The core tenant of No More Freeways advocacy is that in a time of rampant climate change with rising Greenhouse Gas Emissions from transportation, investments in additional freeway lane capacity are counterproductive and divert resources that could fund transportation projects that reduce GHG, improve safety and reduce the cost of mobility in our region.

While we are fans of pricing roadways as a tool to advance equity and sustainability, pricing that will be used primarily to increase auto capacity fails our basic test.

Accordingly, I'd like to register No More Freeways' formal opposition to the following items on your January 20th JPACT agenda:

- Resolution 21-5215 amending FY 2021-22 Unified Planning Work Program (UPWP) to amend funding and add detail to existing I-5 Boone Bridge Planning Project
- Resolution 21-5216 amending FY 2021-22 Unified Planning Work Program (UPWP) to add Regional Mobility Pricing Project

I am also attaching comments that No More Freeways has previously submitted to ODOT regarding the RMPP.

Date: September 29, 2021

To: Oregon Toll Program (ODOT)

CC: Oregon Governor Kate Brown
Portland Commissioner Jo Ann Hardesty
Multnomah County Commissioner Jessica Vega Pederson
Metro Council President Lynn Peterson
Oregon Legislature - Joint Committee on Transportation

From: Aaron Brown, No More Freeways
Chris Smith, No More Freeways
Joe Cortright, No More Freeways
Mary Peveto, Neighbors for Clean Air
Paxton Rothwell, Sunrise PDX

Subject: **Comments on Regional Mobility Pricing Project draft Purpose and Need**

No More Freeways PDX and our partner organizations appreciate the opportunity to comment on the Draft Purpose and Need Statement for the Regional Mobility Pricing Project. We are fans of pricing as a tool to improve the equity, sustainability and functioning of our regional transportation system.

Having said that, we have to express our extreme disappointment with ODOT's approach to pricing as expressed in this Purpose and Need Statement and in other projects.

The purpose of a pricing system needs to be the management of congestion and the reduction of Vehicle Miles Travelled (VMT) and the associated impacts of over-reliance on single-occupancy automobile trips - NOT the expansion of freeway facilities.

Here are our detailed concerns:

- No More Freeways' core philosophy is that just as the use of horses for urban transportation reached a point more than a century ago where it simply could not scale, leaving cities awash in a flood or horse manure, we now have reached the point where the single-occupancy vehicle, and freeways especially, cannot scale to meet the needs of urban transportation. Our society cannot tolerate the greenhouse gas emissions, air toxics and particulates, horrendous safety impacts and long-standing inequities arising

from considering the SOV as the core of our transportation system. In addition we are simply running out of space to store and move vehicles that consume so much space to hold in most cases a single occupant.

As such, ODOT's efforts to continue expanding the freeway system in the Portland metro area are anathema to our vision of an equitable and effective transportation system. In particular we object to the "build it, then price it" approach to the projects underway for RMPP, IBR and I-205 pricing.

In all cases pricing should be considered as an **alternative** to freeway expansion, rather than being applied after construction of new facilities.

- The document is devoid of any mention of induced demand. The regional approach of inducing demand via new capacity, then seeking to manage that demand via pricing is counterproductive and will waste resources that could be better spent addressing climate, equity and the critical safety needs of ODOT's orphan highways in the region.

  How revenues are spent is a critical factor in whether any pricing system is equitable. Revenue from congestion pricing should be focused on giving disadvantaged communities alternatives to buying and maintaining an expensive vehicle to be able to access our transportation system. Solutions that expand transit, biking and walking options are critical to both the equity and sustainability of our transportation system. Dollars spent on expanding freeway capacity have negative returns to the community.

  You cannot serve two masters. Attempting to set a toll rate that funds freeway expansion projects **and** provides funding to multi-modal alternatives will result in increasing the cost of the transportation system while significantly reducing the expansion of much needed alternative options.

- The document fundamentally mis-identifies the sources of emissions from our road network. The approach in the document suggests, as made clear by one subheading that "Our transportation system must reduce greenhouse gas emissions by managing congestion."

  Let's be clear. While traffic congestion may result in concentrating emissions in some areas, the source of greenhouse gases and other emissions is **traffic,** not traffic congestion. A larger amount of free flowing traffic produces more emissions than a lesser amount of congested traffic[1]. The misdirection in this document is a criminal deception on this point.

[1] Alexander Y. Bigazzi, Miguel A. Figliozzi (2012). Congestion and emissions mitigation: A comparison of capacity, demand, and vehicle based strategies, Transportation Research Part D: Transport and Environment, Volume 17, Issue 7, Pages 538-547. https://pdxscholar.library.pdx.edu/cgi/viewcontent.cgi?article=1130&context=open_access_etds

The core metric that drives so many of the negative system impacts is Vehicle Miles Traveled (VMT). VMT drives all flavors of emissions and is also critical for safety. Crashes, injuries and deaths are proportionate to VMT. While because of its limited access nature, freeway miles are generally safer, there are no freeway-only trips. Freeway trips start and end on the local street network, where traffic deaths are now at record levels.

VMT reduction is a footnote in this document. It must become a major theme.

Transportation contributes 40% of the greenhouse gas emissions in our region, and these emissions are increasing. We must reduce VMT to curb these emissions. Electrification of the fleet will not happen quickly enough to meet national and international climate goals, and does nothing to reduce the impacts of congestion and particulate pollution from tire and brake wear.

- This proposal is freeway-centric and does not look at the whole transportation system. Both Metro[2] and the City of Portland[3] have congestion pricing studies in progress, and this project references neither. In particular, the Metro study analyzes four approaches to pricing analyzed against Regional Transportation Plan goals and suggests that the segment tolling approach that ODOT is pursuing may not be the optimal approach. ODOT is blinded by its desire to fund the expansion of freeways and needs to be a much better regional partner.

[2] Metro Regional Congestion Pricing Study, Final Report July 2021
https://oregonmetro.legistar.com/View.ashx?M=F&ID=9783574&GUID=BAC80BE1-9549-4721-806D-F1194FA9B605
[3] City of Portland Pricing Options for Equitable Mobility (POEM)
https://www.portland.gov/transportation/planning/pricing-options-equitable-mobility-poem

Good Day JPACT Members and Guests,

I am looking for your opinion on different way to fund additional bridges across the Columbia River without tolls. I am suggesting these different combinations to fund the transportation projects I believe we need to support our regional bi-State ports and industrial area for a stronger economy. Our ports are not working at capacity and need freeway infrastructure to and from the I-5 freeway and heavy rail that can support full port actives. The congestion that drains our economy, energy, and environment can be dealt with in a responsible ways.

I am sending information on "back of the envelope costs" using the Federal Highway Administration guideline high-end construction costs of bridge lanes $85-$100-million dollars a mile including access ramps. The entire project package is about $15-billion dollars asking the FHWA to pay 70% . The local funding consisting of the value of the land, grants associated with location ports and industrial areas, bonds repaid by infrastructure impact fees, and maybe a gas tax.

I am seeking for answers to these questions, concerning funding choices and your thoughts please

(a) Bonds to fund the construction with repayment solely by the impact fee in these areas amortized over 30 years

1. Areas that receive direct and indirect infrastructure and its benefits have an impact fee assessed on the areas of Rivergate, Swan Island, Delta East/ West industrial park and Port of Portland Properties.
2. Direct freeway infrastructure into and around our ports and industrial areas will stabilize, attracted businesses, and relieve congestion
3. Swan Island moratorium on growth can be removed with a new north/south freeway access to the island.
4. The infrastructure is focused on ports and industrial areas in our region: In the both States the ports are closely align across the Columbia River from each other. In the north the St. Helen's a deepwater Port in Oregon, and ports of Woodland and Ridgefield in Washington, Port of Portland and Port of Vancouver and on the eastside of the I-5 Trade and Transportation Corridor, the Port of Troutdale in Oregon and Camas and Washougal, Washington.

(b) Fuel taxes verse a toll to fund the construction of bridges across the Columbia River.

(c) What would a mix of infrastructure impact fees and fuel taxes look like and its effects on our economy.

There are several elected officials, businesses, and citizens that do not want tolls. I believe we can prove that we do not need or want tolls on the mainline of the I-5 freeway system.

Thank you, very much look forward to hearing your views

Peace,
Sharon Nasset
503.283.9585

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Funding for the Third Bridge Now
Across the Columbia River

Funding for Third Bridge Now Specific to Project Alignment

Federal Funding

Federal funding is typically 70% on bridge / transit projects
Third Bridge Now is a bi-state freeway connecting to the I-5 interstate freeway system in Vancouver at the northern and I-5, I-405 area at the southern end constructing a bi-pass of the I-5 bridges and I-5 freeway in North Portland. The alignment connects the majority of port(s) and industrial lands in both states on one continuous freeway corridor, removes surface level freight, cut through traffic from residential neighborhood streets.

These elements of project can increase federal funding

Providing freeway access to the I-5 freeway system from employment centers
Connect the majority of ports and industrial areas on one corridor
Removes Freight and Hazardous Material Route from several neighborhoods in both states
Clean air, drive less, and safer streets
Relieves congestion that affects the income in several states.
The Last Mile funding for freight
New green construction alternative opportunities
Complete multi-modal access to our ports, industrial areas, Vancouver and Portland town centers and residential areas

Location Land Availability

Third Bridge Now alignment uses mostly vacant publicly owned land, and land inside transportation and public Right Of Way for the majority of the project. The land's value can be used as part of our local matching funds for federal dollars. Construction can start almost immediately on the public land portions. Property impact in Vancouver vacating Mill Street Extension and approximately 10 properties for the 3 entrance and exits in the Port of Vancouver area. In Oregon on Hayden Island the land is vacant Port of Portland property, 3 properties adjacent to Marine Dr and North Portland Rd. and the land between Heron Lakes golf club and the sewage plant.

Municipal Bonds

Municipal Bonds would be sold to pay for the project and repaid with an infrastructure improvement area tax. Direct access to our ports and industrial areas will raise land values, attract business, keep business, and provide businesses and citizens alike with benefits from direct freeway access and congestion relief. Currently we lose $1.3 billion every year to congestion in Oregon, the majority within the Portland metro area.

Example is for discussion only:

a) Municipal Bond – open for anyone to purchase, amortized over 30 years. Bond repaid annually with funds from infrastructure improvement area tax. Bond repayment to start the year construction is finished. The infrastructure improvement tax has levels to addressed current, expanded and new business and business size, local and national owned.

b) Municipal Bond – open for anyone to purchase repaid with an infrastructure improvement tax on Rivergate District, Swan Island, Delta Park East/West Industrial area in Oregon. In Washington they might consider the infrastructure tax on the Port of Vancouver, Fruit Valley Rd. industrial areas, and the new waterfront residential and retail area. These areas receive new direct freeway access to the Third Bridge Now corridor and access to the I-5 freeway north and south.

Washington State

SW Washington has been paying state gas tax with a majority going to other regions in their state transportation system. Therefore the state may have a dollar amount considered for funding a project in SW Washington area. A gas tax can be countywide, region-wide, or statewide in Washington State. Three areas received direct freeway infrastructure improvements and may want to form a area tax.

A Second Alternative To Funding Additional Bridges Across The Columbia River Without Using Tolls

Fuel Tax Verses Tolls

20 gallons or units of fuel at ten cent each is $2, with an average of 5, fills in a month is a tax of $10.
1 gallon/unit of fuel providing 20-miles of travel for 10 cents.
The average miles driven by those that crossing the I-5 bridges is under 20-miles
A gas tax of 10 cents a gallon/unit for ten years raises $3-billion
A gas tax of 20 cents a gallon/unit for ten years raises $6-billion
A gas tax is 10 cents per crossing and is time limited
Tolling is to be $8 per crossing, never be removed no time limit

In Oregon one cent on a gallon of gallon of gas as a tax in $30-million annually. So ten cents a gallon is $300-million annually and in 10 years is $3-Billion. The gas / electric fuel tax can pay for our local matching funds without a toll. The toll is a loss of 40-45% off the top to the tolling company that does not enforce tolls, or contact toll evaders, however it does invades personal movement privacy, charges late fees, and moving violation for shortage in tolling accounts.

20 gallons or units of fuel at ten cent each is $2, with an average of 5 fills in a month is a tax of $10. The annual tax approximately $120-$150 for an average vehicle would be time limited. The tax can vary in amounts considering the location of some users their financial contributions to the I-5 freeway. The gas tax would be removed when the infrastructure bond was fully repaid.

Tolling is to be $8 a day each way, never be removed, and can be used on items other than infrastructure. A person crossing the bridge to work everyday would spend $8-$16 a day in tolls for a work month of 20 days equally $160 to$320 a month in tolls and thousands of dollars annually forever.

Financial Savings Construction Location

The majority of the Third Bridge Now alignment is vacant publicly owned land providing a large savings.
New infrastructure is less expensive than interfacing with existing infrastructure
No construction flaggers congestion on the I-5 freeway,
Very little interruption or removal of existing utilities, or infrastructure using vacant land
No additional construction congestion on the I-5 freeway or major streets
The ability to use staged assembly style construction for quicker environmentally friendly construction.
Construction off sight and barging into place of bridges to contain environmental issues, and protect salmon.
Limit on sight construction impacts, congestion, and cost with off sight fabrication
The alignment being mostly in industrial areas means construction can be 24 hr without residential disruption
New alignment infrastructure needs flags only at access area of existing infrastructure speeding up construction
Parts of the project can be opened when construction is completed

Project is Zip-code Friendly

Local companies, workers, and materials will be used in all phases of the project.

Timing Now

The Third Bridge Now alignment uses mostly vacant publicly owned land and land inside the Right Of Way for the majority of the project. The land's value can be used as part of our local matching funds for federal dollars. Construction can start almost immediately on the public land portions.
This new freeway corridor would be built to current seismic standards connecting our ports and industrial areas, Portland and Vancouver's downtown areas and provide new crossings of the Willamette and Columbia Rivers.

Local Lottery

Project specific lottery and scratch-off tickets to embellish the project i.e. pedestrian and rest areas, benches and wildlife viewing amenities along alignments.

Economic Transportation Alliance / Third Bridge Now Complete Package

Back of The Envelope Cost

Port to Port Bridge Locations

1. Columbia City, OR and Caples Rd. Woodland, WA
5. Camas Washougal, WA and Troutdale, OR

Environmental Impact Statement ♦ Engineering ♦ Bridge Construction ♦ Approach Ramps

A. Mid – level barge channel with bascule style bridge Or
B. High – span bridge with marine clearance

High capacity, at least 3-lanes in each direction vehicle, heavy rail, bike, and pedestrian friendly capacity

Projects 1 and 5	OR	WA	Federal 75%	Totals
Columbia City OR and Caples Rd. Woodland WA	$125 - Million	$125 – Million	$750-Million	$1 - Billion
Camas Washougal WA and Troutdale OR	$125 - Million	$125 – Million	$750-Million	$1 - Billion
Subtotals	$250 - Million	$250 – Million	$1- Billion $5 - Million	$2 - Billion

I-305 Freeway By-Pass

Environmental Impact Statement ♦ Engineering ♦ Construction ♦ Approach Ramps
Connecting to I-5 freeway in the northern Vancouver, southern Portland, and western HWY-30 Linnton
Connecting ports and industrial areas on one continuous corridor with connections to the I-5 freeway.
Two high-span bridges (Columbia and Willamette Rivers) * Viaduct * Tunnel * Freeway* Vehicle, heavy rail, and Pedestrian friendly

Project 2	OR	WA	Federal 75%	Totals
I-305 Third Bridge freeway By-pass	$2 - Billion		$5 – Billion	$7 - Billion
I-305 Third Bridge freeway By-pass		$600 – Million	$1- Billion and $400 - Million	$2 - Billion
Subtotal	$2 - Billion	$600 – Million	$6 – Billion and $400 - Millions	$9 - Billion

Upgrades to I-5 Freeway Inside Right Of Way

3. Realign I-84 and I-5 freeway entrance and interchange, realign and add deceleration lane to Morrison Bridge city center exit, and adding new exit to event center from the south off of the I-5 freeway, all inside current Right Of Way
4. Upgrades to I-5 freeway northern of I-405 freeway: Ramps refinements Rosa Parks to Lombard, full interchange Lombard, deceleration lane Columbia Blvd., and Hayden Meadows exits, bike, and pedestrian promenade upgrades to the historic Columbia River Crossing Bridges inside Right Of Way

Projects 3-4	OR	WA	Federal 85%	Totals
3. Realignments	$45 - Million		$255 - Million	$300 - Million
4. Upgrades and additions inside ROW	$60 - Million	$15 – Million	$425 - Million	$500 - Million
Subtotals	$120 - Million	$15 – Million	$645 - Million	$800 - Million

Funding Amount Divisions

Three bridges across Columbia River in three port locations, one in Portland/ Vancouver over the Columbia and Willamette Rivers, I-305 By-pass, Viaduct, Tunnel, Freeway, Vehicles, Bike, and Pedestrian Friendly, connecting our ports and industrial areas to major transportation infrastructure. While removing Hazards Material Truck Routes and overflow traffic from several neighborhood streets adjacent to the I-5 and I-84 freeways in Oregon and Washington

Projects	**OR**	**WA**	**Federal**	**Totals**
1. and 5.	$ 250 - Million	$250 – Million	$1 - Billion and $500 - Million	$ 2 - Billion
2.	$2 - Billion	$600 – Million	$6 - Billion and $400 - Million	$ 9 - Billion
3. and 4.	$ 120 - Million	$ 15 - Million	$645 - Million	$ 800 - Million
Total	**$2,370,000 - Billion**	**$865,000 - Million**	**$8,565,000 - Billion**	**$11,800 - Billion**

Local Funding mix Grants, Infrastructure Tax Bonds, Lottery,

Project specific grants public and private, and land value can be used as local matching funds. Infrastructure Impact Taxes Zones to repay bonds. Project specific lottery and scratch-off tickets so citizens can choose what they would like to support as enhancement to the pedestrian areas and enjoy playing a game.

TRUE Congestion Relief ♦ Jobs ~ Jobs ~ Jobs ♦ Added Safety ♦ More Time ♦

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Description from Northern terminus I-5 and Mill Plain in Vancouver

The proposal will construct a new by-pass freeway viaduct connecting to I-5 freeway from industrial areas, and port. The alignment vacates Mill Plain extension truck route constructing a freeway viaduct, is a bridge over the former truck route.

Connection to I-5 Freeway and local access

Freeway access to and from I-5 freeway on a viaduct crossing over I-5 freeway connecting to the Port of Vancouver and Fruit Valley Rd. industrial area west of the I-5 freeway.

Includes local access entrance / exits in three location Mill Plain and Fort Vancouver Way area, waterfront development, Port of Vancouver 4th Plain Blvd..

Construction and design

- The viaduct from the I-5 freeway to Port of Vancouver will stay at the height used to cross over I-5 and continue in grade elevation to the port access.
- The viaduct can be constructed off-site for less construction congestion and pollution.
- The viaduct can be constructed to look "like" different types of façade more than ever…. Some of the pillars could be molded a to look like giant red woods, etc….
- The viaduct's pillars and support structures locations will minimize removal and impacts of current properties and structures.
- Existing infrastructure and utilities disruption minimized by off-site construction and keeping intact existing infrastructure when ever possible.
- Limited local access to Mill Plain and I-5 and the port so additional exits/entrances do not affect neighborhood traffic flow by cutting into them.
- Construct a viaduct as a stack bridge 4 to 6 lanes each level for less of a footprint and less cost. An example the Freemont Bridge is a stacked freeway. View a high viaduct under the Freemont Bridge at Interstate Avenue – For a comparable of a viaduct look under Mill Plain or McLoughlin and I-5 freeway, noise, size, and sight.

Land bridge connection Fort Vancouver and historic downtown.

Pedestrian and bike access from Evergreen Blvd and Fort Vancouver area across the freeway, constructing a pedestrian connector access to downtown Vancouver and the new bike and pedestrian right of way with new views of downtown Vancouver to the port's natural areas.

Benefits of having direct freeway access to and from I-5 and the Port of Vancouver

Removes non-local truck traffic off of 4th Plain, Mill Plain, 39th, and Waterfront Ave. Removes port and industrial commerce traffic off of neighborhood streets in several neighborhoods. Reconnects uptown and downtown retail and residential areas with the sea of trucks gone and the air quality and safety issues better. Direct access to I-5 Freeway is a location benefit for the ports keeping and attracting more businesses to locate there. Removes Designated Freight and Hazardous Material Routes off of neighborhood streets and out of neighborhood between the ports and I-5. Providing 21-century freeway infrastructure west to our ports for current and future growth. The existing Mill Plain Extension and 15th street will remain the same, this viaduct is an addition to what we currently have. The older part of town can celebrate with horse drawn carriages instead of dodging freight trucks.

An Important Reason To Keep The I-5 Freeway System Toll-Free

The I-5 freeway system from Canada to Mexico carries billions of dollars of freight and millions of citizens enjoying the "free" movement of goods and services. The idea of pooling our money together to pay for our road system has always been very important. Oregon was one of the first States to have a gas tax used to up-keep the roads. The idea of toll roads and turnpikes was absolutely a freedom of movement issue and did not work for farm communities that only had cash after a crop harvest. Always having to have money in your pocket to be picked isn't what citizens wanted then, and they don't want it now. The I-5 freeway-mainline has never had a toll on it since the "Freeway System" went in the 1960's as a new model to the nation. The States of California and Washington have added additional lanes to the mainline that are pay for service, however you can drive the entire transcontinental freeway and not pay a toll. The drag on the economy locally and nationally to siphon off billions of dollars by allowing a toll on the mainline of I-5 freeway would be an enormous mistake. Once Oregon puts in a toll in Portland at the I-5 bridges and the Rose Quarter every town on the freeway system would put in a toll or fee. If we have a right they would have a right to add tolling as well. The type of tolling suggested is not honest and over 40% goes to the company handling the machines and does the money transacting. They provide the machines, maintain the machines, they also take in the money, count the money, deposit the money, tell us what is our share, and have no responsibility to go after those who don't pay the toll. If you do not know that, that is shady, you do not know accounting or business. Taking in the money, counting, deposit, and do the books, by "one/company" is not a good business model.

The losing of our freeway system and the adding of tolls by any towns along I-5 freeway are unacceptable. The Federal Highway Administration should not allow the new extremely expensive "deal" of adding in the "banking system" into transportation and financially risky tolling scheme instead of an easy pay-tab sticker. We have projects that are toll-free and lessen congestion tremendously and our community projects have been block from providing the knowledge to the public!
The public has a right to know how gas tax schedules for funding would look. A gas tax of how much per gallon amortized over 5 –10 – 15 – 20 – 25 years?

Doing the math!

20 gallons or units of fuel at ten cent each is $2, with an average of 5, fills in a month is a tax of $10.
1 gallon/unit of fuel providing 20-miles of travel for 10 cents.
The average miles driven by those that crossing the I-5 bridges is under 20-miles
A gas tax of 10 cents a gallon/unit for ten years raises $3-billion
A gas tax of 20 cents a gallon/unit for ten years raises $6-billion
A gas tax is 10 cents per crossing and is time limited
Tolling is to be $8 per crossing, never be removed no time limit

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Tolling is to be $8 a day each way, never be removed, and can be used on items other than infrastructure. A person crossing the bridge to work everyday would spend $8-$16 a day in tolls for a work month of 20 days equally $160 to$320 a month in tolls and thousands of dollars annually forever.

The only public meeting on tolling the CRC took place in Pendleton, Oregon
September 19 2012 the Joint Oregon Washington Transportation Commission held only one meeting concerning the CRC tolling mainline I-5 freeway, hundreds of miles away from Portland and Vancouver. Attachment 2 #19 Agenda OTC #19B CRC information tolling information

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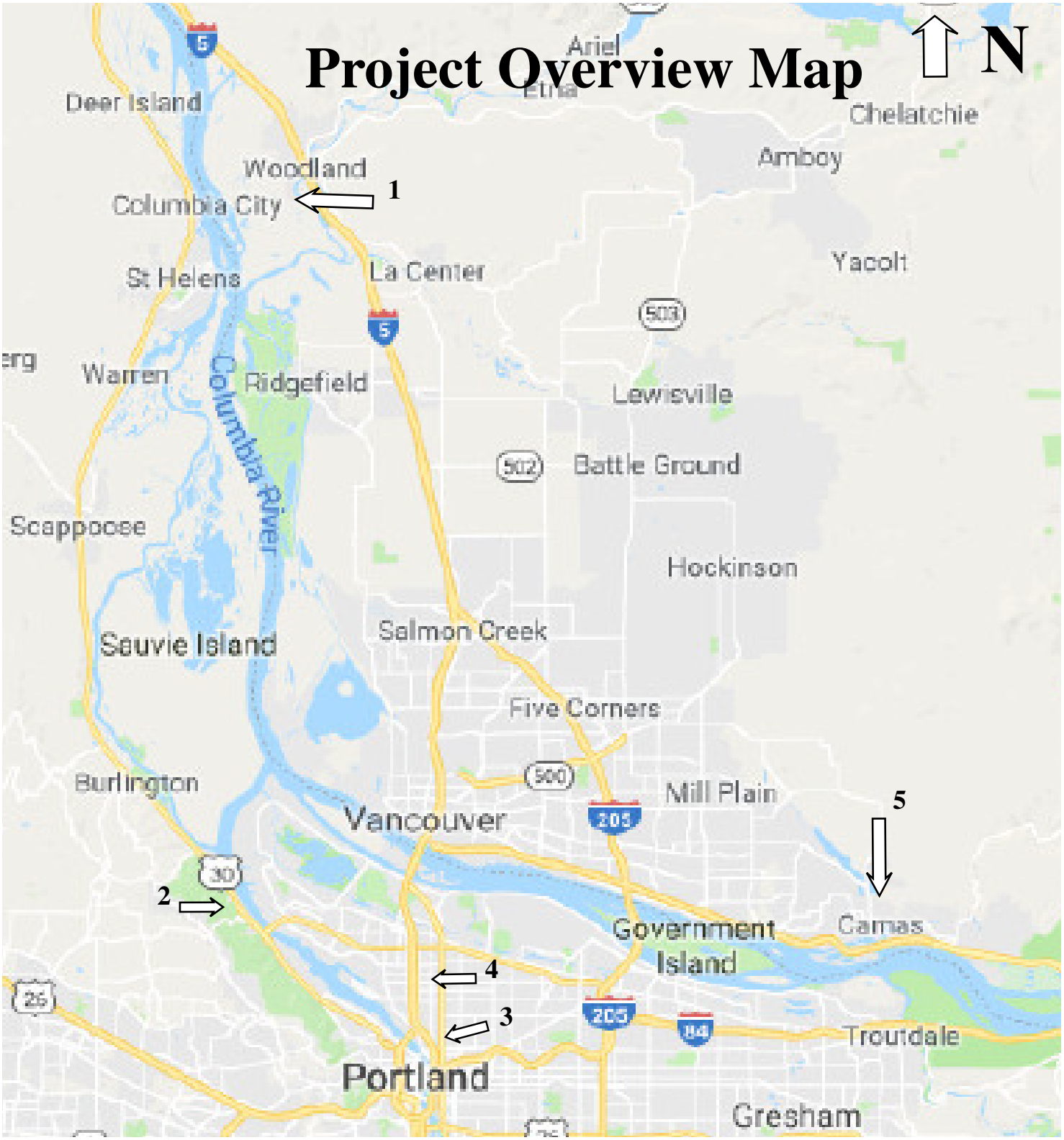
Third Bridge Now / BI-State Industrial Corridor
Infrastructure Definition

Modeling of a freeway 8-lanes, 50-60mph, high spanned non-lift, high capacity interchanges northern end starting at I-5 freeway and Mill Plain, Port of Vancouver, Hayden Island, Marine Dr. corridor, Columbia Blvd. corridor, Swan Island, I-405, I-84 freeway, I-5 freeway south, Rivergate, and HWY-30. Connecting to I-5 freeway in Washington and to the I-5 freeway in Oregon at the southern end, constructing an I-305 by-pass of the I-5 freeway and bridges. The by-pass connects our ports and industrial lands on one continuous industrial sized freeway corridor approximately one-mile from the I-5 freeway inside of the I-5 Trade Corridor. Full Multi- modal High capacity vehicle, heavy rail, bike, and pedestrian friendly capacity

http://www.thirdbridgenow.com/returnTrip3.swf

Highway Type Hourly Lane Capacity
Freeway 2,000 - 2,220
Principal Arterial 900 - 1,200
Minor Arterial 700 - 1,000
Major Collector 600 - 800
Minor Collector 450 - 650
Local 300 - 500
Adopted from FHWA Guidelines
Level Of Service (LOS)

Project Overview Map



1. Columbia City OR and Caples Rd. Woodland WA
2. I-305 By-pass freeway connects to I-5 freeway in Washington and Oregon
3. Realigns I-84 and I-5 interchanges and adds additional access inside Right Of Way
4. Upgrades to I-5 freeway inside Right Of Way
5. Camas Washougal WA and Troutdale OR

*Numbering for identification only

Large Number of Potential Users

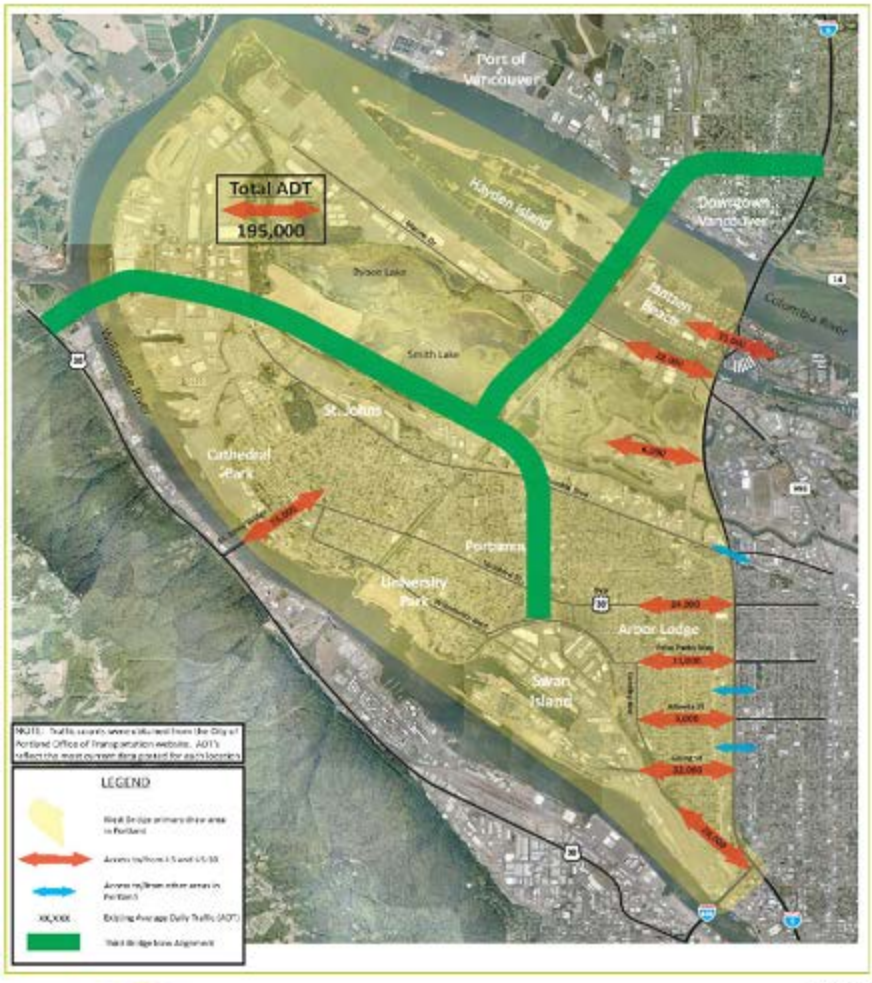


Figure 2
Existing Traffic Flows
Third Bridge Corridor Preliminary Benefit Analysis

SHEA - CARR - JEWELL

Average Daily Traffic:

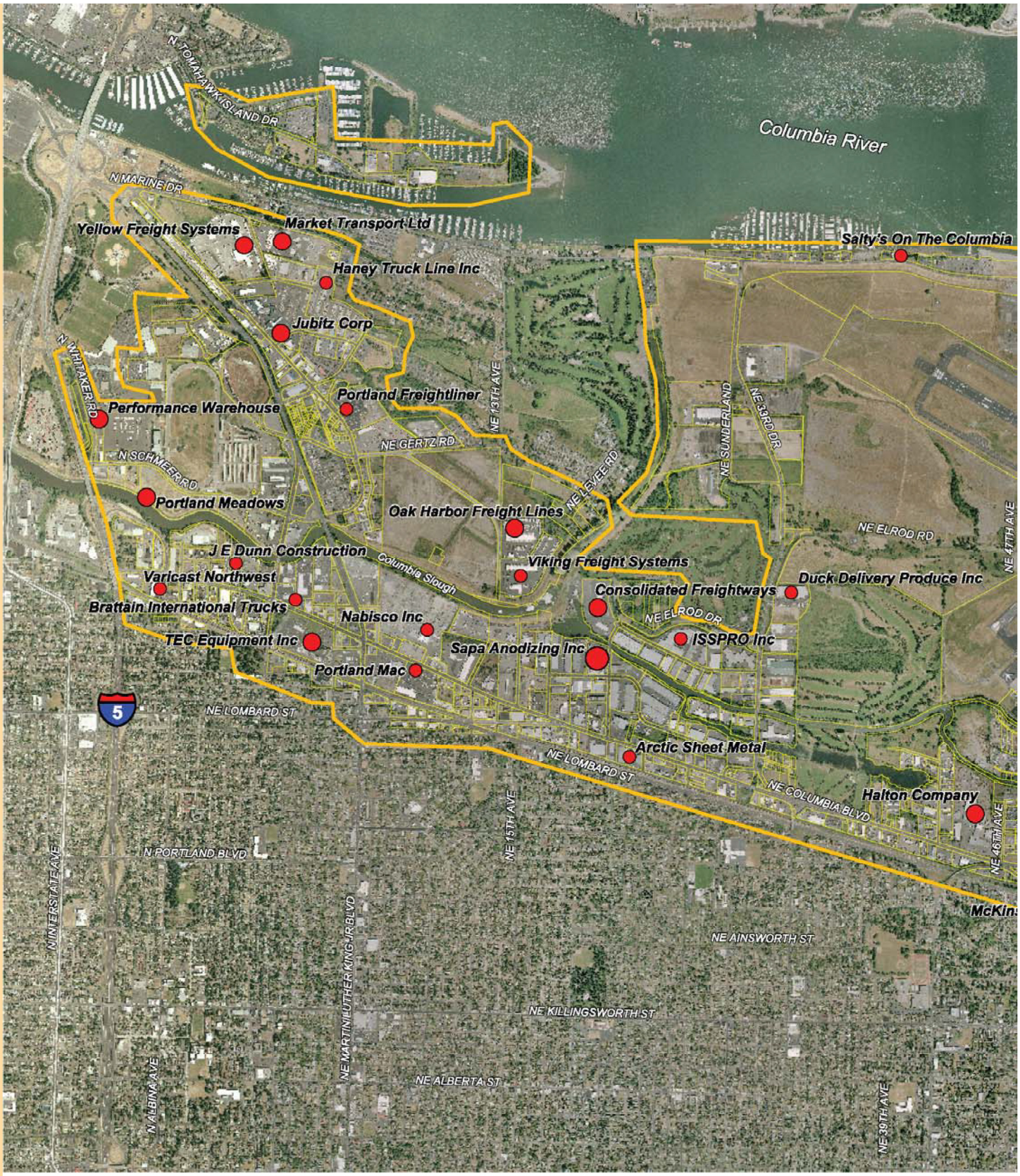
195,000

Third Bridge Now will lessen truck traffic in the Residential Neighborhoods between I-5 and the ports in Oregon and Washington

Third Bridge Now Crossing the Columbia River

Rivergate District

Third Bridge Now Freeway Crossing the Willamette River



Airport District

Employment

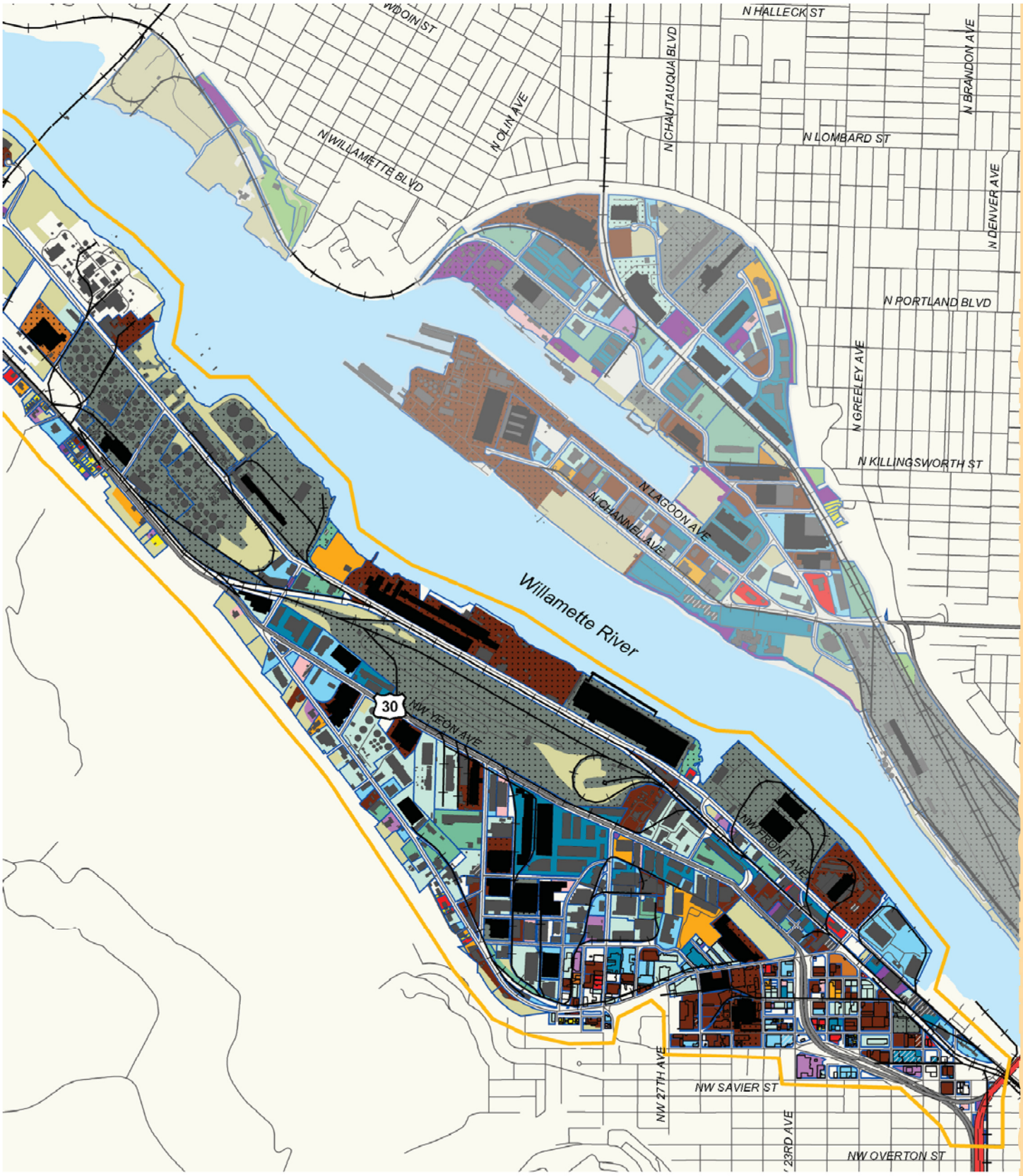
- 100 - 249 Employees
- 250 - 499 Employees
- 500+ Employees

Site Boundary

Inventory Area Boundary

N

0 430 860 1,720 2,580 3,440 Feet



NORTHWEST INDUSTRIAL DISTRICT

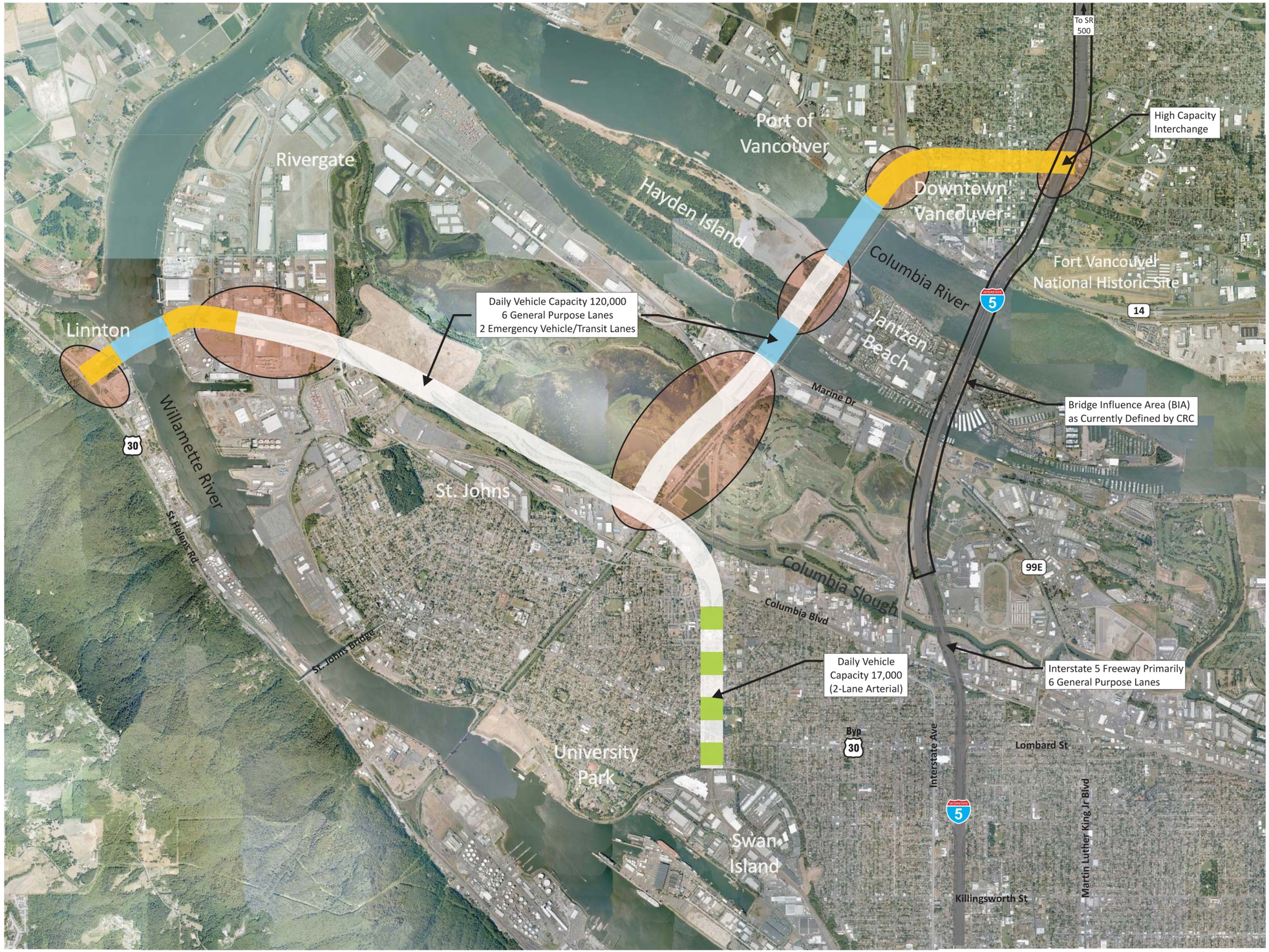
Information Sources:
- Facilities - Bureau of Planning, based on employment data by Inside Prospects (2003), supplemented by InfoUSA data (2003) and Bureau of Planning field inspection (2004). Utility and public facilities also include unoccupied sites in corresponding ownership. Bureau of Planning identified freight terminal and heavy industrial sites from use and scale characteristics.
- Railroads - Metro from 2000 Regional Transportation Plan.
- Truck Streets - Portland Office of Transportation from Transportation System Plan (2002).

- Information sources and methodology are described further in Chapter 3.

Investing in Portland's Future

PDC
PORTLAND DEVELOPMENT COMMISSION

CITY OF PORTLAND, OREGON
BUREAU OF Planning



N
W E
S

NTS

Downtown Vancouver

Improved freight access

Reduced freight travel on surface streets

High capacity access to I-5

High Elevation Bridge - Further from PDX flight path

Greatly reduced impact to Fort Vancouver National Historic Site

Hayden Island

Improved freight access

Separation of industrial traffic from residential/commercial traffic

Improved non-motorized access to Hayden Island and between Vancouver and Portland

Greatly reduced impact to commercial sites

St. Johns

Separation of industrial traffic from residential traffic

Reduction in industrial traffic on St. Johns Bridge

Swan Island

Improved freight access to I-5

Provides second vehicular access

LEGEND

- Tunnel
- Freeway
- Bridge
- Viaduct
- Interchange

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Figure 1
Third Bridge Corridor Conceptual Layout
Third Bridge Corridor Preliminary Benefit Analysis

New Freeway Corridor By-Pass

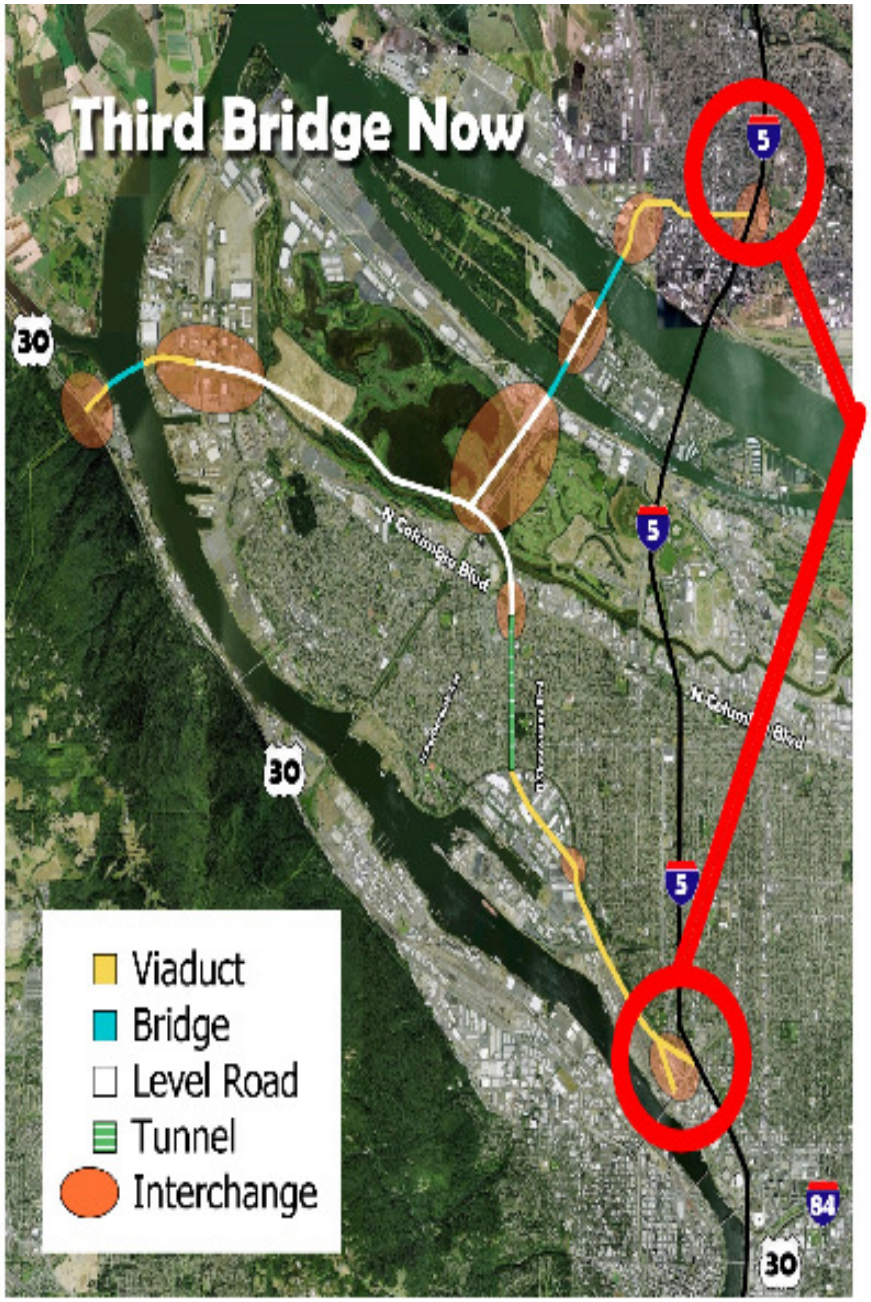
Connections to Existing Infrastructure

Vancouver Washington

I-5 Freeway
Mill Plain Extension
Vancouver Waterfront area
Port of Vancouver
Fruit Valley Rd industrial area

Portland Oregon

West Hayden Island
Jantzen Beach Dr.
Marine Dr. Corridor
Columbia Blvd. Corridor
Port Portland
Terminals,
Rivergate Industrial Area
St Johns
North Portland
Swan Island
Greeley and I-5 freeway
Freemont Bridge I-405
Linnton
Hwy–30 St Helen's west



Into the Ports

And Out of the Neighborhoods

I-305 By-Pass

Removes Traffic from the I-5 Bridges, Freeway, and Neighborhood Streets Connects Employment Centers on one Continuous

This Adds Infrastructure!

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Interstate Bridges Electrical Upgrade

Project Summary:	A $10.8 million project to replace electrical wiring, lights, signs, signals, motors, electrical cables and brakes on the Interstate Bridges (I-5) northbound and southbound lift spans.
Status and Timeline:	Construction began March 2004 and completed mid-May 2005.
Traffic Impact:	Work is complete on this project.

Project Information

An estimated $10.8 million project is under way to replace electrical wiring, lights, signs, signals, motors, electrical cables and brakes on the Interstate Bridges (I-5) northbound and southbound lift spans. The contractor is Hamilton Construction of Springfield, OR. Pedestrian safety barriers will be added and the traffic gates replaced. Much of what is being replaced is over 40 years old. Upgrades are spread out over the length, width and height of the structures. The upgrade addresses structural modernization and replacement of the lift-span control panel.

Though work will take place during day and nighttime hours, lane closures on and near the bridges will be limited to evening and early morning hours.

Motorists can expect minor traffic impacts. To cross the Columbia River and avoid construction, motorists may use the Glenn Jackson Bridge by way of I-205.

Gear replacement will affect river traffic for approximately three months during the course of the project. However, the high-span and prescheduled openings will provide river traffic passage beneath the bridges during these periods.

Intermittent restrictions will be placed on pedestrian and bicycle movements. Both northbound and southbound structures will be affected. There will be an alternate route during these restrictions.

Nighttime construction noise is expected to be minimal. Noise generated from construction activities is expected to be no louder than existing vehicular and air traffic. It is ODOT's intent to keep those nearest the work notified of nighttime construction activities. Use the phone numbers below to report noise problems or other incidents requiring immediate attention.

Interstate Bridges Facts and History

The Interstate (twin) Bridges on Interstate 5 connect Portland, Oregon with Vancouver, Washington across the Columbia River. The bridges consist of northbound and southbound spans built in 1917 and 1958, respectively. The side-by-side steel structures have tandem lift-span capabilities to accommodate a national and international shipping industry.

The two bridges have a full-time crew on deck to keep the aging structures in top operating condition. Only three other Oregon bridges -- all in Astoria -- have a designated maintenance crew.
This personalized care, combined with large maintenance projects, has kept the spans healthy and free of weight restrictions. With ongoing preservation, the bridges can serve the public for another 60 years.

The Interstate Bridges continue to be a vital link between Portland and Vancouver and complement any long-range plans to manage and improve transportation in the I-5 corridor between the two states.

Maintenance and repairs keep the bridges healthy and free of weight restrictions. Some recent bridge preservation efforts have included:

- 1987-90 - Replacement of the lift-cables, drums, expansion joints and deck pavement overlay ($3 million)
- 1995 - Replacement of diesel generator and lift-engine ($120,000)
- 1997 - Replacement of an axle-like steel trunnion, counterweight sheaves and steel ropes ($3 million)
- 1999-2001 - Painting, sub-deck and steel rehabilitation on the northbound bridge ($20 million)

The current project will upgrade and replace significant portions of the electrical systems within the two spans. Transportation funding experts estimate a replacement bridge would cost between $500 million and $1 billion.

ODOT Contact Information

To request a return call or more information call: 503.731.3244
TTY: 1.800.735.2900
(during weekday business hours)
To report after hours issues requiring immediate attention call: 503.412.2353
Recorded construction information is available by calling: 503.223.0066

Why Third Bridge Now Is the Right Location!

Location at the BNSF rail bridge is perfect to accomplish all three recommendations from previous studies

1. Adding road and bridge capacity in a strategic location

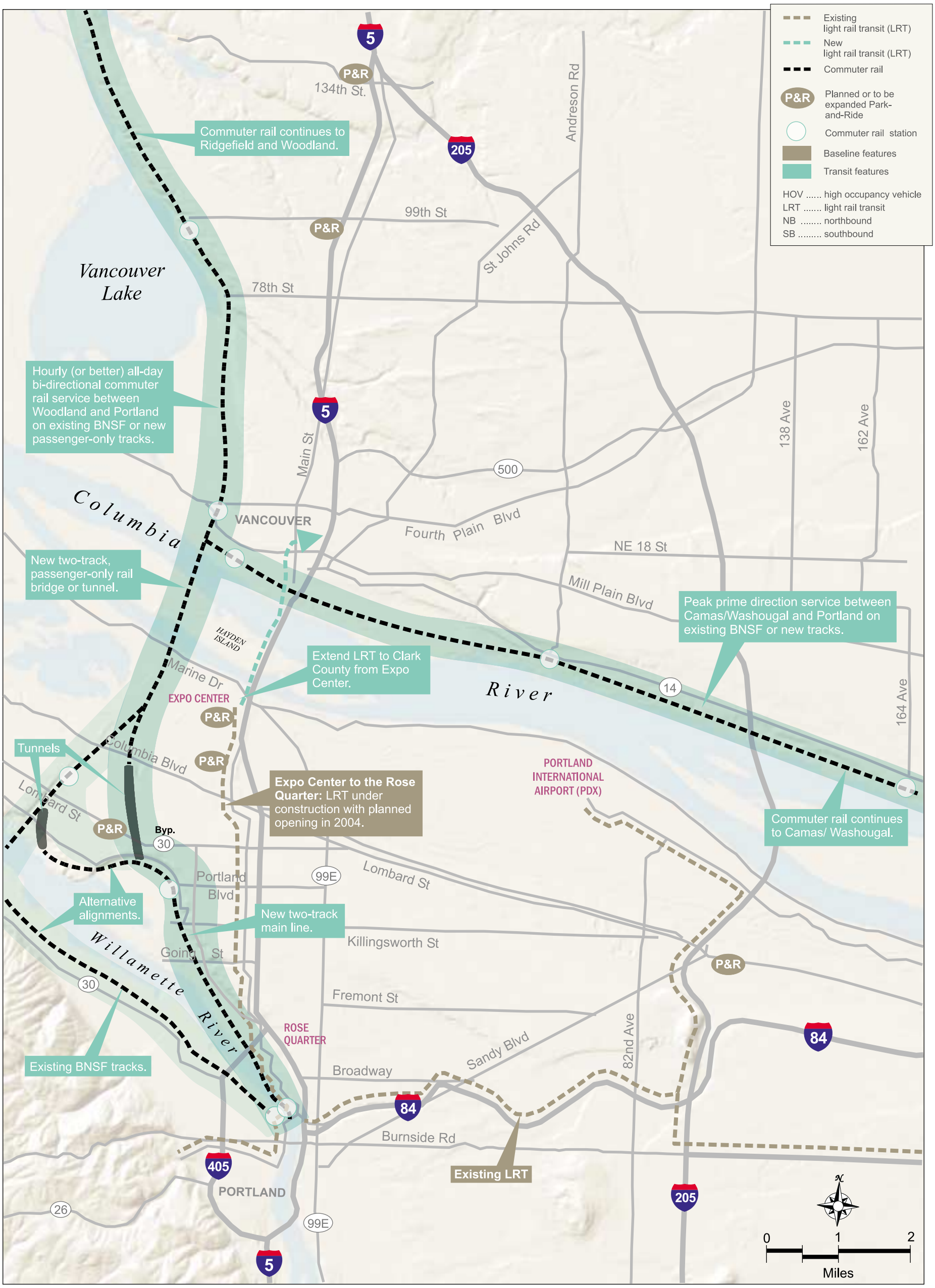
The "Port to Port Connection"

2. A new commuter rail line from Ridgefield to the Rose Quarters adds capacity for transit and rail freight. A new heavy rail bridge and road bridge can be combine at this location for less piers in the water, easy of construction and cost.

Rail and Port to Port Connection combines

3. Transit in this location receives extra funding for going into employment centers and added road capacity provides the opportunity for more buses that can directly loop into employment center for more access and attracts rides.

Transit to Major Employment Centers

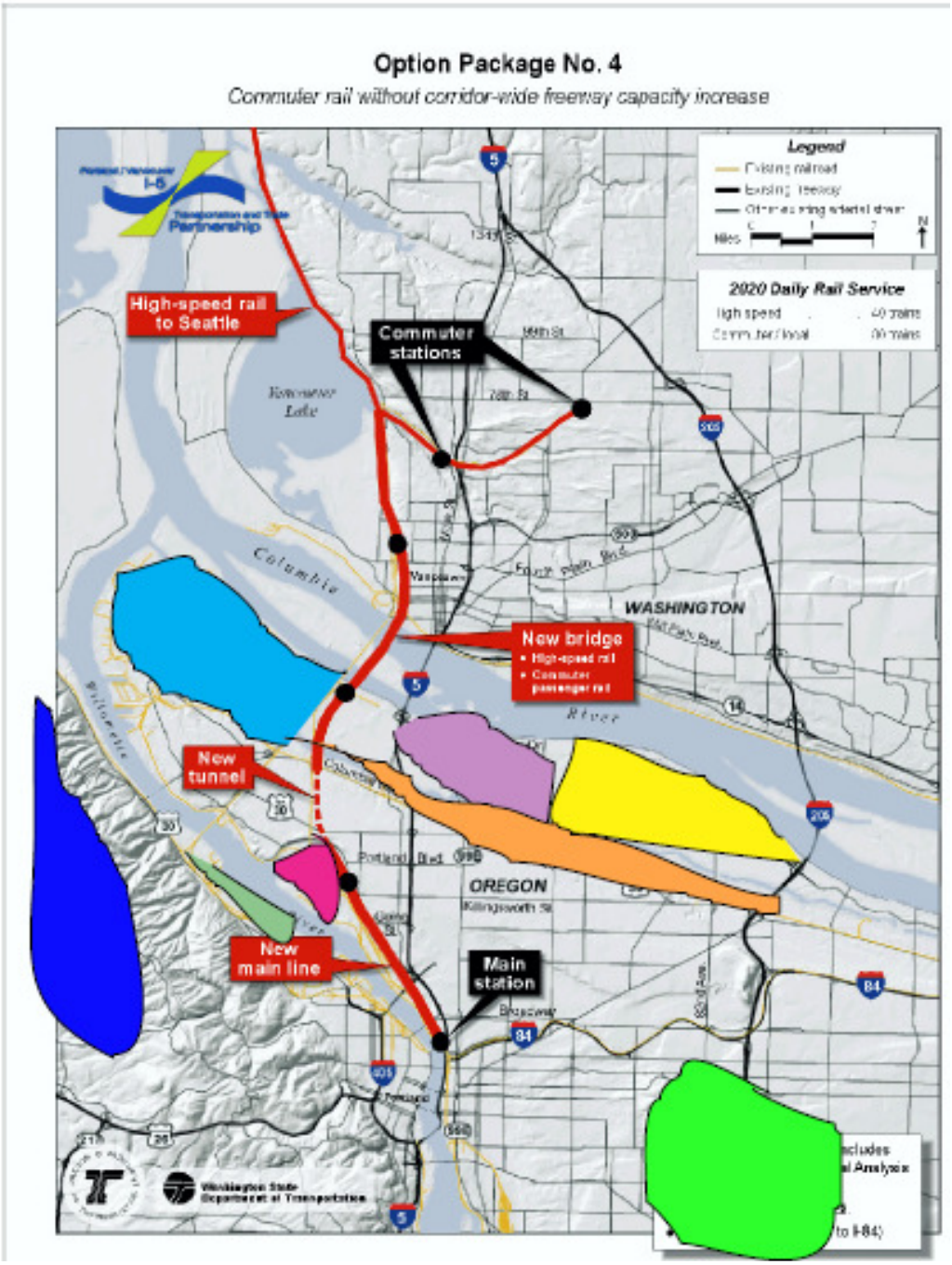


- Projected ridership analysis may create a need to increase capacity of LRT Park-and-Ride facilities
- Increased feeder bus service to be implemented to support commuter rail system at Park-and-Ride lots and commuter rail stations

Fig. 2-1. Features.

One Hop Stop Bus Routes

From Residential Areas to Specific Employment Center



Transit issues
Downtown centered not employment centers ~ does not work
From the residential areas into specific employment centers (one hop stops) ~ does work
24~ bus service on main streets again, return to "the night owl run"
Express bus into employment centers (with few drop/pick-up)
Drop off issues (CTRAN ~ Tri Met) sharing the routes
Work with employers to provide transfers from bus stops to large companies sometimes several blocks in size on each property to access buildings in industrial areas.

Paid for by Economic Transportation Alliance /ThirdBridgeNow.com a 501c3 Non-Profit Public Charity
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