied in detail in the 1990s. It does take a long time to plan; design; secure agreements, decisions and funding; and then build large transportation projects. However, the formal NEPA process started only six years ago. Six years is a short period within which to complete the NEPA process for a project of this complexity, and with many sponsoring agencies (including federal highways and transit, two cities, two states, etc).

P-009-001

Columbia River CROSSING Comment Form

Thank you for taking the time to give us your thoughts and help shape the future of this project.

DATE: 10/12/11

COMMENTS: Please Fix Cedar creek
ROAD IN WOODLAND
NO shoulder on ROAD after 4 mile mark
EXTREMELY DANGEROUS !!!

Mary August

PLACE COMPLETED FORM IN
BOX OR TO A STAFF MEMBER.
It may be mailed:

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rcolumbiarivercrossing.org

726 or 503-256-2726

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activities. For questions regarding Title VI Programs, you may contact 360-705-7088 or 503-965-4350.



P-009-001

That location appears to be well outside the scope of the CRC project.
However, you may want to contact the City or County and let them know
your concern about that particular roadway in Woodland.

From: REX BAHR [mailto:rexbahr@hotmail.com]
Sent: Friday, September 23, 2011 6:58 PM
Cc: FEDERAL DEPT TRANSPORTATION; GOV OREGON; Jefferson Smith; Lars Larson; Sen Monroe; VIEWERS-VOICE KATU-2; Congressman Earl Blumenauer; CNN .COM; CITYINFO POORTLAND; Columbia River Crossing
Subject: Re: September 2011 Project eUpdate - Final EIS available

P-010-001 | If you put a \$ toll on all the bridges, a 8.5% sales tax in Oregon & a \$0.25 tax on ground based fuel you would not even need a new bridge.
The money to be to support almost FREE mass transit.
The traffic on I-5 would fall by half.

P-010-002 | To get traffic moving on the interstate do like Texas.
On the overpasses place signs = the left lane 85 the next right 75 the next right 65 and the far right 45
The trick is to get people to where they want to go.
If a person is driving from Salem to Seattle they should be able to cruise at 85 to Seattle all the way.
Rex R. Bahr

P-010-001

Thank you for suggesting creative approaches to meeting the project's purpose and need. However, it is not within the purview of the project to institute a sales tax in Oregon or to increase the gas tax.

P-010-002

During the project screening phase, ideas such as this were considered. And the two states may yet adopt such an approach at a regional level. However, it is difficult to do so within the CRC study area because the interchanges are very tightly spaced. Motorists will, of their own volition, use far left lanes for through trips, and the project has not included any left side ramps. But the project also does not want to encourage unnecessary weaving within the project area.

From: REX BAHR [mailto:revbahr@hotmail.com]

Sent: Tuesday, October 11, 2011 11:35 PM

Cc: DOT COMMENTS; Eileen portland traffic; FEDERAL DEPT TRANSPORTATION; CNN .COM;
Congressman Earl Blumenauer; GOV OREGON; IMMIGRATION,Roy Beck; Jefferson Smith; KANDU KID;
Lars Larson; lightout LIGHTOUT; OutragedPatriots DANHOWARD; Sen Monroe; VIEWERS-VOICE KATU-2;
Columbia River Crossing

Subject: Re: October 2011 Project eUpdate - Learn more about Final EIS Oct. 12 and 13

Why don't you do it SIMPLE or KISS?

A \$0.20 tax on all ground base FUEL, \$0.10 to fund MASS TRANSIT & \$0.10 to the school system and not the overpaid COLLEGE BOYS.

A 8.5 % sale tax, 4% to the schools and 4% to Hospitals and .5% to the business to collect the tax.

AND DO NOT PUT PERIODS AFTER ANY ADDRESS OR ANYTHING AS IT MAKES IT TO HARD TO COPY

When this is done you will not even need a new bridge and in 50 years we/you will need horses, so why waste the money?

I am 76 so I do not need a bridge and I have no need to go anywhere and besides in Oregon it is too expensive to go anywhere

I have to pay my outrageous taxes and water bill

REX ROMAINE BAHR

From: Jesse A. Buss [<mailto:jessebuss@gmail.com>]
Sent: Friday, October 14, 2011 5:07 PM
To: Morrow, Steve
Subject: Released from eSafe SPAM quarantine: CRC In-Water Work Window variances

Hi, Steve:

P-011-001 I just finished leaving you a voicemail message, and thought I would follow up with a quick email. Regarding the CRC IWWW variances, my question is: is there documentation of the variances being submitted, reviewed, and approved? And, if so, where can I find that documentation? Comment response S-006-003 to the ODFW's DEIS comments states that the CRC project has received a variance from the normal IWWW, but I cannot find any reference to a variance in the FEIS itself.

Thanks for your time and assistance, best,

jesse

P-011-001

Below is the text of the email sent from CRC project staff to the commenter. Enclosed tables referenced in the email are available on the CRC project website.

"Thank you for your question. Over the last 5+ years, the CRC project team has met with staff from ODFW & WDFW as well as NMFS and USFWS as part of the on-going Interstate Collaborative Environmental Process (InterCEP) [<http://columbiarivercrossing.org/FileLibrary/GeneralProjectDocs/InterCEPAgreement.pdf>]. Extensive discussions occurred in 2009 and 2010 on the In-Water Work Window (IWWW). The table I have enclosed was the result of those discussions. This table is also in the CRC Biological Assessment, Table 3-2. In April, 2010, both the ODFW & WDFW InterCEP representatives had agreed in principal with CRC's proposed IWWW and verbally acknowledged their agencies would grant a variance. Formal review and approval of an IWWW variance would occur under the Fish and Wildlife Coordination Act (FWCA) for both Oregon and Washington. The results of these processes are documented as part of permit issuance conditions of the Oregon Removal-Fill permit (ODSL) and the Washington Hydraulic Project Approval (HPA) (WDFW). The CRC project team will apply for regulatory permits such as Clean Water Act Section 404, Oregon Removal-Fill and Washington HPA in early 2012. At that time, ODFW and WDFW will conduct their formal review of the proposed IWWW and make a determination of a variance under the process described above. In the Biological Opinion (BO) issued by NMFS (enclosed), there is a section called "Description of the Proposed Action" that begins on page 3 of the BO. At the bottom of page 6 it describes how and when impact pile driving will occur during construction (September 15-April 15), and shows it in table form (Table 4) on the following page. There was no variance asked for or granted; it was simply considered part of the project and thus part of the impact analysis or incidental take analysis NMFS conducted to prepare their BO. In the BO, the Terms and

Conditions #2(a) i.-iv. (page 80 of the BO) describe peak hydroacoustic noise limits dependent upon time of the year and on the construction and demolition activities that would be allowed year-round.

If you have any further questions or follow-up please do not hesitate to contact me; I am happy to assist."

Hines, Maurice

From: Robert Dean [robert@deansurveying.com]
Sent: Sunday, October 16, 2011 9:04 PM
To: Columbia River Crossing
Subject: CRC FEIS deficient construction impacts
Attachments: donwagnerletter.PDF; ATT13307343.htm

P-012-001

The FEIS fails to adequately address potential or likely adverse impacts due to actual construction on local commerce, residents, small businesses, and regionwide transportation networks.

Attached is a letter I sent to Director Don Wagner in January 2011 with detailed concerns that were not addressed in the FEIS.

Robert Dean
7101 NE 74th Ave.
Vancouver, WA 98662
(360) 892 2600

Sent from my iPhone

Begin forwarded message:

From: Robert Dean <robert@deansurveying.com>

This attachment is my revised letter.

Sent from my iPhone

Begin forwarded message:

From: "Robert Dean" <robert@deansurveying.com>
Date: January 3, 2011 6:44:34 PM PST
To: leavitt@cityofvancouver.us
Cc: "Rorabaugh, Thayer" <thayer.rorabaugh@cityofvancouver.us>, "Holmes, Eric" <eric.holmes@cityofvancouver.us>, jeanne.harris@cityofvancouver.us, wagnerd@columbiarivercrossing.com
Subject: meeting with Don Wagner
Reply-To: robert@deansurveying.com

January 3, 2011

Today I met with Don Wagner at his office between 1:30 and 2:30. Jeanne Harris arranged the meeting and was there briefly to introduce us. She had to leave for another appointment and so she asked Thayer Rorabaugh to stand in for her. Thank you Jeanne!

Don Wagner led off with assurances that he had read my previous letter on traffic staging and they were addressing my concerns. Thayer, also, had been forwarded from Tim Leavitt a similar letter which he had read. Thayer gave examples from past projects of how they work with local businesses and do their best for them. I expressed thanks to Tim Leavitt and the City for asking the

P-012-001

This letter from Mr. Dean is his account of a meeting he had in January 2011 with Don Wagner, the former CRC Project Director from WSDOT, and Thayer Rorabaugh from the City of Vancouver. He also attached the list of questions and concerns that he had sent to Mr. Wagner in advance of their meeting. Mr. Dean's account appears to indicate that he was able to ask the questions he wished to ask, and received answers from Mr. Wagner and Mr. Rorabaugh. The responses below do not remark on Mr. Dean's account of that meeting.

For information on construction impacts and mitigation, Mr. Dean is referred to each sub-section of Chapter 3, which discusses temporary impacts and mitigation measures for each element of the environment. Additional discussion is provided in the technical reports that support the FEIS.

The responses below address the list of questions that Mr. Dean prepared in 2010, and resubmitted with his comment letter on the FEIS in October 2011, to the extent that they are relevant to the NEPA review.

right questions and for Resolution M3663. Don and Thayer said they are going through the list of caveats in the LPA to make sure they are addressing them.

I acknowledged their success with previous projects (Salmon Creek and Delta Park) and asked if they would do specific studies on this one to protect small businesses; especially since this project will last up to nine years. I mentioned legal (Executive Orders) and moral imperatives to look out for small businesses. I explained the 5 year refinancing problem building owners face and used my building in Hazel Dell as an example.

I gave Don the newspaper article on the WSU study of economic impacts of reconstruction of the locks and also Ken Casavant's bio and contact info. He seemed interested in pursuing my request.

I mentioned that the DEIS attributes an estimated \$8 million annual savings to the trucking industry in 2030 with build out of the new bridge. Is that enough savings to justify \$4 billion expenditure? Don responded that that was only for one aspect of benefits. I suggested that commuters would have no net benefit because we will be paying for it with tolls. Don said we would only be paying a third (let's see, \$1.5 billion capital plus interest plus collection costs plus cost overruns =?).

I asked if there was a cost/benefit analysis for the project. No. Was he aware that Steve Stuart had asked for one for tolls? Yes. It has not been done yet because they do not have a final design (he implied that they might be going with the Kevin Peterson design).

We talked about the need for an SEIS and the political inertia involved. They both are aware of sunk costs and the benefits of spending money during design phase rather than as cost overruns later. Don Wagner said, "Tell it to the Columbian editorial board."

I had mentioned the need for an SEIS to Tom Warne earlier. He was very circumspect. I got the impression at this meeting that it is being discussed. Don Wagner said he is meeting this afternoon with the feds to find out who is the lead agency on the project. I suspect Tom Warne wants to know if an SEIS will be called for if they switch to the Kevin Peterson design.

Don mentioned that there are hundreds of ways for the project to fail. Most prominent causes are funding and political will. He mentioned voting (on light rail) and the last elections (alluding to the election of Jaime Herrera I think). He seemed melancholy to me and resigning himself to imminent failure of funding. He exchanged glances with Thayer as if they had just been talking about it before I came.

I said I did not know of anyone who wanted to see the project fail. Don disputed that. I said I am on the email lists and some want to see light rail fail and some want to see tolls fail but we all want a better crossing that we can afford and that does what it's supposed to do.

Don said several times things like "If this gets built" and "If they build this design" as if he has doubts that anything will be built and if anything it will be Kevin Peterson's design. He said the IRP Expert Panel will be reporting January 19.

We talked about the original scoping and that there was no justification in the record for rejecting the Bi-State Industrial Corridor. I suggested the need for a Supplemental Environmental Impact Statement going all the way back to scoping and goal setting. The number 1 goal should have been to relieve the choke points to commerce on the West Coast of the US and allow future growth. If the Bi-State Industrial Corridor failed question 6 in Step A Screening Report then did they ask the right questions?

Don mentioned that a westerly arterial, west of the lake, to Ridgefield was rejected about 20 years ago. I suggested that was a lot of freeway to build through a wilderness.

We talked about preserving the historic bridges. Don said they are spending tens of millions to mitigate for the loss of 1.5 acres of the Historic Preserve. The bridges themselves are doomed.

P-012-001

They are seen as a safety hazard by WSDOT (legal justification for destroying them) and the bridge lifts are a nuisance to Downtown commerce.

We talked about retro-fitting the Interstate Bridges for seismic safety. Don said the \$300 million cost was for the first stage only – piers.

Don and Thayer both dispute that the RR bridge can be raised. They say for 90' clearance above the water and at 2% grade the RR would land too far North to make the Vancouver yards. My preliminary calculations from the GIS say it would land under the Mill Plain Overpass.

I suggested they redo the RR bridge and build the Bi-State Industrial corridor with light rail, bike paths, etc. and have it paid for by the RR, Coast Guard and Ports rather than on the backs of Vancouver commuters. They scoffed that the RR, Coast Guard or Ports would pay for anything.

Thayer said most of the Port traffic goes East and there is little truck traffic between ports. I did not have a chance to dispute that as we moved on to other things.

P-012-002

Don said the rumor that they hope to toll both crossings (I-5 and I-205) is not true. He wishes it would go away. He did say they might consider pre-construction tolling as they are doing in Seattle. I suggested that was a good idea and that they should test their financial and traffic projections immediately before committing the \$4 billion. I asked if any law changes were required for tolls. He said no federal changes for I-5 (not so for I-205) and some changes for Oregon and Washington.

I gave Jeanne Harris and Don Wagner signed hardcopies of the attached donwagnerletter.PDF

Robert Dean, President
Dean Surveying, Inc.
717 NE 61st St., #100
Vancouver, WA 98665
(360) 892 2600
fax (360) 256 1156

*** eSafe scanned this email for malicious content ***
*** IMPORTANT: Do not open attachments from unrecognized senders. ***

P-012-002

The project will continue to assess pre-construction tolling.



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January 3, 2011

CRC Project Vulnerabilities

Potential Adverse Impacts on Downtown Vancouver Commerce

P-012-003 | This paper is an expression of concern for the wellbeing of designers, workers, businesses, commuters, and citizens of the communities who will be affected by construction of the Columbia River Crossing Project.



P-012-003

Thank you for your comments.



DEAN SURVEYING, Inc.

717 NE 61st St., Suite 100
VANCOUVER, WA 98665
(360) 892 2600

January 3, 2011

Don Wagner
700 Washington Street, Suite 300
Vancouver, WA 98660

Re: Project Vulnerabilities

Mr. Wagner,

This project faces significant, potentially fatal, obstacles; each of which requires further study, as follows:

P-012-004

1) Funding. Each leg of the stool is in serious jeopardy.

P-012-005

2) Public opposition. There is no cost/benefit analysis and no consensus of public support.

P-012-006

3) Public input. The more people learn about this project the more opposition arises. The only way to gauge public support is through an informed vote. The City of Vancouver asked for truck detours during construction and studies of construction impacts. Steve Stuart asked for a cost/benefit analysis on tolls – has that been done? Tim Leavitt and Sam Adams asked for an analysis of our community's ability to pay for the project – has that been done? The IRP called for an investment grade study of tolls - has that been done? The Plaid Pantry report disputed the economic analyses of the DEIS – have those claims been explored?

P-012-007

4) Political change. We have a new congresswoman, the US Senate no longer supports earmarks, and more local Republicans have been elected to the Washington State Legislature.

P-012-008

5) Weakened support from the media. The Columbian endorsed the opponents of Jim Moeller and Patty Murray in the last elections.

P-012-009

6) Economic decline. The project was conceived and planned for during the height of economic optimism in the early and mid-decade 2003-2007.

7) Economic stress. The DEIS identifies many local funding sources, besides tolls, that are now no longer available as local agencies scrap to shore up their own budgets.

8) Scoping. The initial scoping omitted viable alternative routes that had previously been studied and that may have alleviated many of the obstacles now facing the project. Each of the obstacles now coming to light could have been avoided with careful and comprehensive scoping and goal setting in the initial design stages.

9) Benefits not there. Traffic projections have not borne out.

10) Construction impacts on commerce. Temporary impacts, especially on small businesses, due to construction have not been studied. The DEIS projects as much as 9 years of construction. That will affect two refinancing cycles of most affected businesses. The DEIS promises more studies—have these been done?

11) Systemwide traffic impacts due to construction. Is it possible to work on I-5 without plugging I-205? Have all the stakeholders been consulted? Where is the justification for rejecting the Bi-State Industrial Corridor #4?

P-012-010

12) Historic preservation. The DEIS promises further studies – have these been done? Can anything be done to save the historic, iconic bridges or should that have been part of original scoping?

Respectfully,

Robert Dean, President

P-012-004

Please refer to Chapter 4 of the FEIS for a description of the current plans for funding construction and operation of the LPA. This discussion provides an updated assessment of likely funding sources for this project, though it is not common practice to receive funding commitments prior to completion of the alternative selection process. As described in the FEIS, project funding is expected to come from a variety of local, state, and federal sources, with federal funding and tolls providing substantial revenue for the construction.

P-012-005

There are no plans to hold an election on the project as a whole but the C-TRAN operating funds will be subject to a public vote.

P-012-006

The project has completed a benefit cost analysis. It can be reviewed at, or a copy obtained from, the project office. In addition, the project has completed Cost Estimate Validation Process (CEVP) studies and will, following the ROD, complete an investment-grade tolling analysis.

P-012-007

Many alternatives were considered during the CRC alternatives evaluation process, including alternatives that had been previously studied. See the discussion in Chapter 2 of the FEIS. It is unclear from this comment what obstacles Mr. Dean is referring to.

P-012-008

There is no question among the local, state, and federal sponsoring agencies that the project relieves congestion, improves travel time, increases transit ridership, and will reduce crashes.

QUESTIONNAIRE

Cost Overruns

- P-012-011** Who pays cost overruns?
- Have there been cost overruns on recent projects?
- By WSDOT?
- By ODOT?
- By DEA?
- By PB?
- By CH2M Hill?
- By Parametrix?
- What is the likelihood of cost overruns on this project?
- Has the design phase experienced cost overruns?
- Do you see that as good or bad?
- P-012-012** Have you done studies to show that the community can afford this project as Tim Leavitt asked in March 2010?
- Have you studied the Plaid Pantry report? Do you have a formal rebuttal?
- The Columbian reported that the CRC did not dispute the numbers in the Plaid Pantry report. Do you stand by that assessment?
- The Plaid Pantry report is at odds with your studies on tolls. Will you consider testing the studies by imposing tolls in advance, as suggested by Steve Stuart in March 2010, before spending \$4 billion?
- Sam Adams and the Plaid Pantry report both express concerns that the third leg of the stool, \$1.5 billion in local funding, will compete with or cannibalize other local projects. How can it do otherwise?
- What would it take to cause this project to fail?
- What will be the effect on Vancouver if this project fails economically?
- What would be a worst case scenario?

P-012-009

Additional analysis of construction-related impacts to businesses was conducted for the FEIS.

It is possible to stage traffic on I-5 during CRC construction so as to avoid significantly impacting I-205. All stakeholders have been given opportunities to consult.

Chapter 2 of the FEIS discusses the rationale for not advancing the Bi-State Industrial Corridor idea into the DEIS.

P-012-010

As indicated in Chapter 3 (Section 3.8) of the DEIS, the 1917 (northbound) I-5 bridge structure is listed on the NRHP. The 1958 (southbound) bridge, as a bridge on the National Interstate System, was determined not to be significant at a national level and is not considered eligible for the NRHP. However, the two bridges together are an important element of the historic fabric both for the region and for downtown Vancouver.

Because the 1917 bridge is listed on the NRHP, it is afforded special protection under Section 4(f) of the Department of Transportation Act. This law prohibits the USDOT from funding any project that would have an adverse impact on significant historic resources, unless it can be demonstrated that there are no prudent and feasible alternatives that would avoid that impact.

The Supplemental River Crossing, which maintained the existing bridges with seismic retrofits and was analyzed as a component of two of the five alternatives studied, was determined feasible, but not prudent. It would not satisfactorily meet the project Purpose and Need. In addition, the alterations necessary to make the existing bridges safe, reliable, and fully multimodal, as described in Chapter 2 of the DEIS and FEIS, would

P-012-012 How are you following Executive Order E 1038.00 WSDOT and Risk Management Planning guidelines? Do you have an economic cost/benefit analysis?

What risks have been taken into account? Number of parcels? Impacts on access? Litigation costs and delays? Change of grade? Temporary construction permits? Existing conditions assessment?

What effect will failure of the project have on your career?

How accountable is each member of your team for success or failure of the project?

As an engineer are you required to alert your employer if and when you see that the project will fail?

Are you confident that every member of your team is free to alert you to possible points of failure?

What measures have you taken to facilitate sensitivity to and awareness of weaknesses in the process?

What is an example of a possible fatal flaw?

Have you published a simple cost/benefit analysis table for the local funding portion as Steve Stuart asked in March 2010?

P-012-013 The DEIS estimates the annual savings for the trucking industry in 2030 for build over no-build to be \$8 million. Is there a similar quantifiable benefit for commuters?

Will trucks pay the same toll as commuters?

Will tolls vary by length of vehicle, weight, number of occupants, speed, value, carbon footprint?

The DEIS estimates the net capital amount to be raised by tolls to be \$1.5 billion. Do you have an estimate for the total gross amount to be extracted from toll-payers?

undermine the historic integrity of the bridges. The Sponsoring Agencies therefore decided to remove and replace the existing bridges.

Proposed mitigations for the adverse effects of the NRHP-listed I-5 bridge can be found in Chapter 3 (Section 3.8) of the FEIS.

P-012-011

Past financial performance is an important issue but is not relevant to the NEPA review process. The Record of Decision concludes the NEPA analysis. It indicates which alternative has been selected by the federal government, and allows for the continued design, eligibility for federal funding and permitting, and eventual construction of that alternative. The Locally Preferred Alternative is supported by local, regional, state, and federal agencies and has been selected following an exhaustive analysis and public involvement program.

The project takes the issues of financial management very seriously. Project staff have provided Mr. Dean with considerable records and reports and has responded to his inquiries. The project is currently developing new financial reporting mechanisms and has started providing monthly reports on the web. The project will continue to work with the public to improve transparency and an understanding of the resources required for an undertaking of this scale.

P-012-012

Highway tolls would pay for the local share of the project costs. A range of toll rates was analyzed. A toll of \$2 each direction is assumed in the ridership analysis in the EIS. That analysis indicates that such a toll would be enough to discourage some trips from being taken. We don't know if those trips wouldn't be taken due to affordability or due to preference reasons. See the discussion in Section 3.1 of the FEIS.

Regarding the Plaid Pantry report, please see responses to P-047 from

Traffic Staging

P-012-014

How long will portions of I-5 be under construction with this project?

What part did traffic staging play in scoping, goal formulation, and the selection of alternatives?

What part did traffic staging play in the selection of the final locally preferred alternative?

Is it possible that the traffic staging problem could present a fatal flaw to the success of the project?

How have you taken the City of Vancouver Resolution M3863 to heart?

What provisions have you made to detour trucks around the construction zone?

Is it possible that traffic staging problems may prompt you to revisit some alternatives that were previously rejected?

How long will construction last? How many 5-year refinancing cycles will businesses have to go through as they try to justify their revenue losses to the banks?

Will you compensate affected businesses for loss of revenue due to construction?

Have you initiated studies of the likely economic impacts of construction (temporary effects)?

How will you mitigate those impacts?

How many local businesses will be seriously adversely affected by the impacts of construction even after mitigation?

Of those businesses, how many are qualifying small businesses?

How many are minority owned?

Joe Cortright and P-061 from David Madore. Many of the numbers in that report are disputed.

Pre-construction tolls may be implemented.

The local funding share would be raised through tolling the I-5 crossing. Tolls paid to cross the bridge could not be used on other projects in the region. This toll would not preclude other projects in the future from also raising revenues through tolling or other means.

An economic benefit cost analysis of the proposed project found it to be economically worthwhile.

The project has been identifying risks, and estimating the cost and schedule ramifications, through the Cost Estimation Validation Process (CEVP). The results are available from the project office.

P-012-013

Answers to some of your questions can be found in Chapter 4 of the FEIS. For example, the FEIS assumes that freight haulers (large trucks) will pay four times the toll of an automobile commuter. Other answers will only be found once the project has an investment-grade tolling analysis. You will not likely find a detailed estimate of the financial benefit to auto commuters. Because some trips are recreational, individuals differently value their time, and because of the variability of other factors, such an analysis has not been completed.

P-012-014

The FEIS describes current estimates of the duration of construction.

Constructability, including traffic staging, was considered in evaluating and refining alternatives. Traffic staging is a challenge but not a fatal flaw for the Selected Alternative.

P-012-014 How many are woman owned?

How many are disadvantaged?

How many are new or emerging?

Has the Small Business Administration been asked to provide input to any of your studies?

How are you complying with Executive Order 11518?

Where do you publish the studies?

Have your traffic engineers studied the effects of construction on I-5 for the period of construction on the region-wide transportation network? Will I-205 plug up for ten years?

Have your economists studied the economic impacts of construction on I-5 for the period of construction on the economy within the region-wide transportation network area? Will land values drop in Ridgefield?

Do you have a plan to coordinate construction on the CRC project with all other agencies so that access to Downtown Vancouver will not be further hampered?

Construction impacts have been considered as part of the alternative evaluation, project planning, and mitigation development. These will continue to be developed and refined during final design. Detours and reroutes will be determined during final design and construction planning.

Businesses will not be compensated for loss of business. See Section 3.4 of the FEIS discussion regarding measures to reduce such impacts on businesses during construction.

The project team surveyed businesses that would be directly displaced by the project to learn more about the demographics of owners, employees, and customers, but has not done such a detailed survey of the businesses that would not be directly affected. The project team has met with many of these business owners as well, and has afforded opportunities for all business owners to provide input on and learn about the project. The SBA has not been directly requested to provide information on the project's studies. Studies are made available on the project website or from the project office. The DEIS, FEIS, and technical reports were also made available in local libraries. The project has been consistent with the intent of Executive Order 11518.

The impacts of construction activities on regional traffic patterns is not expected to be significant, and significant diversion is unlikely given the conceptual traffic staging plans. Therefore, there is no need to conduct an analysis of temporary effects on property values in Ridgefield.

The project is committed to coordinating construction with all other agencies so as to minimize access, congestion, and other impacts. Detailed plans will be developed during final design and construction planning.

Historic Bridges

P-012-015 In what ways have you followed the spirit and letter of the National Historic Preservation Act of 1966?

What part did preservation of the historic bridges play in scoping, goal formulation, and the selection of alternatives?

What will happen to the bridges?

How did these decisions come about?

Will it take changes in laws to allow the bridges to be moved or destroyed?

Will there be a public debate?

What mitigation for impacts have been considered and identified for the historic bridges, the Academy property, and Vancouver National Historic Reserve?

Permits

P-012-016 The DEIS asserts that no permits will be required that might affect selection of the preferred alternative. Did you consider the number of privately owned parcels affected by right of way acquisition as being significant? Permits will be required of adjoining property owners for grade change, access restrictions, temporary construction, slopes, staging and stockpiling, acquisitions, etc.

P-012-015

Please see the response to comment P-012-010, above.

P-012-016

Individual property acquisition costs will be established through an independent appraisal process to ensure the owner receives the fair market value of the property. This process is governed by the federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act). To date, the project has not conducted specific property valuations, which is necessary to determine the individual property acquisition cost. For the Draft EIS, the project team made general assumptions about the cost of acquiring property, based on a rough estimate of square footage, land use, possible demolition costs, etc. to compare the costs of alternatives in the Draft EIS, and made similar assumptions to inform the financial planning in the Final EIS. These estimates do not reflect what property owners will actually receive as compensation, and therefore were not distributed for review.

APPENDIX

Supplemental Environmental Impact Statement

P-012-017

40CFR1501.2 mandates that NEPA is to be applied early (first thing) in the planning process. Even before the DEIS and selection of alternatives, risks, obstacles, and possible adverse environmental impacts must be anticipated, identified, and accounted for during scoping.

40CFR1501.7(c) provides that *"An agency shall revise the determinations made under paragraphs (a) and (b) of this section if substantial changes are made later in the proposed action, or if significant new circumstances or information arise which bear on the proposal or its impacts."*

40CFR1502.9(c)1(ii) also provides for a Supplemental Environmental Impact Statement if *"There are significant new circumstances or information relevant to environmental concerns and bearing on the proposed action or its impacts."*

P-012-017

Following is a brief summary of CRC's compliance with the cited sections of the code of federal regulations (CFR).

40 CFR 1501.2 and 1501.7(c): A notice of intent to prepare an EIS for the CRC project was issued in September 2005. That preceded discussions with the public on transportation needs in the project area and other concerns, followed by the development of a problem statement and the project purpose and need, as well as evaluation criteria. The process then moved into soliciting ideas, conducting screening, and other steps leading to a range of alternatives that was advanced into the DEIS. The DEIS was published in May 2008, and the selection of the LPA was made in July 2008. Subsequent coordination, analysis, and refinements led up to the FEIS in September 2011. Information that arose throughout this process was incorporated into the analysis and led to refinements to the proposed project. This is discussed in Chapter 2 and Chapter 6 of the FEIS.

40 CFR 1502.9(c): Please see the response to letter P-047-013.



DEAN SURVEYING, Inc.

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(360) 892 2500

October 18, 2010
Citizen Communications

How long can we hold out during construction?

P-012-018

I have been admonished for using highly emotive words to describe the CRC Project and its potential to harm Vancouver; words like: Ruin, bankrupt and monstrosity. I am asked "can't you see any good things coming to us from the CRC Project?" Well, yes, there is just as much potential for good as for harm and it may be a wash. But, the truth is, no one knows one way or the other. The Independent Review Panel pointed out very serious deficiencies and uncertainties in the project, as follows:

- 1) They don't know how much it will cost.
- 2) They don't know how long it will take to build
- 3) They don't know if there will likely be cost overruns or how large
- 4) They don't even know if the current design can be built on this site

Other than that, the Mayor is pretty sure it will bring "jobs, prosperity and a better quality of life to Vancouver." No one doubts his optimism.

One thing is certain, no benefits will accrue to Vancouver until after the bridge and all of the approaches are fully built. Perhaps, instead of asking the CRC how long will it take to build out the project, we should ask ourselves, "How long can we hold out during construction?"

"How long can Vancouver survive with I-5 all torn up?" What alternative routes will be available for people to get into Downtown if they are coming from, say Battle Ground, or Camas, or Ridgefield?" "Will students who live in Portland be able to get to classes at Clark College or WSU?" "Can the Amphitheatre survive even one summer with I-5 under construction?" "How many businesses will have to close before we throw in the towel?" "Will all those track hoes, orange cones, flaggers, jersey barriers, lane closures, muddy and irregular pavements, detours, and seemingly weekly reports of fatalities, deter some people from even attempting the trip into Vancouver?" "Can we ask Clark County, WSDOT, Burlington Northern, the Port of Vancouver, and even the City of Vancouver to postpone, for perhaps ten years, any other capital improvement construction projects along the alternative routes that might further hinder access to Downtown?"

How long can we hold out during construction? How long can we survive isolated? I do not know. If you know the answer to that question, please tell us. If you do not know, please find out. Please ask your financial staff to come up with a credible estimate. That way, when the CRC finally tells you how long the construction will last and how they plan to phase it, you will be able to respond – "fine, that will work for us," or "sorry, CRC, that is not good enough, we will all be dead by then."

Respectfully,

Robert Dean, President

P-012-018

Chapter 2 of the FEIS discusses how the project considered and responded to recommendations from the Independent Review Panel, and the Bridge Expert Review Panel.

There will be adverse impacts during construction, as described in Chapter 3 of the FEIS. Mitigation measures to reduce those impacts are also discussed in the FEIS. I-5 will not be closed. There could be short-term partial lane closures at times and some interstate access points would be unusable for many months during construction, but alternate access points will be available, as described in the FEIS.

Hines, Maurice

From: Robert Dean [robert@deansurveying.com]
Sent: Sunday, October 16, 2011 9:17 PM
To: Columbia River Crossing
Subject: CRC FEIS failed to address traffic staging
Attachments: trafficstagingsystemimpacts.pdf; ATT13307301.htm

The FEIS failed to address traffic staging during construction.

P-013-001 I sent this to Don Wagner and Thayer Rorabaugh earlier this year. I met with them both (at the Invitation of The Mayor and Jeanne Harris) in January to discuss construction impacts. I gave them the name and contact info for the WSU prof who conducted an economic study of the effects of closing the locks on the Columbia for 3 months. The DEIS told of likely "severe" disruption to commerce during 8 years of construction of the CRC. Does their \$130 million in studies include the effects on people? No! Does the FEIS cover construction impacts? Briefly, they will warn us on which roads will be closed - like yelling incoming!

There is nothing in the FEIS about the effects of construction on I-205, SR-14, SR 500, surface streets, the airport, etc. They do not address how businesses on Main Street can survive while Washington and Broadway are torn up. They do not have any independent economic studies - not even educated guesses. Not even uneducated guesses. Certainly not the same detailed knowledge as they on the effects of construction on fish.

Sent from my iPhone

Begin forwarded message:

From: "Robert Dean" <robert@deansurveying.com>
Date: December 11, 2010 4:35:38 PM PST
To: wagnerd@columbiarivercrossing.com
Cc: Jeanne.Harris@cityofvancouver.us
Subject: CRC traffic staging system-wide impacts
Reply-To: robert@deansurveying.com

Don,

Thank you for agreeing to meet with Jeanne and me this coming Jan 3. I do appreciate your time and understand that you could not meet this past week.

To help you prepare for our meeting I have modified the letter I wrote to Tom Warne and addressed it to you directly. I would like your take on the letter before I forward it to the parties Tom suggested (see below).

Thank you for your work. You are blessed.

Have a very merry Christmas with your family.

Robert Dean, President
Dean Surveying, Inc.
717 NE 61st St., #100

P-013-001

There was no quantitative study of how traffic affected by construction activities would in turn indirectly affect business profit and loss. However, construction impacts for each element of the environment are discussed at least qualitatively, and in some cases quantitatively, in each sub-section (e.g., 3.1 Traffic, 3.2 Aviation and Navigation, etc.) of Chapter 3 under the sub-heading "Temporary Effects". Mitigation for temporary effects is also discussed. There is a discussion about the approach to reducing the impacts to businesses during the construction of the light rail alignment on Washington and Broadway in Section 3.4.5. Impacts are further detailed in the technical reports that the FEIS is based on.

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

From: "Harris, Jeanne" <jeanne.harris@cityofvancouver.us>
Sent: Wed, December 8, 2010 10:10
Subject: RE: CRC traffic staging

P-013-001

I've got January 3 at 1:30 scheduled with Don and you and me at CRC. Does that work for you?

Jeanne

From: Robert Dean [robert@deansurveying.com]
Sent: Friday, December 03, 2010 9:42 AM
To: Harris, Jeanne
Subject: Fw: CRC traffic staging

fyi

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

From: "Robert Dean" <robert@deansurveying.com>
Sent: Fri, December 3, 2010 9:37
Subject: CRC traffic staging

Excellent!

I'm sure Mr. Wagner will value your guidance and advice.

As for timing - nothing should proceed to construction until the study is done.

Robert

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

From: "Casavant, Ken" <casavantk@cahrrs.wsu.edu>
Sent: Fri, December 3, 2010 9:21
Subject: RE: RE: CRC traffic staging

I don't know if we have the expertise to do the study since I am not sure of the scope, timing and implementation, but you can pass along our name as someone that is interested and could help in any such study. Ken

From: Robert Dean [<mailto:robert@deansurveying.com>]
Sent: Friday, December 03, 2010 9:01 AM

2

To: Casavant, Kenneth
Subject: Fw: RE: CRC traffic staging

P-013-001

Ken,
The AP article was published in The Columbian this morning.

The draft environmental impact statement of the Columbia River Crossing made no mention of the economic impact on surrounding communities of the construction itself. I pointed that out to the Mayor of Vancouver, Tim Leavitt, and he asked me to write the attached letter to the Independent Review Expert Bridge Panel, Tom Warne, Chair. The IRP was appointed directly by the governors at the request of the mayors and county commissioners.

Council Member, Jeanne Harris, arranged a meeting with Don Wagner, Director of CRC. I intent to ask him to convene an economic study of those impacts. Is it OK to suggest that WSU is equipped to conduct that study. May I pass on your name?

Best regards!

Robert Dean, President
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(360) 892 2600
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----- Original Message -----

From: "Tom Warne" <twarne@tomwarne.com>
Sent: Mon, November 29, 2010 8:04
Subject: RE: CRC traffic staging

Robert-I would suggest that you send this to the CRC since they are managing the project and the BRP is only a part of that process. You may want to send a copy to Director Garratt at ODOT and also Secretary Hammond at WSDOT.

My only caution comes from working on many very large projects where traffic management is an issue and needs to be addressed. There are many solutions and the optimal one will come from substantial modeling. Modeling will show where the cars will go, how best to invest in temporary measures and what the best combination of strategies is. Those signing the letter probably aren't familiar with the detail that goes into the process and may be actually signing on to something that is not the optimal solution. Perhaps you could frame it as "one option" that should be considered and that the project needs to find the optimal solution that will allow the public to travel

3

effectively in the region during construction. Just a thought. You are obviously welcomed to do whatever you want.

Thanks,

Tom

Thomas R. Warne, PE

Tom Warne and Associates

9874 S. Spruce Grove Way

S. Jordan, UT 84095

801-302-8300

801-302-8301 fax

From: Robert Dean [mailto:robert@deansurveying.com]
Sent: Saturday, November 27, 2010 12:54 PM
To: Tom Warne; jshowers@ch2m.com
Cc: steve_stroh@urscorp.com; jvachon@oubknow.com
Subject: RE: CRC traffic staging

Thank you, Tom!

I have sent the letter about traffic staging out to several friends and elected officials. It usually strikes a chord with them. Can you suggest who should receive the letter? Should it go to the CRC?

I will send out for endorsements as follows:

The undersigned recognize a need to expand the capacity of the interstate crossing system in Clark County, Washington, before temporarily restricting its capacity during construction of the Columbia River Crossing Project.

Best regards,

Robert Dean, President
Dean Surveying, Inc.
717 NE 61st St., #100
Vancouver, WA 98665
(360) 892 2600
fax (360) 256 1156

P-013-001

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

From: "Tom Warne" <twarne@tomwarne.com>

Sent: Sat, November 27, 2010 5:05

Subject: RE: CRC traffic staging

Robert-thanks for sending this along. We will distribute it to the members of the BRP. Managing traffic during construction of large urban projects is a challenge all by itself-besides the actual construction. Many have done it well and you cite several examples. While the specifics of the traffic management strategies that the CRC eventually employs are outside of the prevue of the panel we are definitely looking at it from a holistic standpoint as man! aging traffic during construction and the bridge itself cannot be separated.

Thanks again for your continued input and insights.

Tom

Thomas R. Warne, PE

Tom Warne and Associates

9874 S. Spruce Grove Way

S. Jordan, UT 84095

801-302-8300

801-302-8301 fax

From: Robert Dean [mailto:robert@deansurveying.com]

Sent: Wednesday, November 24, 2010 12:16 AM

To: jshowers@ch2m.com

Cc: Tom Warne; steve_stroh@urscorp.com

Subject: CR! C traffic staging

Joc,

I have taken a shot at addressing the traffic staging problem. Please pass this attachment on to the other panel members and see if the concerns I raise have been looked at adequately.

Thank you!

**Robert Dean, President
Dean Surveying, Inc.
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fax (360) 256 1156**

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

From: "Robert Dean" <robert@deansurveying.com>
Sent: Wed, November 3, 2010 15:12
Subject: CRC context sensitive

Joe,

Thank you for your question to Kevin Peterson about traffic staging. That question has been! plaguing me about the CRC Project, also. I cannot see how you can stage traffic around the torn up I-5 for perhaps 7 years and not bankrupt Downtown Vancouver and Jansen Beach. That's why I suggested the question is not, "How long will it take to build the project?" but "How long can we survive while it is being built?"

That is what struck me about Kevin's proposal - it was context sensitive.

If the Independent Review Panel had picked up on the context sensitive mandate of bridge design they would have worded their criticisms differently. For example:

- 1) Not, "How much will it cost?" but "How much can we afford?"
- 2) Not, "What likelihood of cost overruns?" but "Can the local community afford to pay tolls?"
- 3) Not, "How will it be funded?" but "Will the taxpayers approve?"
- 4) Not, "Did we take public input?" but "When should we hold the vote?"
- 5) Not, "How large is the footprint?" but "How many property owners will be affected?"

P-013-001

Kevin's proposal looked more sensible to me than the CRC model. The only drawback for me is the traffic staging problem, or more accurately, the effect of construction on the local communities.

My preference would be to build a third bridge downstream to act as a detour while they retro-fit the iconic, historic, Interstate Bridge for seismic safety.

Best!

Robert Dean, President
Dean Surveying, Inc.
717 NE 61st St., #100
Vancouver, WA 98665
(360) 892 2600
fax (360) 256 1156

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DEAN SURVEYING, Inc.

717 NE 61st St., Suite 100
VANCOUVER, WA 98665
(360) 892 2600

December 11, 2010
CRC Traffic Staging Problem

Potential Adverse Impacts on Downtown Vancouver Commerce





DEAN SURVEYING, Inc.

717 NE 61st St., Suite 100
VANCOUVER, WA 98665
(360) 892 2600

December 11, 2010

Don Wagner
700 Washington Street, Suite 300
Vancouver, WA 98660

Re: Traffic Staging for Downtown Vancouver

Mr. Wagner,

P-013-002

Thank you for the opportunity to express concerns about some of the potential negative impacts of the Columbia River Crossing Project. The CRC is by far the most significant public works capital improvement project for our region since construction of PDX. We all anticipate the tremendous economic benefits promised for considerable expenditures of public funds.



-Boston Big Dig-

However, no benefits will accrue until construction is completed. Hence, our more immediate concern must be for the impacts of those construction activities on our communities.

The City of Vancouver, when it adopted the Locally Preferred Alternative, stipulated the need to

P-013-002

Please see the response to your comments above and your other letters (P-012, P-014, and P-015). See also the discussion of alternatives, including other river crossing locations considered, in Chapter 2 of the FEIS (particularly Section 2.7).

P-013-002

mitigate for disruption to commerce during construction of the CRC project.¹ The City recognized that a project of this size and complexity will require several years of construction activity which could impose severe hardships on businesses and the community.

Where engineers ask, "How long will it take to build the bridge?" we ask, "How long can we survive during construction?" How long can Downtown Vancouver hold out while 5 miles of I-5 freeway is torn up? Will the Hilton Hotel survive financially? Will emergency vehicles have ready access in the construction zone? Context sensitive design demands answers to these questions.



Context

Without the Interstate Bridge, Vancouver would be a quaint village beside the river. The Central Business District grew and flourished because of Highway 99, I-5, and the bridge. Now, we have outgrown the historic Interstate Bridge and we notice its limitations more than ever. Any closure or impediment due to lifts, traffic accidents, maintenance, police action, Secret Service inspections, or congestion is acutely felt and hugely expensive. So far, we have not had to suffer prolonged closures or restrictions such as may be anticipated with construction of the CRC Project.

I-5 is the carotid artery of Vancouver. It runs along the eastern edge of the Central Business District. There is no other road access to the CBD except from or across I-5. There is no road bridge across the Columbia River to the west of Vancouver.

To the west of the CBD the Port of Vancouver and Fruit Valley Industrial Area depend on access to I-5 for trucks, deliveries, suppliers, employees, etc. If 70% of their traffic goes south they must impose on Mill Plain and Fourth Plain, both already at capacity, to access I-5 on the other side of town. The Industrial West already has pressing needs for alternative access routes².

Vancouver is served by only two road bridges – on I-5 and I-205. Both bridges are currently at capacity during peak hours. That means that if either bridge is closed or impeded the other cannot make up the deficiency.

¹ Resolution M-3663 page 2 of Attachment A adopted July 7, 2008.
² See July 22, 2010 letter from Clark County Board of Commissioners to RTC attached in Appendix

P-013-002 I-205 provides a bypass around Portland for through traffic on I-5. However, the Glen Jackson Bridge has more far reaching significance for Vancouver. It provides alternative access to Downtown Portland by way of I-84 and it connects all of Vancouver and Clark County directly to PDX. East Vancouver, Camas, Washougal, Battle Ground, Ridgefield and the region have grown because of the Glen Jackson Bridge. If diversions from I-5 during CRC construction impinge on I-205 the negative economic impacts will be felt region-wide.

System-wide Considerations

In April 2003, ODOT commissioned an economic study of the transportation network in our region. That study identified critical choke points crossing the Columbia River. It recognized an immediate capacity for two additional highway crossings.

In April 2008, the RTC Transportation Corridor Visioning Study piggy backed on the earlier DEA/ODOT study and identified an additional four possible crossing points with useful arterials throughout Clark County.

In May 2008, the CRC issued its Draft Environmental Impact Statement. The DEIS did not build on the two previous studies. Chapter 2 did not mention alternative crossing points as options. Chapter 3 did not mention possible negative economic impacts on commerce of construction itself. The DEIS failed to recognize a need to expand the capacity of the interstate crossing system in Clark County before temporarily restricting its capacity during construction.

Independent Studies

Each study should trigger a go/no-go decision at CRC. To maintain credibility, in case of a “go” decision, the CRC should commission its studies from sources with no, or minimal, interest in the outcome. Washington State University is currently studying the economic impacts of 3 months of lock construction along the Columbia River.³ To date, no similar studies have been conducted on the economic impacts of 5 years of construction along I-5 through Downtown Vancouver. No construction should proceed until independent studies are completed and evaluated.

Detour Needed

As a condition of endorsement of the Locally Preferred Alternative, the City of Vancouver mandated that the CRC final design must satisfactorily address construction mitigation identified in Attachment A of its Resolution M-3663⁴. The City asked the CRC to consider pre-constructing alternative dedicated truck routes as an example of how their concerns might be addressed.

3 <http://www.columbian.com/news/2010/dec/02/wsu-to-study-closure-of-rivers-locks/>

4 Resolution M-3663 page 7.



P-013-003

A "Bi-State Industrial Corridor" was one of the alternative crossing locations considered during CRC scoping, as discussed in Section 2.7 of the FEIS.

P-013-002 Each of your design consultants has experience designing traffic staging plans for such projects as Tacoma Narrows Bridge, Boston Big Dig, Denver Airport, I-25 in Denver, I-15 in Salt Lake City, and the Sunset Highway in Portland during construction of light rail. You know that to avoid back-ups it is not enough to allow traffic to wind its way through a construction zone. The only satisfactory traffic staging solution is a separate detour, a fully functioning alternative route.

Alternative Routes

Vancouver has pent up capacity for a total of four (4) bridges:⁵

- 1) Interstate
- 2) Glen Jackson
- 3) Bi-State Industrial Corridor⁶
- 4) 192nd Ave. Eastside Crossing⁷

Glen Jackson and Interstate are already at capacity and neither can serve as a detour while the other is worked on. Before either Glen Jackson or Interstate is worked on one or other of the alternative routes, Bi-State Industrial Corridor or an eastside crossing, must be in place to serve as a detour during construction.

Bi-State Industrial Corridor Option 4

P-013-003 The most studied crossing option west of Vancouver, the Bi-State Industrial Corridor Option 4, is the most promising detour route during construction of the CRC Project. It is nearest to the CBD of Vancouver and would serve to divert truck traffic around the impacted areas.

Any chosen route will have its own obstacles. The trick is to find one that has no fatal flaws. The

⁵ Oregon Department of Transportation. April 2003; Regional Economic Effects of the I-5 Corridor/Columbia River Crossing Transportation Choke Points, page 6 Table 1 Comparison of River Crossings in Selected Metropolitan Areas of Similar Size.
[http://www.columbiarivercrossing.org/FileLibrary/NonCRCRelatedDocuments/I-](http://www.columbiarivercrossing.org/FileLibrary/NonCRCRelatedDocuments/I-5_Partnership_Regional_Economic_Effects.pdf)

⁶ <http://www.rtc.wa.gov/reports/vision/AppendixE.pdf>
 Southwest Washington RTC Transportation Corridor Visioning Study Report, April 2008;

⁷ <http://www.rtc.wa.gov/reports/vision/AppendixE.pdf>
 Ibid

P-013-003 Third Harbor Tunnel in Boston serves as an example of a plan with a fatal flaw – it was scrapped because it was deemed too disruptive to a portion of Downtown Boston.

Please consider Bi-State Industrial Corridor Option 4 as a workable solution to the traffic staging problem with the Columbia River Crossing Project. Visit <http://thirdbridgenow.com/> to see more detail of some of the possibilities.



-Thirdbridgenow.com – Northern Bridge-

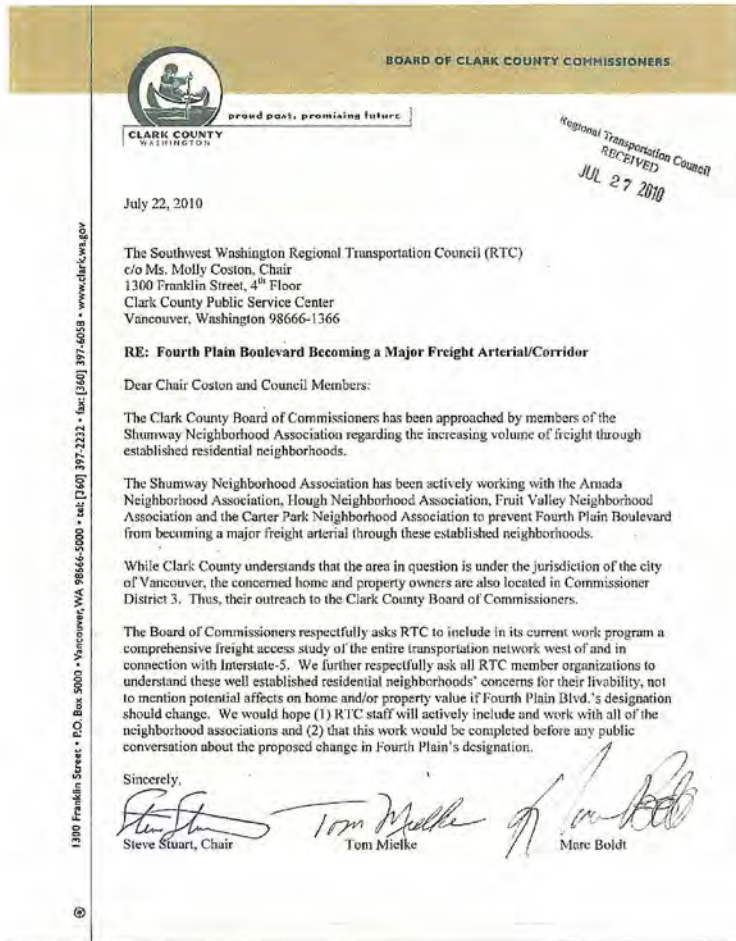
Holistic Overview

Your professional team of designers will come up with the optimal traffic staging plan within the constraints of their model. However, you might want to revisit all of the available crossing points in the RTC studies. Viewed more holistically, options may emerge to build two new crossings, and renovate the two existing serviceable bridges, for near the same costs as are currently promulgated for the CRC Project.

Best regards,

Robert Dean, President

Appendix



P-013-004

Project staff would be more than willing to collaborate on a freight access study for west Vancouver. The project has done a considerable amount of analysis of freight movement in Vancouver. The project will improve traffic conditions in Shumway and elsewhere in Vancouver. Motorists who now avoid the congested Interstate are using local streets, and will return to I-5 when the congestion is relieved.

Hines, Maurice

From: Robert Dean [robert@deansurveying.com]
Sent: Sunday, October 16, 2011 9:37 PM
To: Columbia River Crossing
Subject: FEIS failed to address my concerns

Categories: Orange Category

P-014-001

The FEIS failed to address concerns I raised in January 2011 at a meeting with Don Wagner and Thayer Rorabaugh.

This was their response. On construction mitigation they pledged to keep 3 lanes open throughout. That would be possible if people heed the admonition to choose alternative routes.

Ken Cassavant was the prof I contacted. I have not heard of his findings.

Robert Dean
7101 NE 74th Ave.,
Vancouver WA 98662
(360) 892 2600

Sent from my iPhone

Begin forwarded message:

From: "Wagner, Don" <WagnerD@wsdot.wa.gov>
Date: January 4, 2011 3:09:05 PM PST
To: <robert@deansurveying.com>, <leavitt@cityofvancouver.us>
Cc: "Rorabaugh, Thayer" <thayer.rorabaugh@cityofvancouver.us>, "Holmes, Eric" <eric.holmes@cityofvancouver.us>, <jeanne.harris@cityofvancouver.us>, <wagnerd@columbiarivercrossing.com>
Subject: RE: meeting with Don Wagner

Robert, thank you taking the time to discuss your thoughts on the CRC project with me yesterday. After reading your memo to Mayor Leavitt I thought it best to clarify a couple of issues in that memo.

First, in a couple of places you interpreted my comments related to the work of Bridge Expert Review Panel (BRP) to mean that I felt the Panel or the CRC project might be going with the "Kevin Peterson" design or that I don't believe anything will be built. That was not my intent. My comments were to convey that the BRP is looking at many different options for bridge design and alignment and at this time I don't know what they will ultimately put in their report. The BRP report will be processed through the local partners and ultimately will inform what bridge types are included in the FEIS. While I may not know which bridge

P-014-001

It is not clear what Mr. Dean believes the FEIS failed to address in this portion of his letter and the letter from Mr. Wagner to him. It is also unclear why Mr. Dean believes that three lanes on I-5 can be kept open during construction only if people choose alternative routes. Regardless, the project is committed to keeping three lanes open in both directions during construction. As the construction plans are further developed, we will work with interested citizens and neighborhoods on the specific details.

type will finally be built, I believe we were going to take the CRC project through to construction.

In your seventh paragraph you credit me with the following quote; "Tell it to the Columbian editorial board." While I agree that a comment very similar to this was made at the meeting, it was not made by me. As I was not the one who made the statement, I suggest you check with the person who made the statement on his exact wording and context.

In the eighth paragraph you indicate that I was meeting with the feds to find out who was the lead agency on the project. There is no question as to which Federal agencies are the lead agencies on this project. The Federal Transit Administration and the Federal Highway Administration (both divisions of the US Department of Transportation) are the lead agencies. They published the Draft Environmental Impact Statement in 2008 and they will publish the Final Environmental Impact Statement. They will ultimately issue the Record of Decision on the project.

In the ninth paragraph you indicate that my reference to the project being an issue in the last election might be "alluding to the election of Jaime Herrera I think". My comment was much broader than that. Several candidates at the local, state and federal level on both sides of the Columbia included positions on the CRC project in their campaigns.

Lastly, the BRP will be holding their last group work session on January 18 and 19. Their report is not scheduled to be delivered until January 31, 2011.

I hope this helps to better understand comments I made at our meeting.

Don Wagner

Columbia River Crossing

From: Robert Dean [mailto:robert@deansurveying.com]
Sent: Monday, January 03, 2011 6:45 PM
To: leavitt@cityofvancouver.us
Cc: Rorabaugh, Thayer; Holmes, Eric; jeanne.harris@cityofvancouver.us;

wagnerd@columbianrivercrossing.com
Subject: meeting with Don Wagner

January 3, 2011

P-014-002

Today I met with Don Wagner at his office between 1:30 and 2:30. Jeanne Harris arranged the meeting and was there briefly to introduce us. She had to leave for another appointment and so she asked Thayer Rorabaugh to stand in for her. Thank you Jeanne!

Don Wagner led off with assurances that he had read my previous letter on traffic staging and they were addressing my concerns. Thayer, also, had been forwarded from Tim Leavitt a similar letter which he had read. Thayer gave examples from past projects of how they work with local businesses and do their best for them. I expressed thanks to Tim Leavitt and the City for asking the right questions and for Resolution M3663. Don and Thayer said they are going through the list of caveats in the LPA to make sure they are addressing them.

I acknowledged their success with previous projects (Salmon Creek and Delta Park) and asked if they would do specific studies on this one to protect small businesses; especially since this project will last up to nine years. I mentioned legal (Executive Orders) and moral imperatives to look out for small businesses. I explained the 5 year refinancing problem building owners face and used my building in Hazel Dell as an example.

I gave Don the newspaper article on the WSU study of economic impacts of reconstruction of the locks and also Ken Casavant's bio and contact info. He seemed interested in pursuing my request.

I mentioned that the DEIS attributes an estimated \$8 million annual savings to the trucking industry in 2030 with build out of the new bridge. Is that enough savings to justify \$4 billion expenditure? Don responded that that was only for one aspect of benefits. I suggested that commuters would have no net benefit because we will be paying for it with tolls. Don said we would only be paying a third (let's see, \$1.5 billion capital plus interest plus collection costs plus cost overruns =?).

I asked if there was a cost/benefit analysis for the project. No. Was he aware that Steve Stuart had asked for one for tolls? Yes. It has not been done yet because they do not have a final design (he implied that they might be going with the Kevin Peterson design).

We talked about the need for an SEIS and the political inertia involved. They both are aware of sunk costs and the benefits of spending money during design phase rather than as cost overruns later. Don Wagner said, "Tell it to the Columbian editorial board."

3

P-014-002

Please see the responses to these comments in Mr. Dean's letter (P-012-001 and P-012-002).

I had mentioned the need for an SEIS to Tom Warne earlier. He was very circumspect. I got the impression at this meeting that it is being discussed. Don Wagner said he is meeting this afternoon with the feds to find out who is the lead agency on the project. I suspect Tom Warne wants to know if an SEIS will be called for if they switch to the Kevin Peterson design.

Don mentioned that there are hundreds of ways for the project to fail. Most prominent causes are funding and political will. He mentioned voting (on light rail) and the last elections (alluding to the election of Jaime Herrera I think). He seemed melancholy to me and resigning himself to imminent failure of funding. He exchanged glances with Thayer as if they had just been talking about it before I came.

I said I did not know of anyone who wanted to see the project fail. Don disputed that. I said I am on the email lists and some want to see light rail fail and some want to see tolls fail but we all want a better crossing that we can afford and that does what it's supposed to do.

Don said several times things like "If this gets built" and "If they build this design" as if he has doubts that anything will be built and if anything it will be Kevin Peterson's design. He said the IRP Expert Panel will be reporting January 19.

We talked about the original scoping and that there was no justification in the record for rejecting the Bi-State Industrial Corridor. I suggested the need for a Supplemental Environmental Impact Statement going all the way back to scoping and goal setting. The number 1 goal should have been to relieve the choke points to commerce on the West Coast of the US and allow future growth. If the Bi-State Industrial Corridor failed question 6 in Step A Screening Report then did they ask the right questions?

Don mentioned that a westerly arterial, west of the lake, to Ridgefield was rejected about 20 years ago. I suggested that was a lot of freeway to build through a wilderness.

We talked about preserving the historic bridges. Don said they are spending tens of millions to mitigate for the loss of 1.5 acres of the Historic Preserve. The bridges themselves are doomed. They are seen as a safety hazard by WSDOT (legal justification for destroying them) and the bridge lifts are a nuisance to Downtown commerce.

We talked about retro-fitting the Interstate Bridges for seismic safety. Don said the \$300 million cost was for the first stage only – piers.

Don and Thayer both dispute that the RR bridge can be raised. They say for 90' clearance above the water and at 2% grade the RR would land too far North to make the Vancouver yards. My preliminary calculations from the GIS say it would land under the Mill Plain Overpass.

I suggested they redo the RR bridge and build the Bi-State Industrial corridor with light rail, bike paths, etc. and have it paid for by the RR, Coast Guard and Ports rather than on the backs of Vancouver commuters. They scoffed that the RR, Coast Guard or Ports would pay for anything.

Thayer said most of the Port traffic goes East and there is little truck traffic between ports. I did not have a chance to dispute that as we moved on to other things.

Don said the rumor that they hope to toll both crossings (I-5 and I-205) is not true. He wishes it would go away. He did say they might consider pre-construction tolling as they are doing in Seattle. I suggested that was a good idea and that they should test their financial and traffic projections immediately before committing the \$4 billion. I asked if any law changes were required for tolls. He said no federal changes for I-5 (not so for I-205) and some changes for Oregon and Washington.

I gave Jeanne Harris and Don Wagner signed hardcopies of the attached domwagnerletter.PDF

Robert Dean, President
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Hines, Maurice

From: Robert Dean [robert@deansurveying.com]
Sent: Sunday, October 16, 2011 9:44 PM
To: Columbia River Crossing
Subject: CRC failed to take public input on FEIS

I sent this to my congressional representative.

P-015-001

[RCW 43.52.383](#)

[Compliance with open public meetings act.](#)

[\(1\) The legislature intends that the business and deliberations of joint operating agencies conducted by their boards of directors, executive boards, committees and subcommittees be conducted openly and with opportunity for public input.](#)

[\(2\) The board of directors, executive board, and all committees or subcommittees thereof shall comply with the provisions of chapter 42.30 RCW, in order to assure adequate public input and awareness of decisions.](#)

[I wondered how our local politicians would approve the FEIS if it detailed how local businesses would suffer "severe disruption" during 9 years of construction. How would they get reelected after condemning so many Downtown merchants to certain ruin?](#)

[Apparently, the CRC came to their rescue. They must have offered the 6 agencies the opportunity to approve the FEIS before it was finished or published so that the elected officials would not have to take personal responsibility for their actions.](#)

[C-Tran is a joint agency made up of elected representatives from Clark County and City of Vancouver. If the three City representatives on that subcommittee collude to approve the CRC FEIS they have to make their decision openly and with public input. They did not.](#)

[The City Council approved the unpublished and unfinished FEIS at a workshop June 27. No public input. <http://www.columbian.com/news/2011/jun/27/vancouver-city-council-discuss-crc-bridge/>](#)

[The C-Tran board approved the unpublished and unfinished FEIS August 9 with the unanimous consent of the City of Vancouver 3-member sub-committee. Jeanne Stewart had been previously reprimanded for voting her own conscience on the C-Tran Board. Jack Burkman stated on the Columbian Forum that the three council members had agreed to vote for the unpublished FEIS at a workshop \(presumably June 27\).](#)

<http://www.columbian.com/news/2011/aug/09/c-tran-board-approves-crc-impact-statement/>

[Apparently, CRC officials have conspired with officials of the 6 local agencies to shortcut public input.](#)

[Please appoint an independent outside investigator to ensure that the letter and spirit of all laws are being complied with at the CRC and our local agencies.](#)

[Thank you for your work on our behalf.](#)

[Robert Dean, President
Dean Surveying, Inc.
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Vancouver, WA 98665
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1

P-015-001

The FEIS and associated technical reports describe the impacts to businesses during construction. For more information, see Chapter 3.4 of the FEIS and the Economics Technical Report.

Significant work has gone into developing the CRC project, including an ongoing public involvement effort. The public involvement program includes numerous advisory groups to ensure that the values and interests of the community are reflected in project decisions. These groups include representatives of public agencies, businesses, civic organizations, neighborhoods and freight, and commuter and environmental groups. Feedback from the general public and advisory groups has been generally supportive of the project, including support for the transit, bicycle, pedestrian, highway, interchange, and financing elements of the project. See Chapter 2 (Section 2.7) of the FEIS for more discussion on the process used to develop project alternatives and select a Locally Preferred Alternative.

Following the close of the 60-day DEIS comment period and the selection of an LPA, a 10-member governor-appointed panel was formed to advise the Oregon and Washington DOTs on project development for the CRC project. The Project Sponsors Council (PSC) was charged with advising the project on completion of the FEIS, project design, project timeline, sustainable construction methods, consistency with greenhouse gas emission reduction goals, and the financial plan, as well as the number of lanes on the bridge. The PSC made recommendations after considering technical information, receiving input from relevant advisory groups, and reviewing public comments. See Chapter 2 (Section 2.7) of the FEIS for details on the PSC's recommendations, and Chapter 6 (Public Input on the Draft EIS) and Appendix B (Public Involvement) of the FEIS for a description of public involvement activities that occurred after the DEIS was published.

<http://www.columbian.com/news/2011/sep/12/in-our-view-progress-by-crc/>

Ryan,

P-015-001 | The Independent Review Panel called for more and better public input into the CRC. Jamie did also. Local officials have defied those instructions and now have violated Washington law.

From: Dennis [dennise219@comcast.net]
Sent: Friday, September 16, 2011 5:52 PM
To: Columbia River Crossing
Subject: FEIS email notification
Categories: Orange Category

P-016-001 | I don't care if they ever put in a bridge in, they screw up all the roads and never obey the traffic laws. In other words stay on your side of the river.

P-016-001

Thank you for your comment. All comments received on the FEIS are shared with CRC project staff and included in the Record of Decision document.