

**Hines, Maurice**

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**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

**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](mailto: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 - Kenton - Livorno - 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 5 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.

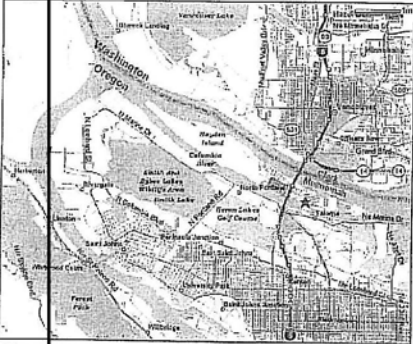
Oregon Department of Transportation is currently in the process of completing an Environmental Assessment document for the I-5 Delta Park to Lombard section which is expected to be released October 2005. There will be a 45-day public comment period and a



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**

- 2:15 Editor's Note
- 3:15 Community News
- 4:15 Crossword Puzzle & Sports
- 5:15 Business & Service Directory
- 6:15 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.

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.

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

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

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

\*\*\*\*\*CAR-PT CORPCT33  
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PRINTING DIVISION  
PORTLAND OR 97217-4515

### 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 Nasset, 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."

Nasset, 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](http://www.Thirdbridgenow.com) / [Thirdbridgenow@aol.com](mailto: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](http://www.Thirdbridgenow.com) / [Thirdbridgenow@aol.com](mailto:Thirdbridgenow@aol.com) /503.283.9585



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360-397-6138 fax  
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**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<sup>th</sup> 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, 4<sup>th</sup> 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

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BOARD OF CLARK COUNTY COMMISSIONERS

Regional Transportation Council  
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July 22, 2010

The Southwest Washington Regional Transportation Council (RTC)  
c/o Ms. Molly Coston, Chair  
1300 Franklin Street, 4<sup>th</sup> 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:

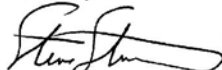
The Clark County Board of Commissioners has been approached by members of the Shumway Neighborhood Association regarding the increasing volume of freight through established residential neighborhoods.

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  
Tom Mielke, Chair

  
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