



## Columbia River CROSSING

### **G-004-001** | A RESOLUTION OF THE COLUMBIA RIVER CROSSING TASK FORCE TO PROVIDE DIRECTION TO THE COLUMBIA RIVER CROSSING PROJECT ON KEY DECISIONS FOR A LOCALLY PREFERRED ALTERNATIVE

**G-004-002** | WHEREAS, the I-5 Interstate Bridge is one of only two Columbia River crossings between Vancouver, Washington and Portland, Oregon and approximately 150,000 people rely on crossing the I-5 Bridge daily by car, transit, bicycle and on foot; and

**G-004-003** | WHEREAS, the existing structures are aging and in need of seismic upgrade, and the closely-spaced interchanges are in need of safety improvements; and

**G-004-005** | WHEREAS, the movement of land and water-based freight is hindered by the current crossing, and

**G-004-006** | WHEREAS, high capacity transit does not currently connect Vancouver and Portland, and the bicycle and pedestrian paths do not meet current standards; and

**G-004-008** | WHEREAS, the I-5 Transportation and Trade Partnership Final Strategic Plan recommended congestion and mobility improvements within the I-5 Bridge Influence Area in 2002; and

WHEREAS, the Columbia River Crossing Task Force was established in February 2005, to advise the Oregon Department of Transportation and the Washington State Department of Transportation on project-related issues and concerns; and

WHEREAS, the Columbia River Crossing Task Force advised development of the project's Vision and Values Statement, alternatives development, and narrowing of the alternatives to five that would be studied in a Draft Environmental Impact Statement; and

**G-004-009** | WHEREAS, the Columbia River Crossing project is committed to implementing the principles of sustainability into project planning, design and construction in order to improve the natural and social environment and the regional economy whenever possible; and to minimize effects related to climate change; and

**G-004-010** | WHEREAS, the Oregon State Department of Transportation, Washington State Department of Transportation, Metro Council, Southwest Washington Regional Transportation Council, TriMet, C-TRAN, City of Portland and City of Vancouver have worked collaboratively on the development of the Draft Environmental Impact Statement; and

### **G-004-001**

Thank you for your work on the CRC project. The CRC Task Force played a key role, helping transform the goals established in the I-5 Transportation and Trade Partnership into a locally preferred alternative (LPA) that represents regional consensus on a comprehensive bridge, transit, and highway solution for problems on I-5 between Vancouver and Portland. In 2001, the governors of Oregon and Washington formed a bi-state I-5 Transportation and Trade Partnership to study transportation problems and possible solutions for the I-5 corridor. The Partnership recommended fixing three bottlenecks in its 2002 Strategic Plan. The 39-member CRC Task Force was formed in early 2005 to advise the CRC project on key decisions. The CRC Task Force consisted of leaders from a broad cross section of Oregon and Washington communities, including public agencies, businesses, civic organizations, neighborhoods, freight, commuter and environmental groups. Using data developed by the I-5 Transportation and Trade Partnership, CRC worked with the public, tribal governments and partner agencies to define the primary problems in the project area: congestion, dangerous travel conditions, and travel demand that exceeds capacity. Once the problems were identified, 23 river crossing and 14 transit ideas were proposed as potential solutions, and evaluation criteria were developed. Continuing discussions with the Task Force and community, the CRC project team studied the river crossing and transit ideas, which included a tunnel under the Columbia River, a third highway crossing, and commuter rail. As a result of this discussion and analysis, the ideas were further narrowed to a set of four river crossing options and five public transit options. CRC packaged the most promising bridge and transit options into a dozen preliminary alternatives. Each alternative included several transportation components: bridge, highway, transit, freight, bicycle and pedestrian improvements, and strategies to reduce travel demand. These preliminary alternatives were tested against the evaluation criteria. The results highlighted the strengths and weaknesses of the components. In collaboration with partner agencies, the CRC

**G-004-010**

WHEREAS, the Columbia River Crossing project published a Draft Environmental Impact Statement on May 2, 2008, disclosing the potential environmental and community impacts and potential mitigation of the five alternatives; and

WHEREAS, the Columbia River Crossing project is seeking public comments on the Draft Environmental Impact Statement from the Columbia River Crossing Task Force as well as the public through outreach events, working sessions and hearings with sponsor agencies, and through two open houses and two public hearings during the comment period; and

WHEREAS, the Columbia River Crossing Task Force has opted to confirm Key Decisions that will lead to selection of a Locally Preferred Alternative.

**G-004-011**

NOW, THEREFORE, BE IT RESOLVED THAT THE COLUMBIA RIVER CROSSING TASK FORCE MAKES THESE RECOMMENDATIONS TO THE COLUMBIA RIVER CROSSING PROJECT:

1. In regards to the river crossing selection, the CRC Task Force supports the construction of a replacement bridge with three through lanes northbound and southbound as the preferred option.
2. In regards to the high capacity transit selection, the CRC Task Force supports light rail as the preferred mode.
3. In regards to the alignment and terminus of the high capacity transit line, and based on the information provided to date, the CRC Task Force
  - Recognizes that the selection of the alignment and terminus options should be determined through a combination of:
    - i. Federal New Starts funding eligibility,
    - ii. Public and local stakeholder involvement,
    - iii. CRC project evaluation and technical determination of the terminus that allows for the greatest flexibility for future high capacity transit extensions and connections in Clark County, and
    - iv. Outcome of the Vancouver City Council and C-TRAN votes on July 7 and July 8, respectively.
4. Creation of a formal oversight committee that strives for consensus and provides for a public process of review, deliberation and decision-making for outstanding major project issues and decisions.
5. The Freight Working Group, the Pedestrian and Bicycle Advisory Committee, the Urban Design Advisory Group, the Community and Environmental Justice Group, and the newly formed Sustainability Working Group, shall continue their advisory roles for refinement of the LPA. These advisory groups shall report findings and recommendations to the local oversight committee.

**G-004-012****G-004-013**

project team identified the best performing bridge and transit options and recommended these for further evaluation in the EIS process. CRC held an extensive public discussion to gather comments on the proposal in early 2007. With guidance from the CRC Task Force and the public, five alternatives were recommended for further analysis in the Draft EIS. The CRC project analyzed each alternative to determine how well it would relieve congestion and improve safety and mobility on I-5. On May 2, 2008, the project released its Draft EIS for public and agency review. This document describes the potential effects of five alternatives on community, natural and historic resources. The six local project partners considered the Draft EIS, public comment and the CRC Task Force recommendation to select an LPA in July 2008. The partner agencies endorsed a replacement bridge with light rail extending to Clark College in Vancouver.

**G-004-002**

Thank you for this information.

**G-004-003**

Thank you for taking the time to submit your comments on the I-5 CRC DEIS.

**G-004-004**

Thank you for taking the time to submit your comments on the I-5 CRC DEIS.

**G-004-005**

Thank you for taking the time to submit your comments on the I-5 CRC DEIS.

**G-004-014**

6. The CRC Task Force understands that several project elements have not been finalized at the time of this resolution. These elements will need to be satisfactorily resolved through a process that includes public involvement, recommendations from governing bodies of the sponsor agencies, and recommendations by a local advisory committee. The CRC Task Force supports the consideration of the attached list of Supplemental Positions for Future Project and Regional Consideration.

**G-004-006**

Thank you for taking the time to submit your comments on the I-5 CRC DEIS.

**G-004-007**

Thank you for taking the time to submit your comments on the I-5 CRC DEIS. Many bicycling and pedestrian improvements are included in the CRC project.

**G-004-008**

Thank you for your comment. As mentioned above, the CRC Task Force played a key role, helping transform the goals established in the I-5 Transportation and Trade Partnership into a locally preferred alternative (LPA) that represents regional consensus on a comprehensive bridge, transit, and highway solution for problems on I-5 between Vancouver and Portland.

**G-004-009**

The FEIS contains analysis of natural, social and economic impacts, as well as estimates of greenhouse gas emissions and climate change impacts. See also the CRC Sustainability Strategy.

**G-004-010**

Thank you for your comment. As discussed above, the CRC Task Force was instrumental in helping develop the LPA.

**G-004-011**

Preferences for specific alternatives or options, as expressed in comments received before and after the issuance of the DEIS, were shared with local sponsor agencies to inform decision making. Following the close of the 60-day DEIS public comment period in July 2008, the CRC project's six local sponsor agencies selected a replacement I-5



**G-004-015** Columbia River Crossing Project  
Supplemental Positions for Future Project and Regional Consideration

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For Project Consideration:

The Columbia River Crossing Task Force presents these supplemental positions for consideration during the post-Locally Preferred Alternative (LPA) phase of the project development process. The Columbia River Crossing Task Force supports the following in association with the CRC project:

- G-004-016** • The continued development of a mitigation plan, including avoidance of adverse impacts
- G-004-017** • The continued development of a sustainability plan, including the formation of a sustainability working group
- G-004-018** • Further study and analysis to determine the appropriate number of auxiliary lanes, necessary for safety and functionality in the project area, and consistent with minimizing impacts. The project should recognize that auxiliary lanes are for interchange operations, not for enhanced mainline throughput, and design the bridge width accordingly.
- G-004-019** • The continued commitment to provide enhancements within potentially impacted communities
- As articulated in the final strategic plan of the I-5 Trade and Transportation Partnership, establish a community enhancement fund for use in the impacted areas of the project; such a fund would be in addition to any impact mitigation costs identified through the Draft EIS and would be modeled on the successfully implemented community enhancement fund of the I-5 Delta Park Project and subsequent Oregon Solutions North Portland Diesel Emissions Reduction Project.
- G-004-020** • Continued work to design interchanges in the project area that meet the safety and engineering standards and requirements of the Federal Highway Administration, the departments of transportation for Oregon and Washington and the cities of Portland and Vancouver, in a way that is consistent with minimizing impacts.
- G-004-021** • Continued work to ensure that interchanges are freight sensitive and provide enhanced mobility, in a way that is consistent with minimizing impacts.
- G-004-022** • Imposing tolls on the existing I-5 bridge as soon as legally and practically permissible to reduce congestion by managing travel demand as well as to provide an ongoing funding source for the project
- G-004-023** • A public vote where applicable, regarding the funds required to implement the light rail line
- G-004-024** • The development of an aesthetically pleasing, sustainable and cost-efficient river crossing that provides a gateway to Vancouver, Portland and the Northwest

bridge with light rail to Clark College as the project's Locally Preferred Alternative (LPA). These sponsor agencies, which include the Portland City Council, Vancouver City Council, TriMet Board, C-TRAN Board, Metro Council, RTC Board, considered the DEIS analysis, public comment, and this recommendation.

**G-004-012**

The governors of Washington and Oregon formed the Project Sponsors Council in late 2008 to provide ongoing advice related to project development. Information related to formation, membership, and deliberations of the PSC can be found in Appendix B of this FEIS as well as on the the CRC Web site at:

<http://columbiarivercrossing.org/ProjectPartners/ProjectSponsorsCouncil.aspx>

**G-004-013**

The Freight Working Group (FWG), the Pedestrian and Bicycle Advisory Committee (PBAC), the Urban Design Advisory Group (UDAG), the Community and Environmental Justice Group (CEJG), and the Sustainability Working Group continued to meet as the LPA was under refinement. Three of the advisory groups, FWG, PBAC and UDAG, have submitted recommendations to the Project Sponsors Council which were considered and recommended for adoption into refined project designs. To date, CEJG has not chosen to submit recommendations as a group. The Sustainability Working Group is expected to submit a draft sustainability strategy prior to completion of the Final EIS.

**G-004-014**

Continued work on engineering and design, traffic modeling, planning, evaluation, and environmental analysis has occurred since the passage of the Task Force's resolution, with participation of project staff, partner agency staff, CRC advisory groups, and the public. Each of the topics

- G-004-025** | • Designing the project – river crossing, transit, and pedestrian and bicycle facilities – to be a model of sustainable design and construction that serves both the built and natural environment
- G-004-026** | • The development of light rail stations that meet the highest standards for operations and design. These stations would be designed to be safe and accessible to pedestrians, bicyclists, and people with disabilities.
- G-004-027** | • Continued development of a “world class” bicycle, pedestrian facility, as well as  
**G-004-028** | the consideration for provisions for low-powered vehicles such as scooters, mopeds and neighborhood electric vehicles, as part of the construction of a replacement river crossing
- G-004-029** | • Ensure that the preferred alternative solves the significant safety, congestion and mobility problems in the project area while meeting regional and statewide goals to reinforce density in the urban core and compact development that is both pedestrian friendly and enhances mobility throughout the project area and the region
- G-004-030** | • Development of an innovative transportation demand management (TDM) program to encourage more efficient use of limited transportation capacity
- G-004-031** | • Independent validation of the greenhouse gas and climate change analysis conducted in the Draft Environmental Impact Statement to determine the project’s effects on air quality, carbon emissions and vehicle miles traveled per capita
- The inclusion of strategies aimed at reducing greenhouse gases and reducing vehicle miles traveled per capita. The Oregon Global Warming Commission or the Washington Climate Action Team should advise the CRC project on project related aspects that will help achieve both states greenhouse gas reduction goals set for 2020 and 2050.
- G-004-032** | • The development of a more detailed draft finance plan after the LPA is selected to define the funding and financing sources for this project from federal, state and local resources, while ensuring financial equity locally, within the region, and between the states of Oregon and Washington
- G-004-033** | • Independent review of the project’s feasibility and risks, including the project’s relationship to funding other transportation projects in the region
- G-004-034** | • Continued study of project health impacts such as those identified in the report submitted to the Task Force by the Multnomah County Health Department
- G-004-035** | *For Regional Consideration:*  
There are system-wide transportation concerns that can only be resolved on a regional level and not by the Columbia River Crossing project. The Columbia River Crossing Task Force supports:
- Revisiting the remaining recommendations outlined in the *Strategic Final Plan* of the I-5 Transportation and Trade Partnership Study, dated September 2002
  - Evaluating other bottlenecks within the system (e.g., I-405 / I-5 loop, Rose Quarter, etc.)
  - Developing a regional plan for traffic demand management in the bi-state Portland-Vancouver region that promotes a reduction in vehicle miles traveled per capita

listed in the supplemental positions for future project consideration have been considered as the project has advanced design for the Final EIS.

#### **G-004-015**

Thank you for your comments. They are addressed below.

#### **G-004-016**

Mitigation includes a variety of measures intended to avoid impacts, minimize impacts, and compensate for impacts that cannot be avoided. Most mitigation measures address specific impacts, and many are developed in response to specific regulatory requirements. Even with this level of specificity, there is some flexibility to evaluate the full collection of mitigation measures in a larger context. For example, the proposed storm water management approach has been evaluated for its potential benefits not only to water quality, but also to fish, wildlife and aesthetics. Similarly, the project has worked closely with regulatory agencies to identify habitat mitigation measures that address not only the project’s impacts on habitat, but also the larger context of how project mitigation could provide even greater benefit to fish and wildlife by addressing watershed-level priority mitigation. The inherent purpose of mitigation is to address specific unavoidable adverse impacts of the project but this has not prevented the project from developing an integrated mitigation package.

#### **G-004-017**

A CRC Sustainability Strategy group, including staff from project sponsor agencies, provided input toward the development of a CRC Sustainability Strategy.

#### **G-004-018**

Following the selection of the LPA in July of 2008, the CRC Project Sponsors Council (PSC) was developed to provide recommendations to



**G-004-036****G-004-037****G-004-038**

- Evaluating the effectiveness of a regional high occupancy vehicle (HOV) system
- Developing a regional plan for freight that considers the work of the I-5 Transportation and Trade Partnership and the CRC project's work with the CRC Freight Working Group
- Developing a web-based transit trip planning resource to plan transit trips in the Portland-Vancouver region

the project on a variety of issues, including the number of add/drop lanes over the river crossing. Over the course of several months, PSC was provided with operational characteristics and potential environmental impacts of 8-, 10-, and 12-lane options. These technical evaluation criteria included, but were not limited to, traffic safety, congestion, traffic diversion onto local streets and I-205, regional vehicle miles travelled, transit ridership, regional economic impact, effects to neighborhoods, and protected species and habitats. In addition to the technical information, PSC received input from CRC advisory groups and reviewed public comment submitted to the project and obtained during two public Q&A sessions in January 2009 regarding the number of lanes decision, as well as hearings conducted by Portland City Council and by Metro Council. In August 2010, the PSC voted unanimously to recommend that the replacement bridges be constructed with 10 lanes and full shoulders. For more information regarding the number of lanes decision making process, see Chapter 2 (Section 2.7) of the FEIS.

The proposed new lanes are add/drop lanes (i.e., lanes that connect two or more interchanges), which are used to alleviate safety issues associated with the closely spaced interchanges in the project area, and accommodate the 68 to 75% of traffic that enters and/or exits I-5 within two miles of the Columbia River.

**G-004-019**

The CRC project will not have a discrete and separate community enhancement fund, but community enhancements are a part of the project design. As engineering progresses, the project team will continue to evaluate the best method to integrate community enhancements, where feasible, into the project design. We are working with surrounding communities to support their goals and provide enhancements as part of the overall project design rather than establish a separate account for activities separate from the project. See discussion in Section 1.2 of the FEIS.

#### **G-004-020**

As described in Chapter 3 (Section 3.1) of the DEIS, ODOT's Safety Priority Index System (SPIS) ranked two locations within the CRC project area, the Hayden Island Interchange and the North Portland Harbor Bridge, within the top 5% of the highest scored sites or, high crash locations, in the state for 2004 to 2006. Within Washington, five locations along I-5 in the project area have been categorized by WSDOT as high accident locations, as reported in the DEIS.

Improving safety and mobility of cars and freight using the bridge and highway is a part of the CRC project's purpose and need. As described in Chapter 3 (Section 3.1) of the DEIS and FEIS, the replacement bridge and highway alignment, which was chosen as part of the LPA, includes a range of safety and design improvements. Some of those improvements include:

- A new bridge structure high enough for marine traffic, which eliminates the need for a lift span
- The addition of safety shoulders for stalled vehicles and incident responders
- Improved sight lines so drivers can see over the crest of the bridge, reducing the potential for rear-end collisions during congested periods
- Longer on-ramps and off-ramps to make it easier for drivers to merge onto traffic, and improve connections between interchanges
- Reducing congestion over the bridge compared to No-Build, by improving traffic operations, providing light rail and charging a toll to cross the river.

Additional potential safety measures, such as eliminating interchanges or reducing posted speeds, were considered during earlier phases of the CRC project but were dropped from further consideration because they

did not meet the accessibility goals of the project, did not meet highway design standards, and/or were not supported by the local jurisdictions.

**G-004-021**

The ability to move freight efficiently in the Vancouver/Portland region is critical to the overall health of our economy. As such, the CRC project is designed to improve freight mobility on I-5, as well as make it safer and easier for trucks to get on and off I-5 to reach businesses and Port facilities. The Freight Working Group (FWG), comprised of representatives of the Vancouver-Portland metropolitan area's freight industry, met 22 times throughout the DEIS and FEIS development process to advise and inform the Columbia River Crossing project team about freight issues. The group provided insight, observation, and recommendation about the needs for truck access and mobility within the corridor; characterized the horizontal and vertical clearances, acceleration/deceleration, and stopping performance needs of trucks that must be accommodated; and provided meaningful comments on the effect of geometric, regulatory, and capacity changes on truck movements in the corridor. See Chapter 3 (Section 3.1) of the FEIS for detailed discussion of how the project increases freight mobility and access along I-5 and in the region.

**G-004-022**

Modeling has indicated that tolling I-5 without making the improvements that are part of the CRC project would not meet the project's Purpose and Need. This does not mean that some form of tolling prior to constructing CRC couldn't be implemented. The ultimate decision on any tolling options will be made by both the Washington and Oregon Transportation Commissions.

**G-004-023**

There will not be a public vote on construction of the various CRC project



elements. However, as a public project, it must be approved and funded by the decisions of elected officials who are themselves directly elected by voters. Long-term operation and maintenance of the new light rail line will be funded through C-TRAN and TriMet. For its share of the operations and maintenance funding, C-TRAN plans on pursuing a public vote.

#### **G-004-024**

The CRC project design for interchanges, roadway elements, transit stations, and other facilities will be context-sensitive and reflect the unique character of the surrounding area. CRC formed a 14-member, bi-state Urban Design Advisory Group (UDAG), made up of design professionals and neighborhood representatives. All UDAG meetings are open to the public to attend and observe. Goals of the UDAG include achieving “design excellence that can be embraced by affected communities and users” and providing “a landmark bridge that is both inspired and inspiring and fully integrates the design and function of the structure with the urban design elements.” Working closely with project designers, UDAG will provide input and guidance on integrating the new facilities with the surrounding community. This work includes identifying significant iconography (for example, symbols and patterns) that will reflect the history of the area, the Native American communities, early pioneers, or other significant themes. These images will be incorporated into an art master plan. Additional discussion of bridge designs can be found in Chapter 2 of the FEIS and in the Visual and Aesthetics Technical Report supporting the FEIS.

#### **G-004-025**

The CRC project is being designed to meet the commitments from its sponsoring agencies to sustainability. Chapter 3 of the FEIS comprehensively evaluates how this project will affect the many elements of our environment. This evaluation found many benefits from this project, including a shift in future travel patterns toward reduced

vehicle usage and greater transit ridership. Regarding construction, many decisions regarding construction materials and practices will depend on decisions regarding design, contracting, material availability and pricing, and other factors that cannot be finalized at this phase of project planning. However, Chapter 3 of the FEIS discusses sustainable construction practices and techniques that could be employed by the project to avoid, minimize, or mitigate for the project's adverse impacts. These and other options will be considered as the project moves forward into final design and construction.

**G-004-026**

Planning for safety and security on and around light rail is a high priority. The light rail system will be designed to promote safe interactions between light rail trains, cars, bicycles and pedestrians. Through a cooperative team effort and the systematic application of safety and security principles, the project will be designed and constructed to run safely, securely, dependably, and efficiently. A Safety and Security Management Plan (SSMP) was created, in part, to address public concerns about safety, and is a requirement for funding from the Federal Transit Administration.

Safety measures that will be designed into the project as appropriate include 1) physical barriers such as medians, fencing, landscaping or chain and bollard to help channel automobiles, pedestrians and bicyclists; 2) signage, tactile pavers, audio warnings, and pavement markings at the track crossing to alert individuals they are approaching tracks; 3) active treatments such as flashing lights, bells, illuminated and audible warning devices in traffic signals; 4) Creating inviting, well-lighted platforms and station areas; 5) maintaining clear sight lines for the oncoming train and 6) implementing a public safety education campaign before the start of service.

According to the United States Bureau of Transportation Statistics, public

transportation represents less than 1 percent of the national average of all street and highway fatalities. Light rail is one of the safest forms of public transportation. As described on page 3-56 of the DEIS, collisions on TriMet's light rail system have decreased over the years. For more information on how the CRC project is accounting for safety in the design of light rail, please see Chapter 3 (Section 3.1) of the FEIS.

**G-004-027**

As discussed in the DEIS, a replacement bridge over the Columbia River will include dramatically improved bicycle and pedestrian facilities by providing:

- A new 16 to 20 foot multi-use pathway over the Columbia River completely separated from vehicle traffic due to the design of the Stacked Transit Highway Bridge
- Protections from traffic noise, exhaust and debris for pedestrians and bicyclists on the river crossing
- More direct connections on each side of the river, consisting of stairs, ramps, and elevators, as well as pathway extensions that connect in with existing or planned facilities and public transit
- Many new or enhanced sidewalks, bike lanes, and crosswalks near the bridge and throughout the project area

Since the publication of the DEIS in May 2008, and the selection of the LPA in July 2008, the CRC project team has continued to work with the Pedestrian and Bicycle Advisory Committee and project partners to refine route and facility design. The updated design, as described in Chapter 2 (Section 2.2) of the FEIS, is the outcome of a long collaboration process.

**G-004-028**

The project staff is aware of recent and pending developments in new

automotive technologies. There are three classes of these vehicles that will be differently accommodated by the LPA. Fully electric, or alternative fuel vehicles that can attain the necessary approvals for use on the nation's roadways will travel in the multi-purpose lanes along side conventional autos. Small personal scooters, such as those for mobility impaired persons, will be allowed on the new pedestrian pathway, and will be protected from the rain, under the deck of the highway. The third class of vehicle will not be as well accommodated. This third class would include any vehicle that has not been approved for use on the highway, and is unsafe for use on a pedestrian pathway. A "golf cart" like vehicle is not allowed on any highway in either state, and are seldom permitted even on local roads. These types of vehicles cannot be used on the LPA.

#### **G-004-029**

Following the close of the 60-day DEIS public comment period in July 2008, the CRC project's six local sponsor agencies selected a replacement I-5 bridge with light rail to Clark College as the project's Locally Preferred Alternative (LPA). These sponsor agencies, which include the Portland City Council, Vancouver City Council, TriMet Board, C-TRAN Board, Metro Council, and RTC Board, considered the DEIS analysis, public comment, and a recommendation from the CRC Task Force when voting on the LPA.

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

The LPA is a balanced approach to the problems and provides the

modes which you suggest, integrated into a single project that reflects and supports regional goals and plans.

**G-004-030**

The CRC project has considered a variety of TSM/TDM measures to complement the infrastructure improvements. See Chapter 2 (Section 2.5) of the FEIS for a description of the TSM/TDM measures currently proposed as part of this project.

**G-004-031**

While there was no standard threshold or standardized methodology for estimating greenhouse gas emissions when the DEIS was being developed, the project team worked with federal and state agencies to develop an appropriate analysis methodology that would allow disclosure of impacts and a comparison of alternatives. The DEIS, Chapter 3, Section 3.19.8, summarized the results of GHG emissions and climate change analysis conducted for the DEIS alternatives. Further detail was included in the Energy Technical Report that was released along with the DEIS. Following the public comment period on the DEIS, the CRC project team was requested by the Metro Council and Portland City Council to secure independent review of the GHG evaluation conducted for the DEIS. The “Columbia River Crossing Greenhouse Gas Emission Analysis Expert Review Panel Report” (January 8, 2009) describes the activities and findings of the independent review panel. The panel concluded that the GHG evaluation methods and the findings in the DEIS were valid and reasonable. They also found that the findings were likely conservative, and that the LPA would likely reduce GHG emissions even more than estimated in the DEIS. The GHG and climate change analysis in Chapter 3 (Section 3.19) of the FEIS updates the analysis that was in DEIS, but the basic conclusion that the LPA would have lower emissions than No-Build, remains unchanged.

Based on the modeling and analysis, the CRC LPA is expected to

significantly increase transit ridership and reduce the number of vehicles crossing the river. This shift toward transit, reduction in auto crossing, reduced congestion, removal of bridge lifts, and lower accident rates, are all factors that contribute to lower CO2 emissions with the project than without it. These factors will also make it easier for the region to meet goals for reducing GHG emissions.

The CRC project has made presentations to and sought input from the Oregon Global Warming Commission and Washington Climate Action Team.

**G-004-032**

Please refer to Chapter 4 of the FEIS for a description of the current plans for funding construction and operation of the LPA. This discussion provides an updated assessment of likely funding sources for this project, though it is not common practice to receive funding commitments prior to completion of the alternative selection process. As described in the FEIS, project funding is expected to come from a variety of local, state, and federal sources, with federal funding and tolls providing substantial revenue for the construction. As Oregon and Washington businesses and residents will benefit from the project's multi-modal improvements, both states have been identified as contributors to the project. As jurisdictions on both sides of the river seek to encourage non-auto travel, tolls are not anticipated for bikes, pedestrians, and transit users. Lastly, CRC assumes funds allocated to other projects and purposes would remain dedicated to those projects and purposes.

**G-004-033**

Following the close of the 60-day DEIS comment period and the selection of an LPA, a 10-member governor-appointed panel was formed to advise the Oregon and Washington DOT on project development for the CRC project. The Project Sponsors Council (PSC) was charged with

advising the project on completion of the FEIS, project design, project timeline, sustainable construction methods, consistency with greenhouse gas emission reduction goals and the financial plan. The PSC made recommendations after considering technical information, receiving input from relevant advisory groups and reviewing public comments. See Chapter 2 (Section 2.7) of the FEIS for details on the PSC's recommendations.

In addition to the PSC and numerous other advisory bodies, there have been independent reviews completed or initiated for different project issues and elements. The travel demand modeling and greenhouse gas analyses have been studied by independent expert review panels. The City of Portland hired URS to conduct an independent review of some major project design components. And, lastly, Governor Gregoire initiated an independent review of the project and selected a team of national experts to assist, including those with expertise in financing and project delivery.

**G-004-034**

The DEIS and FEIS analyses of impacts to air quality, noise, electromagnetic fields, and other factors that can affect human health, are based on comparing the project's impacts to specific standards that have been established to protect public health. Ensuring the project will meet or better these standards is used as a method to determine whether the project will have an adverse effect on human health. The criteria used in the DEIS and the FEIS are based on government regulatory standards where they have been established (such as for criteria air pollutants). Where regulatory standards do not exist, then the criteria are based on government agency guidelines or thresholds established by public health and safety professionals.

Modeling conducted for the DEIS and FEIS indicate that air emissions from I-5 traffic will be significantly lower by 2030 than they are today, and



will be well below established regulatory standards designed to protect human health (see Section 3.10 of the DEIS and Section 3.10 of the FEIS). Noise impacts from I-5 traffic, with the mitigation proposed for the CRC project, will also be substantially lower than today. Noise from the light rail can be mitigated below FTA's noise impact criteria as well (see Section 3.11 of the DEIS and Section 3.11 of the FEIS).

The DEIS did not explicitly evaluate potential effects on physical activity or obesity. However, the DEIS and FEIS both discuss how the project could affect the surrounding urban form that would increase opportunities for physical activity, including: improved bicycle and pedestrian facilities crossing the river; improved connections between existing and new bike and pedestrian paths and across I-5; the LRT extension and transit stations that support increased pedestrian-oriented development; improved sidewalks in Vancouver; and new pedestrian and bicycle connections crossing I-5. The project would also reduce daily hours of congestion on I-5 compared to the No-Build and provide greatly improved transit service, both of which decrease the amount of time travelers spend in cars, thus further promoting physical activity.

**G-004-035**

Thank you for taking the time to submit your comments on the I-5 CRC DEIS.

**G-004-036**

Thank you for taking the time to submit your comments on the I-5 CRC DEIS.

**G-004-037**

Thank you for taking the time to submit your comments on the I-5 CRC DEIS.

**G-004-038**

Thank you for taking the time to submit your comments on the I-5 CRC DEIS.