

P-0936-001

Resolution to the current challenge of not meeting National Environmental Policy Act requirements and Historical Resources 4 (f) requirements.

The States of Oregon and Washington Transportation Departments invited the public to participate in a new transportation study of ideas and alternatives concerning I-5 Freeway congestion which poses challenges to our region's economy, safety, and to the environment.

The Bi-State Industrial Corridor (BIC or RC-14) was accepted into the Columbia River Crossing Project during the Environmental Impact Study. The Bi-State Industrial Corridor creates a new corridor inside the current I-5 Corridor at the very center of trade and transportation in our area. The Alignment of the Bi-State Industrial Corridor is recommended in the Regional Transportation Plan, in several transportation studies including the I-5 Transportation and Trade Partnership in 2002, and in the SW Regional Transportation Council's 2007 Regional Vision Corridor Study. The alignment of the Bi-State Industrial Corridor provides direct access to several of our major freight arterials including: Marine Dr., Columbia Corridor, Lombard St., HWY.30, Jantzen Beach Dr., Mill Plain Extension and the I-5 Freeway. The BIC (RC-14) connects existing arterial and major freight routes to each other and to I-5—removing surface freight, commercial, and commuter vehicles off of neighborhood streets adjacent to I-5 and industrial areas.

The majority of the land is vacant, publicly owned, and may provide additional capacity to residential, retail, industrial, heavy rail and local access between Vancouver and Portland.

- The National Environmental Policy Act requires a thorough study for Federal funding.
- Oregon Context Sensitive Solution requires equal evaluation.
- Joint Accord required following States' requirements.

I have sent in data from CRC stating that the Bi-State Industrial Corridor was removed from the study and the majority of the requirements for a thorough NEPA evaluation were not performed --and therefore NEPA requirements for funding were not met. Federal requirement Historical Structure 4(f) for funding and avoidance have not been followed.

The Bi-State Industrial Corridor was accepted to the NEPA process which requirements clearly state the alternative has a right to finish the race once it has been accepted into the process. It has a right to win, place or show ! A thorough study has a specific list of criteria to which the alternatives are to be evaluated; there is no guess work involved..... But it was not thoroughly evaluated according to NEPA criteria. Whether you agree with the project or not is not the issue. It qualified and was accepted on it's own merits and that is enough.

There is no excuse to accept less than the requirements under NEPA. There is no reason to not have a range of alternatives with comparable data, as is also required.

I would like to meet as soon as possible with Columbia River Staff so that information can be developed for a thorough study on the Bi-State Industrial. I am available to start immediately so the process can move forward to a Locally Preferred Alternative, one which will have met the NEPA requirements for federal funding and Historic Resource 4(f) requirements

Thank you,
Sharon Nasset

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JUL 01 2008

Columbia River Crossing

P-0936-001

The evaluation of the five alternatives in the DEIS was preceded by an evaluation and screening of a wide array of possible solutions to the CRC project's Purpose and Need statement. Chapter 2 of the DEIS (Section 2.7) explains how the project's Sponsoring Agencies solicited the public, stakeholders, other agencies, and tribes for ideas on how to meet the Purpose and Need. This effort produced a long list of potential solutions, such as a possible third transportation corridor across the Columbia River, alternative transit modes, and techniques for operating the existing highway system more efficiently. After identifying this wide array of options, the project evaluated whether and how they met the project's Purpose and Need, and found that alternatives that do not include improvements to the existing I-5 facility generally do not address the seismic vulnerability of the existing I-5 bridges, traffic congestion on I-5, or the existing safety problems caused by sub-standard design of I-5. Traffic modeling showed that even significant investment in improving transit options in the corridor or building a third corridor was not enough to alleviate future traffic demand and existing safety hazards on I-5. It is important to note that transit and river crossing components were not eliminated simply because they could not accommodate future vehicular trips. For example, both light rail and tolling help to decrease vehicular demand. See Chapter 2 (Section 2.5) of the DEIS for more discussion on the screening process used to develop project alternatives.

Regarding 4(f) resources, as indicated in Chapter 3 (Section 3.8) of the DEIS, the 1917 (northbound) I-5 bridge structure is listed on the NRHP. The 1958 (southbound) bridge, as a bridge on the National Interstate System, was determined not to be significant at a national level and is not considered eligible for the NRHP. However, the two bridges together are an important element of the historic fabric both for the region and for downtown Vancouver.

Because the 1917 bridge is listed on the NRHP, it is afforded special

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Funding expenses that can be avoided:

Values of highly urbanized Jantzen Beach properties do not include, relocation, moving inventory, staff, retraining, finding a new location or removal of property and hazardous asbestos, flaggers, added congestion and associated expenses. By contrast, the land west of the BNSF rail line is bare, vacant and publicly owned. Here a few of the properties next to the I-5 freeway:

\$7,666,750	909 N Hayden Dr.	Hotel
\$1,570,000		Taco Bell
\$1,808,720		Burger King
\$1,172,270		Chevron Station
\$1,182,570		Safeway
\$2,300,000		Hooters
\$4,715,230		(three properties Club house 2 small retail)
\$1,436,020		Zupan's
\$1,340,210		Car Wash
\$5,126,450	12226 N Jantzen	
\$1,339,006	12240 N Jantzen	

In the Bi-State Industrial Corridor the cost for land on Jantzen Beach is ZERO! Or very close!

This above list does not include; a strip mall west of freeway, Newport Bay, Denny's, McDonalds, Standfords, a Pizza place, a westside hotel, 30 residences, or street right of ways. The removal of the CRC Bridge will cost at least 100-150 million dollars plus congestion. This added expense of acquiring private property is avoided on Jantzen Beach because the majority of the Bi-State Industrial Corridor is vacant and publicly owned land. Thus saving millions in purchase price of land.

Vancouver with a viaduct over Mill Plain will have fewer negative impacts than the Replacement Bridge. The viaduct connection from I-5 to Port of Vancouver will remove freight, commerce, and commuters from neighborhood streets. Mill Plain is near capacity now and has spilled over to 4th Plain, 39th and 78th— the new viaduct would remove traffic from the streets, provide for future growth of the Port. Removing freight traffic off of Mill Plain will reconnect the residential neighborhoods with downtown Vancouver. These costs need to be clearly identified in the NEPA.

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

The Supplemental River Crossing, which maintained the existing bridges with seismic retrofits and was analyzed as a component of two of the five alternatives studied, was determined feasible, but not prudent. It would not satisfactorily meet the project need. In addition, the alterations necessary to make the existing bridges safe, reliable, and fully multi-modal, as described in Chapter 4 of the DEIS and FEIS, would undermine the historic integrity of the bridges. It has therefore been decided by all of the Sponsoring Agencies to remove and replace the existing bridges.

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

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As noted above, the Bi-State Industrial Corridor project does not meet the Columbia River Crossing's purpose and need. Regarding property acquisition, since the publication of the DEIS in May of 2008, and the selection of the LPA by local sponsor agencies 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 land purchases will be unavoidable.

Potential property acquisitions that will be required to construct the LPA are described and summarized in Chapter 3 (Section 3.3) of the FEIS and listed by property in Appendix E. The process by which acquisitions

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Columbia River Crossing

P-0936-003

To
Columbia River Crossing
DEIS
Citizen Comment.

From Sharon Nassit
503-283-9585 Res.

To CRC
360-737-0294

will occur is described in the Real Property Acquisition and Relocation Plan and summarized in Chapter 3 (Section 3.3).

P-0936-003

This comment indicates that an email was sent to or from the Port of Vancouver regarding high capacity transit and back-up in downtown Vancouver and also indicating data problems. We are unaware of that particular e-mail message. However, the DEIS, Section 3.1 discusses traffic impacts associated with the high capacity transit options, and the FEIS, Section 3.1 provides further analysis of traffic impacts, including in downtown Vancouver, likely to result from the proposed extension of light rail transit through Vancouver to Clark College.

You also indicated that a friend published via email a packet of information that may have been provided to then Commissioner Sam Adam's office in August 2007 about 9 months before the CRC DEIS was issued. To our knowledge we did not receive a copy of that information, and you have not indicated the content or relevance of that information to the CRC DEIS. We hope that the content was represented in the many other comments that you submitted on the DEIS. If your concerns are not addressed among the other comments and responses please feel free to contact CRC staff.

FARRELL&ASSOCIATES FAX:5032839687 JUL 1 2008 20:43 P.01

P-0936-003

The EMAIL on
 Port of Vancouver
 info HCT causing
 issue + Back in Down
 Vancouver - + Data
 issues

② Accounting of meeting At Com.
 Jim Adams office with Senior CRC
 Staff: ODOT / WA DOT, PDOT, Tom Mackey,
 + Sam + Roland - I turned in a
 242 pg. CRC has to save sending
 A Gam Please Just You have it All roads
 in Citizen Input 08/2007

FARRRELL&ASSOCIATES Fax: 5032828987 Jul 1 2008 20:43 P.02

P-0936-003

The Booklet

"Answers for Sam"

WAS sent out before

Final Editing" published

through email, prior to my
knowledge by a friend."

Good luck wading
through it -
Sharon

P-0936-004

Port of Vancouver Freight Corridor Travel Time Study Concerning Increased Congestion and Delay Because of CRC High Capacity Transit

1. High Capacity Transit is not a required on the Columbia River Crossing project. The New Start can be Light Rail, Bus Rapid Transit, commuter rail, buses in an HOV lane, and other forms of transit new or addition to existing. Federal Highway Transit dollar can be spent on upgrading and new bus service.
2. Has the Port of Vancouver designated Freight Corridors on Fourth Plain, 39th and 78th all neighborhood streets...? Creating 4 surface level freight corridors on neighborhood streets?
3. This report does not include single trips and other data. Mill Plain goes up by 40% yet does not include commerce or commuter traffic.
4. Further data analysis may demonstrate addition impacts to freight movement. Old data was used when the NEPA process requires CRC to provide new data and numbers.
5. The projects are only eastbound not westbound movement. The CRC needs to have both data for the NEPA process.
6. Eastbound is the Port to I-5. The Westbound would be citizens trying to access up town, downtown, city, and county buildings. Would westbound back up onto I-5?
7. The delay during construction was not quantified in this report. The NEPA Process requires benefits and impact during and after construction.
8. 2023 is eastbound only.
9. 2023 third bullet point Signal priority signal was not part of this study. Light rail and possible Bus Rapid Transit will have signal priority. This study needs to state the impact of signal priority. This is part of the information CRC should have for the NEPA requirements.
10. Does this include the different Gateway Projects...? 1 or more?
11. Will the Gateway projects complete the build out of the Ports?
12. The amount of freight, commerce, commuter and local traffic needs to be a part of this study as well as the actual volume numbers not just the percentages.
13. This is just the summary hand out the complete report has other issues and assumptions that need to be look at to give a true analysis of what impact will occur to downtown business, residences, commuter, commerce and companies that depend on movement of freight.

P-0936-004

The project staff and leadership are confident that the LPA provides significant improvements to both freight mobility and transit.

P-0936-004



Port of Vancouver Freight Corridor Travel Time Study

The Columbia River Crossing Project (CRC) will be required to include High Capacity Transit. Transit mode and alignment options are being considered as part of the Draft Environmental Impact Statement. This report summarizes the findings of an analysis conducted by DKS Associates on the impact of transit associated with the CRC, on the Port of Vancouver's freight corridors. ②

The study included milestone years 2013 and 2023, correlating with projected traffic increases from the port and Vancouver area. The study looked at potential impacts to travel time and capacity of Mill Plain, Fourth Plain, 39th Street and 78th Street. ②

Key Findings

Since nearly 95% of the port's truck traffic utilizes Mill Plain and Fourth Plain, this summary focuses on these two main corridors (39th and 78th streets were also considered, but carry substantially less of the port's truck traffic). Findings are average peak travel time, and do not include single trip, and other data. Further data analysis may demonstrate additional impacts to freight movement. ③ and on Back

2013

Projected Travel Time Delays:

The figures below are for eastbound movements. ④ and ⑤

- **Mill Plain/15th Ave.** – Average travel time increases by 2 minutes between the port and I-5, nearly reaching capacity at or near the I-5 interchange. ⑤
- **Fourth Plain** – 1 minute average travel time increase between the port and I-5. ⑥
- **High Capacity Transit** – It is assumed that construction will begin on HCT, but will not be functioning at this time. There will be delay caused by construction, but this could not be quantified in this study. ⑦

2023

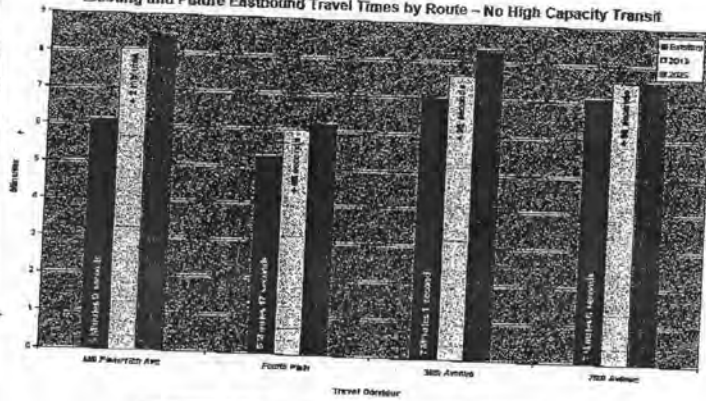
Projected Travel Time Delays:

The figures below are for eastbound movements: ⑧

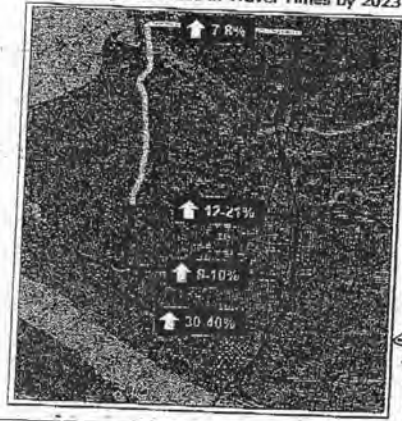
- **Mill Plain/15th Ave.** – Average travel time increases 2.5 minutes between the port and I-5, surpassing capacity at the I-5 Interchange.
- **Fourth Plain** – 1 minute increase in average travel time between the port and I-5.
- **High Capacity Transit** – HCT could take "green time" due to signal preference. Signal priority could disrupt eastbound and westbound movements on Mill Plain Boulevard and 15th Avenue. ⑨

P-0936-004

Figure 4
Existing and Future Eastbound Travel Times by Route - No High Capacity Transit



Percentage Increase in Travel Times by 2023



③ will 40%
← does not include commuters
commerce or
signal priority

Table 2
Effect on Potential Delay of High Capacity Transit on Washington Street
at MMI Plain Boulevard/15th Avenue

Type of HCT	2013 Additional Travel Time		2025 Additional Travel Time	
	Eastbound	Westbound	Eastbound	Westbound
Bus Rapid Transit	9 seconds	5 seconds	9 seconds	15 seconds
Light Rail Transit	5 seconds	3 seconds	5 seconds	10 seconds

SOURCE: DKS Associates

P-0936-004



Port of Vancouver Freight Corridor Travel Time Study

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- **High Capacity Transit** – HCT could take "green time" due to signal preference. Signal priority could disrupt eastbound and westbound movements on Mill Plain Boulevard and 15th Avenue.

October 24, 2006

Dear CRC Members:

I am writing you today asking please for your support. First, let me thank you for all of your hard work and for the fact that you are of the few who offer help and support to our community, your community. The need for wise leadership in hard economic times and times of prosperity is important. So thank you, for your service.

I am asking for fairness. It would benefit all parties. I am not asking for special treatment but justice. My goal is to come through this experience as part of the solution rather than part of the problem.

This goal is met I believe by stating facts, acknowledging patterns, and offering ideas and solutions that would benefit all parties. I have no desire to slow or tarnish the process only to provide transparency. Being evenhanded and objective benefits all parties. For the people involved with this project, clear judgment, accountability, and responsibility are a must.

The current transportation congestion in our region is significant. Locally it directly affects our economy and quality of life. Because our trade and transportation is damaged, it affects our nation's economy as well. It is imperative we solve this problem now.

With important challenges come a variety of solutions. Challenges can divide people into believing so strongly in their own solution that they are no longer objective. To this end, officials have had to instill laws to create fairness and honesty. Environmental Impact Studies, Open Meeting rules and Content Sensitive Solutions are just to name a few. For the last year CRC staff has been informed verbally and in writing that Columbia River Crossing project options data is inaccurate, misleading, missing information and that there were open meeting violations. Having been unsuccessful in being part of fair and honest process, it has become imperative that further action be taken. First inform the task force members directly. Port Commissioner Arch Miller pointed out that since the Governors' office appoints the task force and staff, and complaints regarding conflicting data should be directed there if corrections can not be made at the CRC level.

After reviewing the conflicting data in staff screening hopefully the CRC Task Force Members will insist that the Bi-State industrial Corridor is studied fully and with an open mind.

Thank you,

Sharon Nasset

FARRELL ASSOCIATES FAX: 503 282 8686 JUL 1 2008 20:44 P. 08

P-0936-005

Many different options for addressing the project's Purpose and Need were evaluated in a screening process prior to the development and evaluation of the alternatives in the DEIS. Options eliminated through the screening process included a new corridor crossing over the Columbia River (in addition to I-5 and I-205), an arterial crossing between Hayden Island and downtown Vancouver, a tunnel under the Columbia River, and various modes of transit other than light rail and bus rapid transit. Section 2.5 of the DEIS explains why a third corridor, arterial crossing of the Columbia River, and several transit modes evaluated in screening were dropped from further consideration because they did not meet the Purpose and Need. For a general description of the screening process see Chapter 2 (Section 2.7) of the FEIS. It should be noted that every proposal received from the public was considered, and many of the proposals that were dropped from further consideration included elements that helped shape the alternatives in the DEIS.

P-0936-006

As discussed in Chapter 3 (Section 3.4) of the DEIS and FEIS, the introduction of light rail into Vancouver will support development and redevelopment around transit stations. This aids in the achievement of local and regional land use goals to concentrate growth along transit corridors, and potentially greater economic investment around station areas. The project will also reduce congestion and improve access, safety, and travel time reliability, which could result in improvements to economic development conditions for businesses in Portland and Vancouver. This is especially important for the movement of goods and services. These improvements would increase the efficiency of truck-hauled freight in the region and improve access for commuters and others traveling between Portland and Vancouver.

P-0936-007

Downloads

P-0936-008

1. Metro Councilor Robert Liberty letter on CRC
2. First letter addressed to CRC Task Force members. A list of missing, misleading, and conflicting data. Sent in July 2005 no response was sent in return.

P-0936-009

3. Second letter Councilor Burkholder recommended I send another letter to the Task Force members and copy interested parties to prompt a response. The second letter was sent in April 2006.
4. Don Wagner, administrator of Southwest Region WADOT, as reported in the official minutes of the October 20 & 21, 2004 page 17. www.wsdot.wa.gov/commission/agendasminutes/minutes2004/oct20.pdf "Both of the bridges are structurally sufficient and meet all of the requirements." "The best that can be done on the I-5 Corridor is to remove the bottlenecks. In order to allow for traffic free flow it would require that additional lanes be added. There is physically no room for additional lanes in the corridor." The 2002 report on the Columbia River Crossing and its web address is still missing from the web site.

P-0936-010

P-0936-011

5. Commissioner Sam Adams asked me to put together my concerns on the CRC process and data. I made a booklet approximately 235 pages. The unedited version was sent out to a few friends for editing. Paul Edgar receiving the booklet's website address sent it out to citizen interested transportation, unedited. It was sent to the CRC and others September 20, 2006. If you did not receive the address, it was sent into for the record. www.PortlanDocs.com/Transportation/NassetBookForSam-05.pdf

P-0936-012

6. Information that the CRC did a 24-hour traffic study of the I-5 Corridor from Pioneer St. in Vancouver WA. to the Marquam Bridge in Portland OR. The study from October 2005 shows congestion to currently be at 2020 levels of congestion and possibly higher. The study has not been released yet although it is completed and is CRC held data. Presentation given to RTC.

P-0936-013

7. Step A screening report and statement that are missing, misleading and conflicting data in the A screening report.

P-0936-007

The intent of the comment "downloads" is unclear.

P-0936-008

Although it is unclear which specific communication from Councilor Liberty you are referencing, we did receive a letter from him during the 60-day Draft EIS comment period. Please see comment L-015 for our responses to his comments.

P-0936-009

The I-5 bridges, like many older bridges in the region and nation, are not seismically sound and were never designed to survive a significant earthquake. In 1995, ODOT commissioned a study to look specifically at the lift spans of the I-5 bridges, which are considered the most vulnerable sections of the bridges. Vulnerabilities were found in the bearings, piles, piers, and lift span tower truss members. Both the northbound and southbound bridges have been identified as functionally obsolete bridges. This classification means they no longer meet the geometric and/or load capacity criteria of the Interstate system. The fact that there are other bridges in the region that are seismically unsound does not diminish the importance of protecting the I-5 crossing from failure in the event of a significant earthquake.

P-0936-010

Thank you for your comment.

P-0936-011

Website could not be found. Much of the information shared with Sam Adams is likely responded to in the responses to your multiple submittals on this DEIS.

Questions Brought Forth by the Community

P-0936-014 Transportation Commissioners for the states of Oregon and Washington traveled to Portland for a special meeting on July 20, 2005, with members of the Columbia River Crossing Task Force.

As a Task Force member, are you aware that this meeting took place in a room packed with transportation industry representatives?

- Were you given the time, date, and place and the importance of this meeting?
- Has the Task Force been notified of this error in not being invited to this special meeting?
- Has a notice been sent to Transportation Commissioners of lack of notification to the Task Force members?
- Why hasn't a summary of the July 20th meeting been presented?
- Why hasn't this error been acknowledged?
- How will notification of future meetings be sent to Task Force Members and citizens at large?
- Who will send the notice?
- Will there be notification of all future meetings concerning Columbia River crossings?
- Has a new meeting been scheduled with the Transportation Commissioners?
- How were the transportation industry representatives notified of the meeting?
- Why did transportation representatives get priority notification of the meeting?

For Future Transparency

P-0936-015 How many separate groups in Oregon and Washington are studying the Columbia River crossing?

- Who is participating in these groups?
- How often do these meetings occur?
- How are citizens notified of these meetings?
- Where are notes of these meetings posted?
- Can we expect a monthly update on these meetings?
- In the future, will a calendar of all meetings that involve the Columbia River Crossing be distributed monthly?

Thank You.

P-0936-012

The project staff do not consider any of the traffic studies to have revealed conflicting data. We are willing to share the traffic counts and projections from any and every one of our studies.

P-0936-013

After many years of study, the project has completed numerous studies and many reports. Some of the information is these has evolved and changed, which may appear to represent contradictions. Also, this project is quite complex and it is challenging to always communicate with perfect clarity. The project team has endeavored to make clear any ambiguities and has been available for many, lengthy conversations both at open houses and at special meetings.

P-0936-014

Notification and summary of the July 20, 2005 meeting of the Joint Oregon and Washington State Transportation Commissions is the responsibility of these groups. The Columbia River Crossing project has a goal of posting all public meetings to the project's web calendar that are hosted by the project or where a staff person has been scheduled to speak. At this time, the project cannot verify which Task Force members were or were not aware of this meeting that occurred in 2005.

P-0936-015

The Columbia River Crossing project regularly posts the schedules of each advisory group on the CRC Web site, where meeting summaries and committee membership can also be found. Please see <http://www.columbiarivercrossing.org/ProjectPartners/Default.aspx> for or specific details.