

Hines, Maurice

From: Kelly Meunier [kmeunier@willamette.edu]
Sent: Sunday, October 23, 2011 3:00 PM
To: Columbia River Crossing
Subject: FEIS comments
Attachments: Victor Veits Comments.pdf

NEW Columbia River Crossing (CRC) Final Environmental Impact Statement (FEIS) Issues for Hayden Island --Victor Viets 10/13/11

P-074-001

1. Arterial Bridge is now optional. The East Side Multi-Use Path (MUP) is now an option in combination with the arterial bridge. These are the only options in the entire project. The arterial bridge is listed as the preferred option but no basis for future final decision is provided.
2. Project will now displace 39 island businesses serving primarily local clientele at a loss of \$62.7 million in annual sales and 643 local jobs. "New" business displacements announced in the FEIS include The Chevron station, the car wash, Taco Bell and the Wells Fargo Bank.
3. The HI LRT Station is now shown as a standard TriMet design without a station shelter. The designs that were developed by the PWG with extensive community input are not included. There is no discussion of local handicapped parking and no mention of closure of the existing park and ride at Expo station. There is no discussion of an east-west shuttle bus service to help Island residents get to a LRT (light rail train) station or to any regional bus stop during construction.
4. Storm-water Treatment Wetlands now occupy the entire site of the new local retail center shown in the Island Plan but this is NOT identified as an impact to the community. We have repeatedly asked CRC to move these treatment facilities to comply with the Island Plan.

P-074-002

5. For some reason, the Arterial bridge option uses the entire Safeway site for storm-water treatment while the no-arterial-bridge does not.

P-074-003

6. Hayden Island now has the longest construction time for the entire project-----5-1/2 years. Construction noise (including pile driving) and air quality impacts during construction seem to be ignored.

P-074-004

7. The waterfront park areas identified in the Island Plan are not included and part of the proposed park area is used for additional stormwater treatment ponds. This is not identified as an impact on the community. We have repeatedly asked for this state-owned-land to be made available for park use. On the Vancouver side, the project has created park areas at the bridge landing and donated surplus stateowned-land for park use.
8. The FEIS makes a case that the Island community will benefit significantly from the project and that final design will be consistent with the Island Plan. No long-term impacts on community liveability are identified. This has not been

P-074-001

The Portland Working Group (PWG) was formed in May 2009 to advise the project on transit related issues for the Oregon side of the project, using the LPA and Hayden Island Plan as the basis for discussion. Beginning in September 2009, the PWG held a series of three interactive design workshops and Open Houses with CRC project, TriMet, the City of Portland staff and the general public to develop a set of design principles. The design principles were developed in such a way as to capture the community's values while remaining broad enough to apply to the future station design regardless of CRC project decisions that may affect the position of I-5, local road circulation, and land development patterns.

The resulting Hayden Island Light Rail Station Conceptual Design Report published January 2010 provides guidance to the CRC project, TriMet, and the City of Portland regarding the Hayden Island station design. PWG members reviewed and approved the report. The Conceptual Design Report solidified the Hayden Island Light Rail Design Principles.

The Hayden Island LRT station cross sections in the FEIS show a conceptual design with place holders for station elements. The illustrations show the Hayden Island LRT station as an elevated station with a center platform. During final design, CRC is committed to working with the community to advance the station design.

At the December 2010 PWG meeting, TriMet representatives discussed bus service. TriMet will work closely with the contractors during CRC construction to ensure that Line 6 continues service to Hayden Island. When developing a bus service plan along a new light rail line, TriMet re-evaluates all bus service within the vicinity of the new line with the intention of maximizing ridership and limiting service duplications. As part of this process, TriMet conducts ridership, cost, and operational analyses.

P-074-004

demonstrated given the facts:

-The island will be cut in half by a very un-neighborly concrete barrier that will extend across the entire island and will be 4-6 stories high and several city blocks wide.

-The project will displace virtually all of the locally oriented retail businesses with a loss of 643 local jobs. The losses will include the only grocery store providing full service meat and fresh produce departments, the only gas station, the car wash, one of the two banks, and virtually all the local restaurants.

-The project will preclude future development of the neighborhood retail center called for in the Island Plan and appears to deny public use of the state-owned-lands for planned shoreline parks.

-The project will permanently displace numerous floating residents and will result in loss of local jobs for many Island residents.

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

The project will work with TriMet and the Hayden Island community to develop a bus and circulator service plan during construction and after light rail opens in 2019. On-street parking is shown in the current roadway designs for Tomahawk Island Drive. The project will work with the City of Portland and the Hayden Island community to refine the parking designations near the LRT station. Delta Park will serve as the nearest park and ride to the Hayden Island light rail station, a distance of 1.17 miles from the Hayden Island light rail station. The distance between the park and ride lots at Expo Center and Delta Park is 0.69 miles.

P-074-002

With Option A, the multi-use path generates some additional stormwater, which must be managed nearby. Also, the design for Option A evolved beyond the design assumptions in Option B. Option A has been selected in the Record of Decision.

The stormwater facilities shown in the FEIS will continue to be refined as design work progresses. Under the terms of the Biological Opinion, the CRC project must treat stormwater runoff using bioretention, bioslopes, infiltration ponds, porous pavement, constructed wetlands, and vegetated and soil amended swales designed for infiltration. Stormwater runoff is currently not treated before being released to the North Portland Harbor or Columbia River.

P-074-003

Construction-related noise and air quality impacts are discussed in Chapter 3 of the FEIS. The project recognizes that these impacts could disturb and otherwise affect residents and has identified mitigation measures to reduce those impacts. Mitigation commitments are described in the ROD and will be further developed during final design. There will be on-going coordination with local residents on this issue.

P-074-004

Regarding the Proposed Parks

The transfer of 0.4 acre of surplus land to the City of Vancouver is mitigation for the project's direct impact on the City's existing Waterfront Park, an existing public park and a Section 4(f) resource. The project has no impact to public parks on Hayden Island and therefore no need for such mitigation. The CRC project does not currently propose to convert the existing Thunderbird site on Hayden Island into a public park, but it also does not preclude it from becoming a public park in the future. Decisions regarding the disposal of surplus property after project construction will be made at a later date.

Regarding the I-5 "Barrier"

Though the project will be higher than the existing facility, the LPA design will be less sprawling across the landscape. Currently, land is unable to be used as it is within DOT right-of-way, inside the ramp loops. The LPA will not use this type of design and will not require these large loops.

Regarding Displacements

Refinements and new information resulted in additional displacements. We do not expect that all the businesses assumed to be displaced will necessarily have to be displaced, but it is prudent to be conservative about impacts in the NEPA process. Also, some of the displacements would be affected only by diminished access, not by demolition. It is possible that some of these properties and buildings could be re-occupied by other businesses that would not be so affected by the revisions in access.

Regarding Stormwater Ponds

The stormwater facilities shown in the FEIS will continue to be refined as design work progresses. Under the terms of the Biological Opinion (BO), the CRC project must treat stormwater runoff using bioretention, bioslopes, infiltration ponds, porous pavement, constructed wetlands, and vegetated and soil amended swales designed for infiltration. Stormwater runoff is currently not treated before being released to North Portland Harbor or the Columbia River. The Hayden Island Redevelopment Plan states that runoff from local streets will be treated in roadside planters and that CRC stormwater will be managed in a “green, state-of-the-art manner.” It is unfortunate that the HI Plan map did not show the constructed wetlands, a “green” concept for stormwater treatment that has been shown in our documents as early as May 2009. The stormwater treatment proposed in the FEIS does include the “green streets” approach proposed in the Hayden Island Redevelopment Plan to the extent feasible. This approach to stormwater treatment is not suitable for streets located under bridges (where it will be difficult to establish plants) or where streets are at or below the seasonal high groundwater table. In addition, care was taken to ensure that the facilities are located on land that is either currently owned by ODOT or would need to be acquired for CRC construction, independent of stormwater management. The current proposed water quality facilities fulfill that requirement. While wetlands are typically permanent bodies of water, they are not stagnant. Water flows through them during frequent rainfall events, producing conditions that are not conducive to mosquito larval development. As stated above, a constructed wetland is one of the BMPs listed by NMFS in its BO as providing the level of treatment necessary to protect endangered species found in the Columbia River. As such, the discharges are considered by the agency to meet its stringent requirements. We will be further evaluating the potential for infiltration. We will continue to review the developing design to determine

whether additional streets lend themselves to this method of runoff treatment. The project will need to deal with runoff from almost 28 acres of impervious area comprising I-5 pavement across Hayden Island, associated ramps, elevated transit guideway, and structures.

Hines, Maurice

From: Sharonnasset [sharonnasset@aol.com]
Sent: Monday, October 24, 2011 2:51 PM
To: Columbia River Crossing
Subject: This is to be added to the formal Public Comments Environmental Impact Statement concerning the Columbia River Crossing project.

P-075-001

This is to be added to the formal Public Comments Environmental Impact Statement concerning the Columbia River Crossing project.

I sent in over 420 pages and data of false and inaccurate statements by the Columbia River Crossing staff during the DEIS. I have NEVER received any answer to the packages I sent in I EXPECT !!!!!!!!!!!!!!! to receive an answer on each and every question with honest verifiable data. I expect every piece of data to be placed in the final Environmental Impact Statement.

Sharon Nasset
CEO Third Bridge Now
503.283.9585
Sharonnasset@aol.com

P-075-001

Please see the responses to Ms. Nasset's comments made on the DEIS: P-0781, P-0797, P-0936, P-0977, P-1058, and P-1168. These comments and responses were published with the Final EIS on September 23, 2011.

Hines, Maurice

From: Sharonnasset [sharonnasset@aol.com]
Sent: Monday, October 24, 2011 8:33 PM
To: Columbia River Crossing
Subject: rmal Public Comments Environmental Impact Statement concerning the Columbia River Crossing project. -2
Attachments: ccc_nepa_not_followed.TIF; CRC_Sponsor_Responsibility.doc; 2-FTA questions removal of projects.doc

Add this to the formal Public Comments Environmental Impact Statement concerning the Columbia River Crossing project.

COLUMBIA RIVER CROSSING ALTERNATIVES, FORECASTING METHODOLOGY, AND RESPONSE TO QUESTIONS
(from Federal Transit Administration)
Dec. 8, 2006 page2

P-076-001

The CRC project team has presented its recommendations for which alternatives should proceed into the DEIS to the CRC Task Force, a 39-member panel of community representatives, business representatives and elected officials who oversee the project, at their November 29th meeting. This narrowed set of alternatives will be carried forward through a public input period prior to beginning the DEIS process. Following two months of intense public outreach efforts aimed at sharing these alternatives with the public and gathering their input, the CRC Task Force will review the public comments and make their final recommendations on the DEIS range of alternatives at the February 27, 2007 meeting. This refined set of alternatives will be fully documented in the Detailed Definition of Alternatives report which will include plan and profile drawing sets that establish the footprint of the project for the DEIS, targeted for the Spring of 2007.

CRC Staff makes false statements to the FTA

1. The CRC Task Force was an advisory committee to the Project Sponsor's Council an advisory committee to the Signatory CRC Sponsor Agencies. The CRC Task Force was NEVER an oversight committee.
2. The alternatives were removed without following the NEPA process of a thorough study
3. The alternatives were removed before define or being refined
4. The alternatives were removed before and only the "narrowed " alternatives carried though for citizen input. Citizen and work groups did not see all the alternatives. The CRC Task Force did not see refined alternatives before removing them.
5. Only the narrowed alternatives were refined or fully documented
6. The Board of Clark County Commissioners letter attached states concerns about the November 29th meeting that removed alternatives. " The Board of Clark County Commissioners believes that that the NEPA process is substantially flawed and recent action taken by Columbia River Task Force is arguably illegitimate.

All alternatives highway, transit, and rail were removed by the CRC Task Force advisory committee.

Sharon Nasset
CEO Third Bridge Now
503.283.9585
Sharonnasset@aol.com

P-076-001

The CRC Task Force was advisory. The text stating that they oversaw the project was an error. Regarding the letter from the Clark County Board of Commissioners, the decision the Task Force made at its meeting on November 29, 2006, was not their final recommendation of alternatives. It was a decision to forward a set of alternatives to the public for additional input and comment, prior to the Task Force voting on a recommendation of alternatives in February 2007. Following this letter, the Clark County Commissioners were subsequently afforded additional opportunities to ask questions about and provide input on the range of alternatives. At its meeting on February 27, 2007, with Clark County Commissioner Steve Stuart participating, the Task Force made its recommendation on alternatives to advance to the DEIS. The motion passed with 33 members in favor, none opposed and no abstentions.

Please see responses to Ms. Nasset's other comment letters submitted on the FEIS, including letter P-077 regarding the RTC letter and the Board of Clark County Commissioners' letter, and letter P-079.

2439

BOARD OF CLARK COUNTY COMMISSIONERS
Betty Sue Morris • Marc Boldt • Steve Stuart



proud past. promising future

CLARK COUNTY
WASHINGTON

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

2439

P-076-001
1300 Franklin Street • P.O. Box 5000 • Vancouver, WA 98666-5000 • tel: [360] 397-2232 • fax: [360] 397-6058 • www.clark.wa.gov

WHO IS INVOLVED?

P-076-001

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 Department 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.

Columbia River
CROSSING

Add this to the formal Public Comments Environmental Impact Statement concerning the Columbia River Crossing project.

COLUMBIA RIVER CROSSING ALTERNATIVES, FORECASTING METHODOLOGY, AND RESPONSE TO QUESTIONS

(from Federal Transit Administration)

Dec. 8, 2006 page2

P-076-001

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Sharon Nasset

CEO Third Bridge Now
503.283.9585
Sharonnasset@aol.com

Hines, Maurice

From: Sharonnasset [sharonnasset@aol.com]
Sent: Monday, October 24, 2011 9:52 PM
To: Columbia River Crossing
Subject: Public Comments Environmental Impact Statement concerning the Columbia River Crossing project. -3
Attachments: CCC-letters201010CitizenDocs-2.pdf; RTC_letter_Third_Bridge_Now_not_studied.pdf; newspaper_St_Johns'.pdf; RC-14vsThirdBridger4c.pdf

P-077-001

Add this to the formal Public Comments Environmental Impact Statement concerning the Columbia River Crossing project.

In the NEPA Scoping process the Bi-State Industrial Corridor a new freeway inside the I-5 Corridor was an alternative. The staff down-grade the alternative, change it's size, length, location and made FALSE STATEMENTS! CRC continues to make false statements to committees, elected officials, and US Legislators. Reasonable alternatives were removed without following the NEPA and CRC procedures. This and other reasonable alternatives have less impact and more benefits than the current "Locally Preferred Alternative"

1. Letter from the Broad of Clark County Commissioners that our project was removed from the CRC project without being vetted. The Clark County Commissioners sit on the RTC and CTRAN boards both CRC Signatory Sponsor Agencies.
2. Letter from the SW WA Regional Transportation Council that our project was removed from the CRC project without being vetted. RTC is a CRC Signatory Sponsor Agency.
3. St. Johns' Review newspaper article Aug 2005 clearly states our project as a freeway.
4. This is a comparison page showing the different between our project and the project CRC staff tried to pass off as our project. The CRC staff continues telling the lies that they studied our project
5. Over 800 signature of citizen wanting our project put back into the process and be thoroughly studied immediately, were handed into CRC staff and they provided not process and refused to put our project back into the NEPA process

Explain exactly why OUR PROJECT Was not thoroughly studied and why was it not put immediately studied. The NEPA process of a range of alternatives thoroughly studied and that All reasonable alternatives must be

1

P-077-001

Many options and alternatives were considered as part of the evaluation process for the CRC project. Only those proposals that could adequately meet the purpose and need were advanced into the DEIS. A number of bypass options and new river crossing locations were studied, and although they would provide some transportation benefits, they could not meet some of the basic elements of the purpose and need for the CRC project. Heavy rail and commuter rail options were also studied in the early alternatives analysis process. These modes and alignments were found to fail to meet the location and service needs of the transit market and so were not advanced, as discussed in the FEIS.

The evaluation and screening of alternatives prior to the DEIS reviewed a range of potential I-5 bypass options with new river crossing locations. This analysis found that building any of the bypass options with new river crossings, in place of making I-5 improvements, would fall far short of meeting basic elements of the proposed action's purpose and need, as discussed in Chapter 2 of the FEIS. The range of bypass/new crossing options studied at that time was wide enough to draw fundamental conclusions about this type of alternative, regardless of refinements that might be made to bypass connection points with I-5, the bypass alignment, or its crossing location. It is not necessary to study every possible bypass connection point, alignment, lane configuration, or new river crossing location, or combinations thereof, to understand the fundamental performance deficiencies of this type of alternative, relative to the CRC purpose and need; without improvement to the I-5 corridor and crossing, bypasses and new crossing locations can not meet basic elements of the proposed action's purpose and need. Many of them can provide benefits, but they can not adequately address basic needs identified by the region for this project.

Alternatives that do not adequately meet the purpose and need are not advanced into the EIS.

P-077-001 | studied did not take place.

Because of CRC staff continued dishonest and false statements about our project was renamed from Bi-State Industrial Corridor to Third Bridge Now!

Sharon Nasset
CEO Third Bridge Now
503.283.9585
Sharonnasset@aol.com

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

Please see responses to Ms. Nasset's comments on the DEIS (P-0781, P-0797, P-0936, P-0977, P-1058, and P-1168), which were published with the FEIS and included on the CD with the FEIS summary document. Please also see Section 2.7 of the FEIS and the responses to Ms. Nasset's other comments on the FEIS including letters P-075 to P-083.

REVIEW

Arden Lodge - Bridges - Cathedral Park - East Columbia - Hayden Island - Easton - Union - Overlook - Padua - Portsmouth - St. Johns - Swan Island - University Park

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

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

By Gayla Patten
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 Linton. 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.

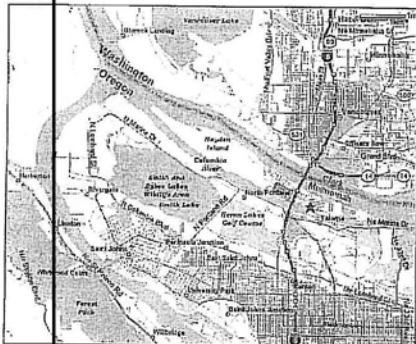
Time will tell if Nasset and her group will be heard by the Task Force. But North Portland's many dedicated, well informed citizens, who have won many important battles the last ten years, may dictate that it should at least be listened to and considered.



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.

THIS ISSUE

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- 24 Business & Service Directory: Here's what's needed
- 24 Classifieds



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 Linton.

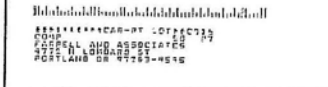
PP&R wants to get the park

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.

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.

The St. Johns Review, Inc. 315-8-0, 2209 N. Schenfeld, Portland, Or. 97217



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

P-077-001

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."

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 Linnon. That

misinformation

↑
yestrains

P-077-001

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: 350-896-5722 or 503-294-5900; blistewart@news.oregonian.com
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Difference between Third Bridge Now and other alternatives



RC-14 map
CRC River Crossing 14 (RC-14) bi-state industrial corridor



Third Bridge Now
also known as
BI-State Industrial Corridor

B



West Option 4
An arterial "parkway" version of the Bi-State Industrial Corridor



Third Bridge Now
also known as
BI-State Industrial Corridor



An arterial "parkway" version of the Bi-State Industrial Corridor
Information generated by the I-5/ Columbia River Crossing Draft Environmental Impact Statement was consulted for setting the evaluating the Option West 4 Corridor



Third Bridge Now
also known as
BI-State Industrial Corridor

www.Thirdbridgenow.com / Thirdbridgenow@aol.com / 503.283.9585

Difference between Third Bridge Now and other alternatives

P-077-001

Third Bridge Now, the original BI-State Industrial Corridor

A mini freeway attaching to I-5 freeway and Mill Plain in Vancouver (6-general purpose lanes, 2-center managed lanes (for emergency vehicles and buses) bike, and ped the entire route. New heavy speed rail bridge with commerce and commuter use. The freeway's alignment attaching to I-5 at Mill Plain, west to Port of Vancouver, south following BNSF rail line and North Portland Rd., west paralleling Columbia Blvd., to Oil Time Rd. and across to HWY-30 near 124th and Newberry Hill. A tunnel to Swan Island for vehicle, bike, ped, and heavy rail. Vehicle capacity 120,000+, Approximately 7 miles of freeway with 10 on/ off ramps at major intersections.



CRC River Crossing 14 (RC-14) bi-state industrial corridor

A 4-lanes arterial, with lifts, and stop lights. Starting at the Port of Vancouver and ending at Marine Dr. No commuter light rail or heavy rail. Approximately 1 mile of arterial, vehicle capacity 30,000, was at capacity upon opening, diverted traffic from I-205, and I-8. It was removed from the NEPA EIS by citizen "advisory" CRC Task Force without a thorough study. There are several errors in the CRC study RC-14, concerning alignment and location.

CRC staff used our name yet changed the project significantly.



SW Washington Regional Transportation Council Visioning Corridor Plan in 2008 studied.

An arterial "parkway" version of the Bi-State Industrial Corridor ** It was recommended for further study.

A 4-lane arterial with lifts, and stop signs, that starts at the Port of Vancouver, follows the BNSF rail line south and to HWY-30 near 124th and Newberry Hill. Does not include our tunnel to Swan Island, no heavy rail commerce or commuter. Staff modeled a 4-lane and a 6-lane arterial. The arterioles carried up to 38,000 to 46,000 vehicles and were at capacity upon opening. Removing traffic off of I-5, I-205, I-84, HWY-26, streets adjacent to I-5 and major industrial areas. The alignment helped St. Johns' area. Extra traffic causes capacity issues in downtown Vancouver. **Information generated by the I-5/ Columbia River Crossing Draft Environmental Impact Statement was consulted for setting the evaluating the Option West 4 Corridor



www.Thirdbridgenow.com / Thirdbridgenow@aol.com /503.283.9585



1300 Franklin Street, Room 4
P.O. Box 1366
Vancouver, WA 98666-1366

360-397-6067
360-397-6138 fax
<http://www.rtc.wa.gov/>

Member Jurisdictions

- Clark County
- Skamania County
- Wahkiakum County
- City of Vancouver
- City of Camas
- City of Washougal
- City of Battle Ground
- City of Ridgefield
- City of La Center
- Town of Yacolt
- City of Stevenson
- City of North Bonneville
- City of White Salmon
- City of Rainier
- City of Coltondale
- C-TRAN
- Washington DOT
- Port of Vancouver
- Port of Camas-Washougal
- Port of Ridgefield
- Port of Skamania County
- Port of Klaskanin
- Metro
- Oregon DOT
- 15th Legislative District
- 17th Legislative District
- 18th Legislative District
- 49th Legislative District

P-077-001

November 15, 2010
November 22, 2010

Ms. Sharon Nasset
1113 N. Baldwin Street
Portland, OR 97217

Dear Ms. Nasset:

This letter is in follow up to your request about a "third bridge option" being studied and included in CRC's Draft Environmental Impact Study (DEIS). Your specific area of interest is about a project described as a new 6-lane freeway connecting I-5 at Mill Plain, west to the Port of Vancouver, south to Hayden Island, Marine Drive, and connecting with highway 30 near Newberry Hill.

The CRC project references in a March 22, 2006 document, RC-14. RC-14 was a possible transportation alternative in the DEIS. RC-14 modeled a multilane, multimodal bi-state industrial corridor starting near I-5 and Mill Plain crossing next to the current BNSF rail bridge and connecting south to Marine Drive. Traffic analysis of the RC-14 alternative showed that it did not sufficiently relieve traffic congestion to any significant degree on the I-5 Columbia River Bridge and therefore not advanced into the next round of alternatives. In sum, this alternative provided for a new industrial corridor, but did not provide for a major freeway that would adequately address I-5 traffic congestion.

A new freeway corridor alternative was also studied. It was identified as RC-16, a New Western Highway. This alternative functioned as a new freeway bypass to I-5 but did not provide direct freeway access to I-5 via Mill Plain.

It is also worth noting that in 2008 RTC completed a Transportation Corridor Visioning Study (<http://www.rtc.wa.gov/reports/vision/VisioningCorridors.pdf>) that studied new freeway corridors throughout Clark County per a new 50-year growth scenario and given those corridors how a corridor to the east and west might be connected across the Columbia River.

Given your specific concern as stated above, no a "third bridge option" as a new freeway starting at I-5 and Mill Plain was not fully vetted.

Sincerely,

RTC Chair, Washougal Councilperson Molly Coston

cc: RTC Board of Directors

Southwest Washington Regional Transportation Council



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Regional Transportation Council
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July 23, 2010

The Southwest Washington Regional Transportation Council (RTC)
c/o Ms. Molly Coston, Chair
1300 Franklin Street, 4th Floor
Clark County Public Service Center
Vancouver, Washington 98666-1366

RE: Columbia River Crossing (CRC) Environmental Impact Study / Third Bridge Analysis

Dear Chair Coston and Council Members:

This correspondence is in follow up to a repeated request to RTC by concerned citizens about the lack of a "third bridge option" being studied and included in CRC's Draft Environmental Impact Study (DEIS). The specific area these citizens are interested in includes a new 6-lane freeway connecting I-5 at Mill Plain, west to the Port of Vancouver, south to Hayden Island, Marine Dr., and connecting with HWY-30 near Newberry Hill.

The CRC project references in a March 22, 2006, document, RC-14. RC-14 was used to create a possible transportation alternative in the Draft Environmental Impact Study. RC-14 modeled a multilane, multimodal bi-state industrial arterial or corridor starting near I-5 and Mill Plain, crossing next to the BNSF rail bridge and connecting south to Marine Drive. Traffic analysis of the RC-14 alternative showed that it did not sufficiently relieve traffic congestion to any significant degree on the I-5/Columbia River Bridge and therefore was not advanced into the next round of alternatives. In sum, this alternative provided for a new industrial corridor, but did not provide for a major freeway that would adequately address freeway congestion.

A new freeway corridor alternative was also studied. It was identified as RC-16 (New Western Highway). This alternative functioned as a new freeway bypass to I-5, but did not directly connect to I-5 via Mill Plain. The proposed corridor started near Ridgefield and went around the ports.

Given the specific concern, as stated above, the answer is no. A "third bridge option" as a new freeway starting at I-5 and Mill Plain was not fully vetted.

Sincerely,

Steve Stuart, Chair

Tom Mielke

Marc Boldt

cc: Ms. Sharon Nasset
Ms. Tamara McLane

10/5/10 Referenced by Tamara McLane

P-077-001
1300 Franklin Street • P.O. Box 5000 • Vancouver, WA 98666-5000 • tel: 360-597-2332 • fax: 360-597-6058 • www.clark.wa.gov



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WASHINGTON

BOARD OF CLARK COUNTY COMMISSIONERS

Regional Transportation Council
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JUL 27 2010

July 22, 2010

The Southwest Washington Regional Transportation Council (RTC)
c/o Ms. Molly Coston, Chair
1300 Franklin Street, 4th Floor
Clark County Public Service Center
Vancouver, Washington 98666-1366

RE: Fourth Plain Boulevard Becoming a Major Freight Arterial/Corridor

Dear Chair Coston and Council Members:

The Clark County Board of Commissioners has been approached by members of the Shumway Neighborhood Association regarding the increasing volume of freight through established residential neighborhoods.

The Shumway Neighborhood Association has been actively working with the Arnada Neighborhood Association, Hough Neighborhood Association, Fruit Valley Neighborhood Association and the Carter Park Neighborhood Association to prevent Fourth Plain Boulevard from becoming a major freight arterial through these established neighborhoods.

While Clark County understands that the area in question is under the jurisdiction of the city of Vancouver, the concerned home and property owners are also located in Commissioner District 3. Thus, their outreach to the Clark County Board of Commissioners.

The Board of Commissioners respectfully asks RTC to include in its current work program a comprehensive freight access study of the entire transportation network west of and in connection with Interstate-5. We further respectfully ask all RTC member organizations to understand these well established residential neighborhoods' concerns for their livability, not to mention potential affects on home and/or property value if Fourth Plain Blvd.'s designation should change. We would hope (1) RTC staff will actively include and work with all of the neighborhood associations and (2) that this work would be completed before any public conversation about the proposed change in Fourth Plain's designation.

Sincerely,

Steve Stuart, Chair

Tom Mielke

Marc Boldt

10/15/10 Referenced by Tamara McLawe

P-077-001
1300 Franklin Street, P.O. Box 5000 - Vancouver, WA 98666-5000 - tel: (360) 397-2222 - fax: (360) 397-6058 - www.clark.wa.gov

Hines, Maurice

From: Sharonnasset [sharonnasset@aol.com]
Sent: Monday, October 24, 2011 10:03 PM
To: Columbia River Crossing
Subject: Public Comments Environmental Impact Statement concerning the Columbia River Crossing project. -4
Attachments: non-compliance -4.doc

P-078-001 Add this to the formal Public Comments Environmental Impact Statement concerning the Columbia River Crossing project.

CRC are seeking non-compliance waves when other project stay in-compliance

The reasons that CRC staff continues to tell committees, citizens, and elected official including members of Congress that the Third Bridge was studied, are ...It was brought in during NEPA Scoping and CRC documents state all reasonable alternative brought in during scoping must be thoroughly studied this is one of the reasons opponents state the NEPA process has not been followed, and a Supplemental Environmental Impact Statement must be started immediately. AND the CRC is seeking wavers from Federal Agencies for non-compliance on issue of Marine Navigation, Aviation, and Historic 4(f) problems that require looking for alternative that stay in compliance.

1. A range of alternatives thoroughly studied though construction is required in the NEPA process, no range of alternatives, equal to the current Locally Preferred Alternatives was studied.

P-078-002 2. The CRC Locally Preferred Alternative removes up to 20 Historical Resources and 11/2 to 2 acres of the Historic Fort Vancouver Reserve, and challenges Pearson Airport airspace. If it is Feasible or Prudent to avoid 4(f) Historic Resource it is required for Federal funding. CRC does not qualify for federal funding.

P-078-003 3. The Replacement bridge, the current Locally Preferred Alternative, does not meet current marine needs of 110' clearance for water traffic business. The Replacement bridge at 95' is less than the current bridge clearance. The I-205 is 130' and the current I-5 bridges are higher than 130'. The CRC's own original data states that a new bridge should not be less than 110' to keep from having adverse impacts on marine traffic. The Third Bridge approximately 1 mile west of the current bridges can be constructed high enough to handle current and future marine needs.

4. The Replacement bridge (depending on design) will need a waiver from the Federal Aviation Administration because it will enter Portland Airport and

P-078-001

Please see the responses to Ms. Nasset's comments made on the DEIS (P-0781, P-0797, P-0936, P-0977, P-1058, and P-1168), which were published with the Final EIS. Impacts (adverse as well as beneficial) to navigation, aviation and Section 4(f) resources are described in the FEIS. This includes a discussion and disclosure of the project's ability to comply with related regulations, and any regulatory permits and approvals that will be required. Also see responses to Ms. Nasset's other comment letters on the FEIS, P-075 to P-083.

P-078-002

The project has worked hard to avoid historic impacts and minimize the impacts that are unavoidable. The avoidance activities and Section 4(f) impacts are detailed in the FEIS. The project does not "remove up to 40 historical resources." The State Historic Preservation Offices of both states have concurred that the project will have adverse effects to only three historic (National Register eligible) properties. Additionally, the Lucky Lager Warehouse is currently shown as displaced in the FEIS. Though it is on the Clark County Heritage Register, it has not been deemed National Register eligible. As the designs are refined, the project will continue to seek ways to avoid and minimize impacts to historic properties. The project will also have an effect on numerous archaeological sites, as documented in Section 3.8 of the FEIS.

P-078-003

The project conducted a series of studies and stakeholder outreach to determine the appropriate navigation clearance for the proposed bridges. Many factors were considered to determine the navigation clearance for the proposed bridges across the Columbia River. In addition to vessel height, the safe and efficient operation of aviation (Pearson Field), highway, light rail, and the multi-use path (bicycle and pedestrian) were considered.

P-078-003 Pearson Airport airspace. The Third Bridge approximately 1 mile west of the current bridges can be constructed without entering into the airports' airspace.

P-078-004 5. CRC Need and Purpose Statement requires the state to avoid impacts on private property, business, and communities. CRC is removing or impacting up to 280 piece of property full or partice on Jantzen Beach - up to 29 homes, 39 businesses and added congestion on I-5 Freeway. Third Bridge alignment on Jantzen Beach is bare vacant and publicly owned land and without interruption on the existing transportation system. Several of the properties are values at millions of dollars.

Molly Coston, the former Chair of RTC, signed the letter understanding you will be calling to verify the letter. Council Member Coston phone number is 360.608.0462.

The former Chair of the Clark County Board of Commissioner Steve Stuart signed the letter understands you will be calling to verify. 360.397.2232

P-078-005 Please ask the CRC representative to provide data of a thorough study of a 6-lane freeway with 2 managed lanes, and high speed rail alignment, with the freeway attaching to I-5 at Mill Plain, going into the Port of Vancouver and connecting to HWY-30 near Linnton OR. The data is to be credible and verifiable, with on and off ramps at each arterial crossing.

Sharon Nasset
503.283.9585
Thirdbridgenow.com

Sharon Nasset
CEO Third Bridge Now
503.283.9585
Sharonnasset@aol.com

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CRC conducted studies of current river usage and validated these studies through stakeholder outreach to determine what clearances are required by current river users. These efforts included a Boat Survey to identify the types of vessels that use the Columbia River at the project location, their frequency of usage and required navigation clearance. Additionally, a series of telephone and/or face-to-face interviews were conducted with river users to validate and update the information contained in the Boat Survey. Along with these efforts, the United States Coast Guard (USCG) held a preliminary hearing on the Columbia River Crossing to solicit comments from river users.

The information gathered from the above mentioned studies and stakeholder outreach was considered in conjunction with the operational statutes for nearby Pearson Field and with requirements for safe and efficient operation of the proposed highway, light rail, and multi-use path facilities. Taking all of these considerations into account, it was determined that a 95-foot vertical clearance will allow all but a couple of infrequent river users to navigate beneath the bridge at all times of year. These infrequent river users include marine contractors and a few sailboats. However, it is possible for contractors to partially disassemble equipment so they could pass beneath a 95-foot vertical clearance.

The protection of Pearson Field, although important from the perspective of historic resource protection, the local economy, the provision of public services, and preferences stated by the City of Vancouver, is not the only factor influencing bridge heights over the Columbia River. Possible intrusions into Portland International Airport airspace, maintenance of marine navigation, construction staging, maintaining I-5 traffic, and constraints imposed by the location and alignment of the river crossing all constrain the ultimate design of the bridge.

Since the publication of the DEIS, the Urban Design Advisory Group (UDAG) met multiple times to discuss the design of the bridges and

Add this to the formal Public Comments Environmental Impact Statement concerning the Columbia River Crossing project.

CRC are seeking non-compliance waves when other project stay in-compliance

P-078-006

The reasons that CRC staff continues to tell committees, citizens, and elected official including members of Congress that the Third Bridge was studied, areIt was brought in during NEPA Scoping and CRC documents state all reasonable alternative brought in during scoping must be thoroughly studied this is one of the reasons opponents state the NEPA process has not been followed, and a Supplemental Environmental Impact Statement must be started immediately. AND the CRC is seeking waivers from Federal Agencies for non-compliance on issue of Marine Navigation, Aviation, and Historic 4(f) problems that require looking for alternative that stay in compliance.

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5. CRC Need and Purpose Statement requires the state to avoid impacts on private property, business, and communities. CRC is removing or impacting up to 280 piece of property full or part on Jantzen Beach - up to 29 homes, 39 businesses and added congestion on I-5 Freeway. Third Bridge alignment on Jantzen Beach is bare vacant and publicly owned land and without interruption on the existing transportation system. Several of the properties are values at millions of dollars.

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Sharon Nasset

ultimately endorsed the two-bridge concept in January 2009 and also endorsed the open-web concept in September of 2009. The Project Sponsors Council endorsed a two-bridge option in June of 2009, and also endorsed the Pedestrian and Bicycle Advisory Committee recommendations for a covered pathway with the conditions of the maintenance and security plan in September of 2009. Then in February 2011, the CRC Bridge Review Panel recommended that the project discontinue work on the open-web concept and instead select either a composite deck truss, tied arch or cable-stayed bridge type. Following additional analysis and outreach, the governors announced the selection of the composite deck truss as the preferred bridge type in April 2011.

For a more detailed description of the limitations and opportunities that influenced the bridge type selection process, please see Technical Screening Study Final Report December 2008, Aesthetic Screening Study Final Report March 2009, Final Type Study Report October 2009, CRC Project Bridge Review Panel Report, February 2011, CRC: Key Findings and Recommendation Related to Bridge Type, February 2011 and the memo from the governors offices – Moving Forward; CRC Background, Bridge-type Major Factors, Next Steps, April 2011. Much of this information is also summarized in Chapter 2 of the FEIS.

P-078-004

The vision and values of the CRC are used to help guide how the CRC address the Purpose and Need (found in Section 1.5 of the FEIS). The values related to property acquisitions include:

- Supporting a healthy and vibrant land use mix of residential, commercial, industrial, recreational, cultural, and historic areas.
- Recognizing the history of the community surrounding the I-5 BIA, supporting improved community cohesion, and avoiding neighborhood disruption.
- Ensuring the fair distribution of benefits and adverse effects of the project for the region, communities, and neighborhoods adjacent to

503.283.9585
Thirdbridgenow.com

Sharon Nasset
CEO Third Bridge Now
503.283.9585
Sharonnasset@aol.com

the project area.

Since the publication of the DEIS in May of 2008, and the selection of the LPA by project partners in July 2008, the CRC project team has been working to minimize the potential property impacts associated with the project's improvements. Though the project team has been working to stay within the existing right-of-way, some property right acquisitions will be unavoidable. Property owners will receive just compensation for the estimated value of land and improvements acquired and for other impacts that result in a measurable loss of value to the remaining property. Following the publication of the FEIS, property owners will be notified of impacts to their property and acquisition negotiations will begin. The acquisition and relocation process will follow The Uniform Relocation Assistance and Real Property Acquisitions Policies Act of 1970 (as amended).

Alignments associated with a new river crossing were analyzed and dismissed in the screening process, as described in Section 2.7 of the FEIS.

The CRC project team has worked with RTC and project partners throughout the NEPA process.

P-078-005

Please see the response to Ms. Nasset's other FEIS comment letters, P-075 to P-083.

P-078-006

This is a repeat of comments P-078-001 through P-078-005, to which responses have been provided.

Hines, Maurice

From: Sharonnasset [sharonnasset@aol.com]
Sent: Monday, October 24, 2011 10:31 PM
To: Columbia River Crossing
Subject: formal Public Comments Environmental Impact Statement concerning the Columbia River Crossing project. -5
Attachments: CRC_Questions_Letter-March-2011.pdf; Budget_note_ODOT.pdf; Benton_and_Congressman(3).pdf; Note, HJM-22 benton -5.doc

P-079-001

Add this to the formal Public Comments Environmental Impact Statement concerning the Columbia River Crossing project.

March 28, 2011 JMH-22 a "ceremonial letter" in support for the CRC's Locally Preferred Alternative from the Oregon Legislators was in committee. The CRC did not receive a letter of support out of committee. Instead of a "ceremonial letter" of support a "note" of requirements for the project was attached at the Ways and Means Committee.

Twenty Members of the Oregon House of Representatives, Democratic and Republican have signed a letter to the House Committee on Transportation and Economic Development "We believe that there are important unresolved questions that demand further scrutiny" I have attached the entire letter. The Oregon House Members stated two concerns of several.

1. Attached a letter of 22 elected officials in who do not want a letter of support
2. Oregon Legislators Representatives and Senate have attached a Note to ODOT budget because of great concern with the CRC process and project.
3. The list of concerns on the ODOT budge include Alternatives, because reasonable alternatives were removed without being studied.
4. Senator Benton and twelve elected officials sent a letter to the Governors' that a range of alternative have not been studied if "port to port" connection (Third Bridge Now) is not studied. They ask for a Supplemental Environmental Impact Statement to be started immediately because a range of alternatives was not studied.

Sharon Nasset
CEO Third Bridge Now

P-079-001

Input by citizens, elected officials and other stakeholder on whether or not a Supplemental DEIS should be completed or more NEPA-related studies should be conducted is appreciated. However, it is the responsibility and authority of the federal NEPA lead agencies to determine when a Supplemental EIS or other environmental study is required. See Section 2.7.9 and Appendix O of the FEIS for a discussion of how FTA and FHWA reviewed changes and made determinations regarding supplemental documentation.

The CRC project has supporters and opponents, and has remaining issues to resolve as noted in Ms. Nasset's letter and attachments. Many of the funding questions raised in the attachments have been responded to in the project's updated finance plan (Chapter 4 in the FEIS) while other issues regarding funding remain to be resolved. The key consideration for the FEIS and ROD is that there has been adequate analysis, involvement, documentation and disclosure to allow the completion of the NEPA process. Remaining non-NEPA issues will be addressed during final design.

Please see the response to Ms. Nasset's other FEIS comment letters, including letter P-077, which explains why additional study is not required on the port to port alternative or other similar alternatives.

503.283.9585
Sharonnasset@aol.com

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Washington State Senate

109B Irv Newhouse Building
P.O. Box 40417
Olympia, WA 98504-0417

Senator Don Benton
17th Legislative District

Olympia Ph: (360) 786-7632
District Ph: (360) 576-6059
E-mail: benton.don@leg.wa.gov

February 11, 2009

**Dear Governors' Christine Gregoire and Ted Kulongoski, Sponsor Agencies;
Southwest Washington Regional Transportation Council and CTRAN,**

P-079-001

Attached please find correspondence from Congressman Earl Blumenauer to the Director of the Oregon Department of Transportation, dated January 7, 2009

We would like to thank Congressman Earl Blumenauer for his leadership on the Columbia River Crossing project's need to follow the National Environmental Policy Act (NEPA) requirements, that all alternatives are thoroughly studied. A thorough study of all options to include data is a necessary requirement in the NEPA process. This valuable step in the NEPA process brings the best options to the forefront and creates cooperation between the sponsoring agencies, stakeholders, and taxpayers, and the ability to receive Federal funding for the project.

We are asking that the CRC project immediately commence a Supplemental EIS to fully study the "port-to-port connector" option RC-14.

The foci of the Columbia River Crossing are the economy, safety, and the environment. A thorough NEPA process will create comparable data that will answer questions of cost, land use, environmental justice, mobility, congestion relief, regional freight, the distribution of benefits, and impacts.


In summary, adherence to the National Environmental Policy Act is essential for promoting consensus among various stakeholders and for demonstrating transparency. The I-5 international highway system's importance is internationally known. An open and transparent process is needed to build stakeholders consensus that will propel and help develop this project to completion. A project as important and enormous as the Columbia River Crossing must have transparency and must provide credible comparable data on the "port to port connector."

Financial Institutions, Housing & Insurance, Ranking Member • Government Operations & Elections • Transportation


We the undersigned, as elected officials, and with our constituents' best interests at the forefront of our actions, urge Southwest Regional Transportation Council, CTRAN and the Governors of Oregon and Washington, to direct CRC Project to proceed with a full Supplemental EIS on the "port to port connector" RC-14, starting in March 2009.


Thank you for your immediate attention to this very urgent matter.


Respectfully submitted,



Senator Don Benton,
17th District
Member of the
Senator's Joint CRC Oversight Committee


Senator Pam Roach
WA State Senator 31st District

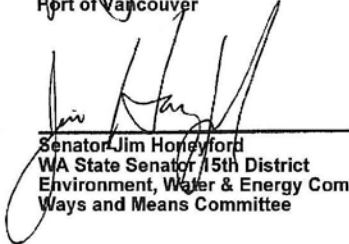

Councilor Pat Campbell
Vancouver City Councilmen #6

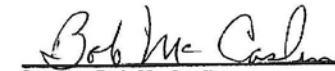

Senator Bob Morton
WA State Senator 7th District
Environment, Water & Energy Committee


Commissioner Marc Bolt
Clark County Commissioner
SW WA Regional Transportation Council


Commissioner Jerry Oliver
Port of Vancouver

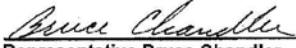
Commissioner Tom Mielke
Clark County Commissioner
SW WA Regional Transportation Council
CTRAN Board Member


Senator Jim Honeyford
WA State Senator 15th District
Environment, Water & Energy Committee
Ways and Means Committee


Senator Bob Mc Caslin
WA State Senator 4th District
Economic Development Trade and Innovation

P-079-001

In support of Senator Benton's letter to Governors Christine Gregoire and Ted Kulongoski, Sponsor Agencies; Southwest Washington Regional Transportation Council and CTRAN.


Representative Bruce Chandler
WA State Representative 15th District
Commerce and Labor Committee
Ways and Means Committee

Senator Larry George
OR State Senator 13th District
Senator's Joint CRC Oversight Committee

EARL BLUMENAUER
Third District, Oregon
COMMITTEE ON WAYS AND MEANS
SUBCOMMITTEES:
TRADE
SELECT REVENUE MEASURES
COMMITTEE ON BUDGET



Congress of the United States
House of Representatives
Washington, DC 20515-3703

WASHINGTON OFFICE:
2207 RAYBURN BUILDING
WASHINGTON, DC 20515
(202) 225-4111
FAX: (202) 225-4841
DISTRICT OFFICE:
728 N.E. Oregon Street
Suite 115
Portland, OR 97232
(503) 221-2260
Fax: (503) 225-5413
myissue: blumenauer.house.gov

January 7, 2009

Matthew Garrett, Director
Oregon Department of Transportation
355 Capitol Street NE Rm 135
Salem, OR 97301

Dear Director Garrett:

P-079-001

Attached please find correspondence from my constituent, Ms. Sharon Nassel regarding the process for the proposed Columbia River Crossing project. Ms. Nassel is concerned that one option—known as the “port-to-port connector”—was removed from consideration without being subject to a complete NEPA analysis, and leaves the project vulnerable to legal challenges that may result in crippling delays.

Ms. Nassel believes that the CRC project should immediately commence with a supplemental EIS to fully study the “port-to-port connector” option.

As ODOT is one of the agencies leading the efforts on this project, I’m sharing her concerns with you. I would appreciate a response from ODOT or the CRC project addressing how the “port-to-port connector” option was removed from consideration as it relates to the NEPA process.

Thank you for your time and consideration.

Sincerely,

Earl Blumenauer
Member of Congress

Cc: Sharon Nassel

PRINTED ON RECYCLED PAPER.

P-079-001

Dear Congressman Earl Blumenauer,

Thank you for this opportunity to bring our concerns to you. It also has been recommended by locally elected officials that federal elected officials take the lead on this because NEPA is a requirement for federal funding and the NEPA process has not been followed. The National Environmental Policy Act was established to guarantee everyone would have a valued part in construction projects within our United States. It is our understanding that all parties should have an equal part in the decision making of a project. We also understand that all data and information used in the decision making process is to be publicly transparent and available. The NEPA process was established to avoid problems with the few with power subjecting their will over the citizens. The hard work that made justice part of the public works project process will only be followed when our elected officials insist the NEPA process be followed. Therefore, I come before you today asking you to use the power the citizens have given you to work on their behalf to impose justice and insure we, are a land ruled by law.

We see two possible outcomes the way this project is being managed:

1. Connect with CRC and have them follow the NEPA laws or
2. Wait until the Environmental Impact Statement is complete and then deal with Law suits.

If we wait we could face the issues that the "Bridge to Nowhere" faced. Our credibility at the Federal level will be lost and we will have to start over.

We are providing a list of those on record who have stated that the Replacement Bridge is the wrong project, the NEPA process has not been followed, Open Meetings Laws have been violated and the process needs to be opened to options that were arbitrarily remove by CRC:
Clark County Commissioners, Bike Transportation Alliance, Coalition for a Livable Future, Oregonians In Action, 1000 Friends of Oregon, Cascade Policy Institute, Evergreen Freedom Foundation, Board of Sustainable Future, Osprey, Audubon Society, EPA, Lars Larson, Onward Oregon, Sensible Transportation Solutions, Economic Transportation Alliance, Local Economists, Environmentalist, Metro Councilors, Port Vancouver Commissioner Jerry Oliver, Senator Benton, Representative Jim Dunn, Representative Chip Shields, Senator Larry George, Senator Gary George, Pearson Airport board members, US Fish & Wildlife hatchery division, Clark College Law Department, Professor Will Macht, CRC Sponsor Agencies and 800 taxpayer signatures. This group of tax payers rarely has the opportunity to speak with one voice.

In conclusion we are asking you to require the Columbia River Crossing Project to immediately perform a Supplemental Environmental Impact Study to thoroughly study the Port-to-Port connection RC-14.

Sincerely,

Sharon Nasset

Economic Transportation Alliance

P-079-002

Please see response to comment P-079-001 above.

	General Fund	Lottery Funds	Other Funds	Federal Funds	Nonlimited Other Funds	Nonlimited Federal Funds	Total Funds	Positions	Full-Time Equivalent (FTE)
Package 502 Columbia River Crossing Investment									

P-079-002

Package Description: This package is provided for the purpose of approving a budget note relating to the Columbia River Crossing project.

LFO Recommendation: Approve the budget note.

Budget Notes: The Columbia River Crossing (CRC) bridge project is a major initiative to address congestion problems on I-5 between Portland, Oregon and Vancouver, Washington that requires support by not only the Governors of both states but the Legislatures as well. The Oregon Department of Transportation (ODOT) budget includes resources to continue work on solutions that advances the CRC to completion of the required Environmental Impact Statement.

ODOT is directed to provide reports to the Senate and House Transportation Committees on the progress made on the CRC project whenever these committees or their interim equivalents meet. Such ODOT reports shall include updated information on cost estimates, proposed alternatives, right-of-way procurement schedule, financing plans for the CRC project including initial and updated information regarding projected traffic volumes, fuel/gas rate assumptions, toll rates, cost of toll collections, as well as potential impacts on other Oregon transportation funding, needs and priorities.

ODOT is directed to secure and provide an independent investment grade analysis of the project with oversight of the consultant provided by the State Treasurer.

Finally, ODOT shall provide a clear and concise feasibility study, and develop a phased master plan for the CRC that allows for legislative oversight and approval at key decision points and report to the Legislature by February 2012, with the first iteration of CRC reports.

LFO Recommendation:



HOUSE OF REPRESENTATIVES
900 COURT ST NE
SALEM, OR 97301

MEMORANDUM

TO: House Committee on Transportation and Economic Development

FROM: Rep. Jules Bailey Rep. Chris Garrett
Rep. Phil Barnhart Rep. Mitch Greenlick
Rep. Katie Eyre Brewer Rep. Chris Harker
Rep. Ben Cannon Rep. Mark Johnson
Rep. Brian Clem Rep. Shawn Lindsay
Rep. Jason Conger Rep. Mike McLane
Rep. Michael Dembrow Rep. Mary Nolan
Rep. Margaret Doherty Rep. Julie Parrish
Rep. Lew Frederick Rep. Patrick Sheehan
Rep. Tim Freeman Rep. Carolyn Tomei

DATE: March 28, 2011

RE: CRC Questions

P-079-002

Thank you for scheduling this important hearing on HJM 22. Having reviewed recent correspondence regarding the Columbia River Crossing¹, we believe that there are important unresolved questions that demand further scrutiny before the commitment of additional public dollars to this project.

Raising questions should not be construed as opposition to a new bridge. We are well acquainted with the congestion issues in the I-5 corridor; we recognize the need for major improvements at the Columbia River; and we fully support the effort to secure federal funds. These arguments in favor of a major project, however, are not necessarily arguments for any specific proposal. With respect to the current CRC proposal, at least the following questions deserve further attention.

1. What is the "true cost" of the CRC?

P-079-003

The cost of the CRC is represented to be between \$3.2 and \$3.6 billion. Impresa argues that the true cost, in year-of-expenditure dollars, is closer to \$10 billion over the life of the project after accounting for debt service and the need for improvements to the Rose

¹ We refer to the Oct. 4, 2010 memo from Impresa Consulting; the Jan. 21, 2011 response from ODOT; and the Feb. 7, 2011 reply from Impresa Consulting.

P-079-003

The Oregon Department of Transportation (ODOT) completed Phase I construction of the I-5 Delta Park widening project in fall 2010. Phase I of the project involved widening I-5 and lengthening the entrance and exit ramps at Victory Boulevard and Columbia Boulevard. Phase II involves improving local streets and will begin when funding is secured. Phase I of the Delta Park project widened the current 2-lane segment of southbound I-5 to 3 lanes. There are currently no immediate plans to widen I-5 south of Delta Park. Neither the CRC project nor the Delta Park projects are intended to address the southbound traffic congestion that currently exists near the I-5/I-405 split. However, traffic analyses show the congestion at the split will not be worsened because of the Columbia River Crossing project. The main reason is that fewer cars are expected to cross the river with a project in 2030 than without a project. This is due to the provision of improved transit service and tolling.

Beyond the CRC and Delta Park projects, the I-5 Transportation and Trade Partnership Final Strategic Plan recommended a comprehensive list of modal actions relating to: additional transit capacity and service; additional rail capacity; land use and land use accord; transportation demand/system management; environmental justice; additional elements and strategies (such as new river crossings); and financing. RTC and Metro are tasked with initiating recommendations as part of their regional transportation planning role. Examples of current efforts include RTC's evaluation of future high-capacity transit in Clark County, and evaluation of needs for future river crossings. Regional planners have investigated solutions to existing bottlenecks at the I-5 connections with I-405 and I-84. ODOT is responsible for conducting ongoing studies to identify other congestion problems on I-5 in Oregon that may need to be addressed in the future.

P-079-003

Quarter. CRC responds that the Rose Quarter is a "different" issue. But it appears to be very much in question whether the CRC, absent Rose Quarter improvements, accomplishes much more than shifting the I-5 bottleneck to the south. If Rose Quarter improvements are an essential part of a complete solution to I-5 congestion in the Portland area, then those expenses should be considered in evaluating the true cost, and in presenting the cost to the public.

2. Traffic projections and tolling revenue

P-079-004

The CRC financing plan depends heavily on tolling revenue. The projected revenue from tolling depends, in turn, on projected traffic over the new bridge. The Impresa analysis contends that based on ODOT's own data and assumptions of 1% annual growth, traffic over the CRC will be 30,000 vehicles per day **lower** in 2030 than the DEIS forecast. If this is correct, the less-than-projected tolling revenue results (according to Impresa's analysis) in a debt service **shortfall of \$1 billion**.

In the few years since CRC's projections were issued, traffic over the bridge has not only failed to increase as forecast, it has actually declined. Based on the exchange between Impresa and ODOT, there appears to be an empirical dispute about whether the current decline in traffic levels merely reflects the recession or, instead, reflects a longer term "sea change" in how people commute. Impresa points out that the decline in traffic preceded the recession by two full years. We are not aware of a refutation of this point.

CRC/ODOT assert that their projections are based on commonly accepted models; Impresa responds that these models are themselves flawed, and cites examples. We are not aware of a refutation of this point, either.

Finally, ODOT says that there will be an independent, investment-grade study at a future time, before bonding. **If there is an undisputed need for an independent, investment-grade financial analysis**, it should be undertaken before any major commitment of additional public dollars.

3. Cost overruns

P-079-005

Critics assert that CRC's cost estimate of \$3.2-3.6 billion is low by at least hundreds of millions of dollars, given the likelihood of cost overruns in a project such as this.

Cost overruns are a fact of life and should not be taken by themselves as a reason to oppose the project. However, the magnitude of possible overruns should be considered in conjunction with the significant questions about the CRC's traffic and tolling projections. If we are materially off-target on *both* projected costs and projected revenues, this could create enormous downside exposure for Oregon taxpayers. We are not satisfied that this downside risk has been fully digested.

Thank you for your consideration of these issues.

P-079-004

At Governor Kitzhaber's request, the Oregon State Treasurer conducted an independent review of the CRC's financing plan and released a report in July 2011. CRC incorporated the treasurer's recommendation in Chapter 4 of the Final EIS. The Investment Grade Tolling Analysis will follow, and must follow, the Record of Decision.

P-079-005

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 Ms. Nasset with considerable records and reports and has responded to her inquiries. The project is currently developing new financial reporting mechanisms and has started providing monthly reports on the internet. 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-079-006

These comments repeat the comments provided on page 1 of Ms. Nasset's submittal, responses are provided above.

Add this to the formal Public Comments Environmental Impact Statement concerning the Columbia River Crossing project.

P-079-006

March 28, 2011 JMH-22 a "ceremonial letter" in support for the CRC's Locally Preferred Alternative from the Oregon Legislators was in committee. The CRC did not receive a letter of support out of committee. Instead of a "ceremonial letter" of support a "note" of requirements for the project was attached at the Ways and Means Committee.

Twenty Members of the Oregon House of Representatives, Democratic and Republican have signed a letter to the House Committee on Transportation and Economic Development "**We believe that there are important unresolved questions that demand further scrutiny**". I have attached the entire letter. The Oregon House Members stated two concerns of several.

1. Attached a letter of 22 elected officials in who do not want a letter of support
2. Oregon Legislators Representatives and Senate have attached a Note to ODOT budget because of great concern with the CRC process and project.
3. The list of concerns on the ODOT budge include Alternatives, because reasonable alternatives were removed without being studied.
4. Senator Benton and twelve elected officials sent a letter to the Governors' that a range of alternative have not been studied if "port to port" connection (Third Bridge Now) is not studied. They ask for a Supplemental Environmental Impact Statement to be started immediately because a range of alternatives was not studied.

Sharon Nasset
CEO Third Bridge Now
503.283.9585
Sharonnasset@aol.com

The Columbia River Crossing Does Not Qualify for Federal Funding

For the following reasons:

- P-080-001** | 1. A range of highway and transit alternatives thoroughly studied though construction. With cost, benefit, and impacts identified has not taken place
- 2. Reasonable alternatives accepted into the NEPA Scoping process were removed without consideration or study.
- 3. 4(f) Historic Resource avoidance if it is prudent or feasible to construct in a different place. It is both prudent and feasible to construct the Third Bridge "port to port" connector. The Columbia River Crossing current "Locally Preferred Alternative" removes up to 20 Historical properties. The Third Bridge was removed from the process without being considered.
- 4. Purpose and Needs avoidance of impacts to I-5 freeway, residential, retail, and commercial area is not being followed. There are several less impacts with a Third Bridge Alignment avoidance of 4(f) Historic Resources, no construction congestion on I-5 Freeway, removes traffic from I-5, fewer impacts in downtown Vancouver, no removal of business and residences on Jantzen Beach, in Oregon it is mostly bare, vacant, and publicly own land.
- P-080-002** | 5. No No-Build Alternative or Baseline applied to project. No-Build Alternative as required was not developed or studied. NO ACTION is different than a No-Build Alternative
- P-080-003** | 6. Light rail does not go to the 5 key service area's. To service an area the location must be with in ½ mile of the High Capacity Transit stop. Only one area is serviced the central city. The central city location is not a destination it is a transfer for regional and other areas.
- P-080-004** | 7. Navigational safety issues of marine and airspace are not constrained with the Third Bridge located 1 mile further west from the current bridges.
- P-080-005** | 8. Cost and Benefit anlysis has not been complete on this project. Vacant land cost less than buying property, removing people, removing business, residents, and preparing the land for construction. Up to 7 years of construction on I-5 freeway will damage the national economy as well as the region and our two States. Putting money into infrastructure not into tearing down properties currently in use.

Thank you, kindly
Sharon Nasset Third Bridge Now . com

P-080-001

Please see Chapter 5 of the FEIS for the Section 4(f) Evaluation. The "Avoidance Alternatives" discussion starts on page 5-60. Also see the responses provided to Ms. Nasset's comments made on the DEIS, and the response to Ms. Nasset's FEIS comment letters P-077 and P-079.

P-080-002

A No-Build Alternative was studied in the DEIS and FEIS. See description of the No-Build Alternative in Section 2.4 of the FEIS, and analysis of impacts in Chapter 3.

P-080-003

The light rail alignment associated with the LPA was chosen by project partners to maximize ridership and to offer an alternate means of transportation to driving a vehicle in the I-5 corridor. It is expected that the CRC project will qualify for federal funding.

P-080-004

The Bi-State Industrial Corridor does not adequately meet the project's purpose and need. Also see responses to Ms. Nasset's other FEIS comment letters, including P-077.

P-080-005

The project has completed a benefit cost analysis. It can be reviewed at, or a copy obtained from, the project office.

Economic impacts, as well as the impacts and costs associated with property acquisition and relocation, are discussed in the FEIS.

Hines, Maurice

From: Sharonnasset [sharonnasset@aol.com]
Sent: Monday, October 24, 2011 10:57 PM
To: Columbia River Crossing
Subject: formal Public Comments Environmental Impact Statement concerning the Columbia River Crossing project. -7
Attachments: Disclaimer.-7doc.doc

P-081-001

Add this to the formal Public Comments Environmental Impact Statement concerning the Columbia River Crossing project.

The CRC has used maps that are not guaranteed or warrant by the States of Oregon or Washington and it agents..... many of the maps are inaccurate and CRC staff has been informed that their maps are not accurate..... CRC staff has used these maps to send to the FTA and FHWA. Have CRC provide maps showing the I-5 Corridor and the I-5 Bridge Influence Area that are guaranteed . You will find that the the CRC can not use the dame maps because they made false statement with the earlier maps.

Sharon Nasset
CEO Third Bridge Now
503.283.9585
Sharonnasset@aol.com

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P-081-001

It is not clear what maps or errors Ms. Nasset is referring to in this comment, or how they may have affected any findings.

Add this to the formal Public Comments Environmental Impact Statement concerning the Columbia River Crossing project.

P-081-001

The CRC has used maps that are not guaranteed or warrant by the States of Oregon or Washington and it agents,.... many of the maps are inaccurate and CRC staff has been informed that their maps are not accurate..... CRC staff has used these maps to send to the FTA and FHWA. Have CRC provide maps showing the I-5 Corridor and the I-5 Bridge Influence Area that are guaranteed . You will find that the the CRC can not use the same maps because they made false statement with the earlier maps.

Sharon Nasset
CEO Third Bridge Now
503.283.9585
Sharonnasset@aol.com

MDS

Geographic Data Standards:

Projected Coordinate System:
State Plane - Washington South
Units: US Foot

Data Source(s):

I-5 Partnership data compiled by
Metro October 2005

Contact Information:

Columbia River Crossing Project
700 Washington St.
Suite 300
Vancouver, WA 98660
(360) 737-2726
(503) 256-2276

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Hines, Maurice

From: Sharonnasset [sharonnasset@aol.com]
Sent: Monday, October 24, 2011 11:20 PM
To: Columbia River Crossing
Subject: formal Public Comments Environmental Impact Statement concerning the Columbia River Crossing project. -9

P-082-001

Add this to the formal Public Comments Environmental Impact Statement concerning the Columbia River Crossing project.

1. CRC staff made false statement in Screening A . The BNSF rail bridge is outside of the I-5 Corridor when it known as the heart of the I-5 Corridor.
2. CRC staff made false statements about the location of the I-5 Bridge Influence Area. After giving staff information the hide data.... Change maps and then started calling the area a new name.... Project area.
3. Maps and data have been handed in.... then CRC staff removed and falsify data.

Sharon Nasset
CEO Third Bridge Now
503.283.9585
Sharonnasset@aol.com

P-082-001

Please see the responses to Ms. Nasset's comments made on the DEIS (P-0781, P-0797, P-0936, P-0977, P-1058, and P-1168), which were published with the Final EIS.

Note that whether the BNSF rail bridge is labelled as being "outside" or "inside" the "I-5 corridor" is not the factor that determines its suitability as an alignment for a highway, rail, transit or bicycle and pedestrian crossing. The critical factor was the performance of a given crossing location, as determined through the alternatives evaluation process. Please see the response to Ms. Nasset's FEIS comment letter P-077.

Hines, Maurice

From: Sharonnasset [sharonnasset@aol.com]
Sent: Monday, October 24, 2011 11:51 PM
To: Columbia River Crossing
Subject: formal Public Comments Environmental Impact Statement concerning the Columbia River Crossing project. -10
Attachments: OpenHouseBoardsJan2007.pdf

P-083-001

Add this to the formal Public Comments Environmental Impact Statement concerning the Columbia River Crossing project.

The Purpose and Need Statement and the Project Area map do not agree with each other..... the Purpose and Needs Statement say the "center of the project area is the two deep water ports a the transcontinental rail line."
The Project Area maps do not include the ports and the rail line! It make the I-5 freeway the center of the project area..!!

CRC staff continue to use the words I-5 Freeway and I-5 Corridor as the same..... the I-5 Corridor in our region has specific location boundaries. CRC uses the I-5 Freeway and I-5 Corridor to confuse people and to be dishonest.

See the attached project maps.....

Sharon Nasset
CEO Third Bridge Now
503.283.9585
Sharonnasset@aol.com

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

P-083-001

Please see the responses to Ms. Nasset's comments made on the DEIS (P-0781, P-0797, P-0936, P-0977, P-1058, and P-1168), which were published with the Final EIS.

The purpose and need was written broadly enough to allow alternatives well outside the immediate I-5 alignment to be considered and evaluated. However, the early screening process demonstrated that building a new crossing in a new corridor, in lieu of improving the existing I-5 crossing, would fail to meet basic elements of the project's purpose and need. This narrowing of alternatives meant that the DEIS alternatives could be shown on maps with a more focused geographic scope than could the broad range of potential alternatives that were considered in early screening.

Please also see the responses to Ms. Nasset's other FEIS comment letters, P-075 to P-082.

P-083-001





P-083-001

Columbia River Crossing is a
bridge, transit and highway
improvement project.

Leading the Project and Other Project Partners

P-083-001



Oregon Department
of Transportation



Washington State
Department of Transportation



City of Vancouver



City of Portland



Metro



Regional Transportation Council



C-TRAN

TRIMET TriMet

Columbia River
CROSSING

Background Information

2002 I-5 Partnership Recommendations

P-083-001




Fix Three I-5 Bottlenecks

- I-5 Salmon Creek in Vancouver – *Completed 2006*
- Delta Park in Portland – *Construction begins 2008*
- The Interstate Bridge and nearby interchanges – *Environmental Impact Statement phase complete 2008-2009*

What are the Problems?

P-083-001

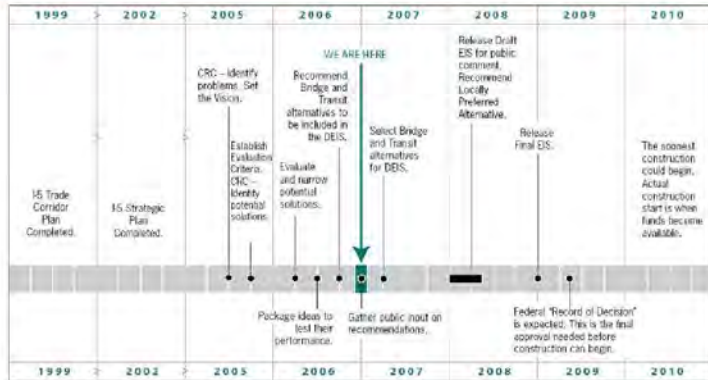


- This segment of I-5 currently suffers four to six hours of congestion a day
 - If no improvements are made, congestion will increase to 16 hours a day by the year 2030
 - Transit and freight get bogged down in this same congestion
 - Short on and off ramps contribute to a high accident rate
- 
- Poor sight distance approaching and on the bridge contributes to rear-end crashes
 - During bridge lifts, crash rates increase three to four times
 - The bike and pedestrian path is narrow, indirect and hard to find
 - The bridge does not meet current earthquake standards



Timeline and Major Milestones

P-083-001



The Interstate Bridge Facts

P-083-001

The Interstate Bridge is actually two bridges.

Northbound

Built in 1917, listed on National Register of Historic Places

Southbound

Built in 1958 to match the first bridge

Both bridges were financed with tolls

1917 – 5 cents. The bridge was paid off and tolls removed in 1929.

1958 – 20 to 60 cents (roughly = \$2.60 today), depending on the vehicle type. The bridge was paid off and tolls removed in 1966.



Columbia River
CROSSING

Background Information

We Are At an Important Decision Point

P-083-001



The ideas that advance will be analyzed in detail in the Draft Environmental Impact Statement.

We Recommend These River Crossing and Transit Ideas

P-083-001



Advance these ideas for detailed analysis in the
Draft Environmental Impact Statement

River Crossing

- Replace the existing bridges with a new I-5 bridge to carry highway traffic, transit, bicycles and pedestrians.

Transit

- Bus Rapid Transit with express bus service
- Light Rail Transit with express bus service

Bridge Recommendation

P-083-001



Replace the Interstate Bridge with a new structure

High enough to avoid bridge lifts

Low enough to avoid Pearson Airpark airspace

Either immediately downstream or upstream
of current I-5 Bridge

Why Do We Need a New I-5 Bridge?

P-083-001



Columbia River
CROSSING

Key Decision Point

Why Do We Need a New Bridge?

P-083-001



Improves Safety and Capacity

Adds lanes for safe traffic operations and improved travel times

Fixes short on and off ramps along I-5

Improves sight distance

Adds safety shoulders

Provides wider lanes and better connections for bicyclists and pedestrians

Reduces river navigation obstacles for boats and tugs

Why Remove the Existing Bridge?

P-083-001

Fewer Impacts

- One bridge creates a smaller footprint on land and water than two
- Stormwater run-off will be collected and treated, meaning cleaner water
- Fewer bridge piers have less impact on fish habitat
- Less cut-through traffic through downtown Vancouver and Hayden Island



With I-5 on a New Bridge, How Could the Existing Bridges Be Used?

P-083-001

Local use as an arterial connection

- Would create congestion in downtown Vancouver and Hayden Island
- Would not significantly reduce traffic on I-5

Transit

- Bridge lifts would interrupt transit service, affecting riders throughout Portland and Vancouver

Bicycles and Pedestrians

- High maintenance and operations costs compared to a new bridge
- Would be affected by bridge lifts

Why Remove the Existing Bridge?

P-083-001

Lower Operations and Maintenance Costs

It is expensive to operate and maintain the bridge lifts



River Crossing – What's Out?

P-083-001

We evaluated the following ideas. They did not perform well enough to advance for further study.

- Movable lift span
- Tunnel to replace or supplement I-5
- High-level bridges
- New corridor crossing
- New corridor crossing plus widening existing I-5 bridges
- New western highway (I-605)
- New eastern crossing
- 33rd Avenue crossing
- I-205 improvements
- Arterial crossing without I-5 improvements
- Supplemental Bridge – Upstream – Midlevel
- Non-freeway multimodal crossing
- Double deck crossing



Columbia River
CROSSING

Key Decision Point

Transit Recommendations

P-083-001



Bus Rapid Transit



Light Rail Transit

Bus Rapid Transit with express bus service Light Rail Transit with express bus service

Both Bus Rapid Transit and Light Rail Transit are recommended because they:

- Have potential to reduce congestion on I-5
- Have the best potential to meet forecasted transit demand for the year 2030
- Address transit issues identified in project's Purpose and Need Statement

Express bus service would provide direct access between suburban Clark County and downtown Portland during peak commute hours.

Transit

P-083-001



Bus Rapid Transit



Light Rail Transit

CRC recommends advancing Bus Rapid Transit and Light Rail Transit

Potential to meet a growing population's travel demands

Provide reliable travel time

Increase transit use

Provide improved access to employment and
commercial centers

Support local and regional transportation and land use plans

What is Bus Rapid Transit?

P-083-001

Specially designated buses that can:

- Use designated transit stations or platforms
- Operate in a lane separate from regular traffic in some areas
- Have the flexibility to travel on regular roads
- Provide high passenger capacity
- Operate as quiet, low emission vehicles
- Provide fast, frequent and reliable all day service



What is Light Rail Transit?

P-083-001

Rail-based vehicles that can:

- Use designated transit stations or platforms
- Operate in its own dedicated guideway
- Provide high passenger capacity
- Operate as quiet, low emission vehicles
- Provide fast, frequent and reliable all day service



Alternatives for Draft Environmental Impact Statement

P-083-001

Bridge and Transit Recommendations will be combined with other project elements (interchanges, freight, bicycle and pedestrian and other improvements, as well as demand management) to form project alternatives.

- No action. This alternative is required for any Draft Environmental Impact Statement (DEIS) process as a baseline for comparison with other alternatives.
- Replacement Bridge and Bus Rapid Transit with Express Bus service.
- Replacement Bridge and Light Rail Transit with Express Bus service.

What is a Draft Environmental Impact Statement?

P-083-001

A Draft Environmental Impact Statement is a summary of the expected impacts each project design, or "alternative," is likely to have on the surrounding area. This process:

- Is required of all federally funded projects
- Considers all benefits and impacts on the surrounding area of proposed project alternatives
- Analyzes a range of reasonable project designs, or "alternatives"
- Provides an intense and thorough process of analysis for each proposed alternative
- Shows compliance with environmental regulations

The National Environmental Policy Act (NEPA) is a federal law that regulates the decision-making processes of federally funded projects. The purpose of NEPA is to help ensure that public projects address the needs of the community while avoiding, minimizing or mitigating for negative impacts on human and natural environments.

For more information: <http://www.environment.fhwa.dot.gov/projdev/index.asp>

Transit – What's Out?

P-083-001

These ideas did not perform well enough in the evaluation to advance for further study.

- Streetcar
- High-speed Rail
- Ferry Service
- Monorail System
- Magnetic Levitation Railway
- Commuter Rail in BNSF Trackage
- Heavy Rail
- Personal Rapid Transit
- People Mover / Automated Guideway Transit (AGT)



High-Speed Rail



Ferry Service



Magnetic Levitation Railway



People Mover/
Automated Guideway Transit

Evaluation Criteria

P-083-001

The recommended River Crossing and Transit options performed better on nearly all of the evaluation criteria adopted by the CRC Task Force:

- 1. Community Livability and Human Resources
- 2. Mobility, Reliability, Accessibility, Congestion Reduction, and Efficiency
- 3. Modal Choice
- 4. Safety
- 5. Regional Economy / Freight Mobility
- 6. Stewardship of Natural Resources
- 7. Distribution of Benefits and Impacts
- 8. Cost Effectiveness and Financial Resources
- 9. Growth Management, Land Use
- 10. Constructability

How Do I Leave Comments Today?

P-083-001




- Write your ideas on a green comment form
- Type them out at a laptop computer station
- Dictate them at the verbal comment station

Columbia River
CROSSING

Other topics in 2007

P-083-001 The Draft Environmental Impact Statement will address these issues in 2007.

-  Public transit – Where should it go? Where should we build stations and “park ‘n’ rides”?
-  Freight improvements – at interchanges for connections and safety
-  Efficiencies – ideas like ramp meters, incident response, ridesharing, telecommuting
-  Bicycle / pedestrian improvements
-  Air quality, noise reduction
-  Environmental effects – water quality issues
-  Cultural and historical resource protection
-  Managed lanes
-  Tolling
-  Bridge type, appearance, and alignment (upstream or downstream)

We will continue to seek your input regarding these topics.

Talk With Us

P-083-001

Contact us with your comments, questions and ideas.

E-MAIL feedback@columbiarivercrossing.org

MAIL 700 Washington St., Suite 300, Vancouver, WA 98660

FAX 360-737-0294

PHONE 360-737-2726 or 503-256-2726

WEB www.columbiarivercrossing.org

PODCAST www.wsdot.wa.gov/inform/downloads/ColumbiaRiverCrossing.mp3

How Public Involvement has Informed the Project

P-083-001

Public comments have helped shape each decision step:

Generating ideas: Fall 2005

Evaluating ideas & narrowing options: Spring 2006

Preliminary design workshops: Summer/Fall 2006

Bridge and Transit options: November 2006 – February 2007

We Heard You!

Examples of how your ideas have helped shape the CRC project.

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You said:

Places in our neighborhoods like grocery stores, parks, houses of worship, schools, and trails are important assets.

We are:

Continually updating our neighborhood resource maps to help the project avoid or minimize impacts.

You said:

Host a January open house on Hayden Island.

We are:

Tuesday, January 30, 2007

6:30 – 8:30 p.m.

12050 N. Jantzen Drive

(the former Hayden Island Yacht Club)

We Heard You!

Examples of how your ideas have helped shape the CRC project.

P-083-001



You said:

- Express bus service and
- A non-stop ride between Clark County and Portland are essential.

We are:

Recommending express bus service in both transit options.

You said:

- Make travel safe and easy for freight.

We are:

Designing flatter grades and gentler curves at key freight on/off ramps: e.g., Mill Plain and Marine Drive.

We Heard You!

Examples of how your ideas have helped shape the CRC project.

P-083-001



You said:

- Safe and easy access to bike and pedestrian connections are vital to the project.

We are:

Analyzing the best ways to make these connections.

You said:

- Avoid conflicts with river and air traffic.

We are:

Recommending a bridge without a lift span which avoids aviation air space.