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November 13, 2012

Sent via email to: [adamewood@wweek.com](mailto:adamewood@wweek.com)

Andrea Damewood  
Staff Writer, Willamette Week  
(request received via email)

Subject: CRC PDR D00552

Dear Ms. Damewood,

In accord with the Washington State Public Disclosure Act, RCW 42.56, this letter responds to your request for records, dated and received via email at the Columbia River Crossing project on October 11, 2012 for:

1. "...Nancy Boyd and Kris Strikler's calendars from March to present [,]" and,
2. "...all emails sent or received by the CRC to or from the Army Corps of Engineers from July until present."

Accompanying this communication is a data CD containing the first phase of records responsive to your requests.

This communication will provide some context about the scope of permits needed for the CRC and highlights key discussions along with the path forward based on the limited timeframe you requested. We hope this context is helpful as you review the attached materials.

With receipt of the Record of Decision in 2011, the CRC moved into the permitting and pre-construction phase. The CRC will need more than 40 permits and approvals from federal, state, and local agencies to construct the bridge and its interchanges. Coordination with these agencies began early in project development. Seventeen key agencies including U.S. Environmental Protection Agency, Oregon Department of Environmental Quality, Federal Transit Administration, Federal Highway Administration, and the USACE entered into an agreement in February 2006 that was created to identify design and environmental issues for interagency discussion and

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resolution during the environmental review process. This interagency collaborative process is still being used as the framework for coordination during the permitting phase.

The emails you requested provide a snapshot in time and illustrate how the project, USACE, and other agencies work through issues as they arise as part of the pre-construction phase. We thought it might helpful to summarize a few of the email threads and their current status.

### **NEPA/ 404-408 permit process**

In July 2012, the USACE requested more information related to the 404 and two 408 permit processes. As a result of bi-weekly meetings between the CRC and USACE since August, the project, in coordination with FHWA and FTA, will prepare National Environmental Policy Act (NEPA) re-evaluations to analyze a more advanced level of design, including a complete re-evaluation for the proposed bridge height. Conducting re-evaluations during this phase is typical and can be accommodated with the project's schedule and cost estimate. A NEPA re-evaluation is prepared any time more design details are known that may impact environmental resources.

The USACE identified the need for a funding agreement to ensure permits are reviewed in a timely manner. This agreement is now in place and is typical during development of major infrastructure projects.

### **Dredge Yaquina height requirements**

After questions arose about the potential impact of a mid-height bridge on the dredge Yaquina, the project prepared a conceptual design for reducing the overall height requirements for the dredge.

The concept, prepared by a licensed naval architect, would involve minor modifications to the ship's mast, antenna and some electrical equipment mounted on the mast. Although some staff-level concerns were expressed about the proposed modifications, the USACE has reviewed the concept report and we've agreed with USACE that further cooperative work will be required to 1) reach agreement on any planned modifications to the vessel, and 2) develop an administrative or legislative approach that would allow the USACE to receive funds from the project for vessel modification. Those discussions are currently on hold while the project evaluates a range of bridge heights, some of which would be high enough to eliminate the necessity to modify the Yaquina.

### **Schedule and content of Navigation Impact Analysis report**

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CRC submitted a work plan to the U.S. Coast Guard on Aug. 16, 2012, and received feedback in September requesting that the upcoming navigation report include a focus on alternatives that would avoid or minimize impacts to river users. As a result, the navigation report submitted to the USCG Nov. 2, 2012, includes a review of vessel and environmental impacts for bridge heights over 125 feet, derived from and expanding upon alternatives considered during the NEPA phase of the project.

All federal permitting agencies and USDOT developed a schedule for delivering the permits on the project. This schedule holds all of these agencies, including FHWA and FTA, accountable for meeting timelines. The schedule can be accessed here:

<http://permits.performance.gov/projects/interstate-5-columbia-river-crossing>.

The CRC has a record of successfully working with our federal, state and local partners over the past seven years as issues are identified and moved forward. The examples above are illustrations of that process.

Permit applications and mitigation planning, like the earlier environmental review phase, are iterative processes. We are sure that additional issues will be raised as we move forward and are just as confident that CRC, FHWA, FTA and USACE staff will be able to develop creative solutions to reach timely resolutions.

With the transmittal of the accompanying records, the information above, and the Internet link, the first phase of your October 11, 2012, requests for records is now complete. A second and final phase of responsive records will be provided to you within 20 days of this communication.

If you have further questions you may call our public disclosure line at (360) 816-2171.

Best regards,



Anne Pressentin  
Communications Manager  
Columbia River Crossing