Mr. Steve Fischer, Bridge Program Administrator
13th Coast Guard District
Waterways Management
915 2nd Avenue, Room 3510
Seattle, WA 98174

April 6, 2022

Thank you for your attention on the Columbia River Crossings, commonly referred to as The I-5 bridges. I am writing you today concerning any changes that might happen to the bridge(s). No exemptions to the 1906 Bridge Act that protects the current and future uses of the nation's rivers are necessary for a new Columbia River Crossing bridge. A new bridge with "everything" on it, can be a lift bridge. Keeping the Columbia River one of only two rivers that go from the ocean into the interior of the United States capable of handling current and future river traffic is imperative. Lowering the lift height of the current bridges will interruption or ending all together important river vessels and cargo that affects local and national economy, security, and stability. Vessels that use the lifts now that would NO LONGER fit under the too low bridge that are necessary for drudging by US Army Corp of Engineers, plus several manufactory with large shipments, sail boats, historic Tall Ships parade.

There are needs and justification for a new Columbia River Crossing bridge to be a lift bridge if it must be replaced. The Wilson Bridge on I-95 Interstate is a new lift and the Level Of Service is 250,000 vehicles daily. The I-5 bridges carry approximately 135,000 vehicles daily. With the addition of a center lift on the BNSF rail bridge, 95% of the need for a lift are removed from the current or a future lift bridge. The remaining lifts approximately 30 in year take about 20 minutes to complete. Los Angles has gridlock for hours daily, stopping traffic on the I-5 freeway. The lifts on I-5 in Portland / Vancouver new bridge or current with the addition of a center lift of the BNSF rail bridge would be about 10 hours a year with much of it happening at the same time with large shipments being common. The few hours annually to keep the integrity of the 1906 Bridge Act and the use of our river for current and future economic and security concerns is well worth requiring a replacement that is a lift bridge. No justification has been given why we would not have a lift bridge and we have examples in our own city of heavy rail, vehicle and light rail, together on one LIFT bridge. The BNSF rail bridge 1908, the 1912 Steel Bridge: heavy rail, light rail, vehicles, and pedestrian/ bike, the 1913 Broadway Bridge: Street Car rails, vehicles, pedestrian/bike all LIFTS in use in Portland now, and are older than the 1917 and 1958 Columbia River Crossings.

Please require that if a new bridge is required that the lift bridge is replaced with a lift bridge.

Advantages to having a new lift bridge across the Columbia River.

1. No impediment to current or future river traffic
2. No height problems with Portland Airport or Pearson Airport
3. No height problems with the heavy rail bridge crossing in Vancouver
4. Smaller foot print on Jantzen Beach
5. Smaller foot print in Vancouver's downtown city center area.
6. Can match up with current updated ramps in Vancouver instead of replacing them
7. Less impacts of historical properties
8. Less or no impacts on Historic Fort Vancouver Reserve
9. Mitigation: repainting SR-14 exit curb line, allowing an addition 12' opening to exit
10. Mitigation: realign Jantzen Beach exit north on I-5 inside Right Of Way, lengthening ramps
11. Mitigation: relocate ODOT Permit Center to Delta Park, or Marine Dr Exit and turn Historic Tolling Booth into long promised community center for the islanders.
12. Less impact cost of historical, business, and residential properties
13. Less cost mitigation no need to buy out marine business for ruining their business and our economy.

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April 6, 2022

A justification to remove the Columbia River Crossing bridge has not been provided

The I-5 Bridge is a very important infrastructure. The number one strategic goal for Washington and Oregon Departments of Transportation is to preserve and maintain valuable transportation infrastructure. The 2005 inspection of the I-5 bridges stated they are structurally sufficient, meet all requirements and have over 60 years of life left and no restrictions. They have been well maintained with upgraded electrical, weights, axles, decking, and a paint job. Almost 40 million dollars has been spent for those repairs, with the appraisal value of the bridges being between $500,000,000 million and one billion dollars ($1,000,000,000). The SW Washington Regional Transportation Director Don Wagner's presentation to the Washington Transportation Commission in 2005 he stated that the bridges where in "pristine condition" and thicker than the original specification called for with; the 1917 being in the best condition. They are an excellent example of the large humpback bridges which were used all over the United States. Both the 1917 and 1958 Columbia River Crossing bridges are protected, listed on the Federal Register 4(f) Historical Resources. If it is Feasible or Prudent to construct in another location, the properties must be avoided unless the bridges are unsafe and must be removed. It is both Feasible and Prudent to construct an alternative and avoid the historical bridges.

1. Former Oregon Governors' Kitzhaber was forced out of office in disgrace over the CRC ethics and money, and is still in court battling ethical issues concerning CRC. The former and current Governor of Oregon has **REFUSED** multiple requests from the CRC Signatory Agencies, elected officials, business leaders, and community representative have asked for **a full and complete independent inspection of the Columbia River Crossing bridges by a bridge company specializing in historical properties.** With the most resent reports on the bridges giving them decades of serviceable use, keeping the current bridges and adding more in different location is very important especially if we have time. The CRC Independent Bridge Review Panel in 2010 stated that a full and independent inspection of the bridges was necessary before any conversation about removing or replacing the bridge should even have taken place let alone to continue.

2. The former and current Governors' of Oregon has **REFUSED** multiple requests from the CRC Signatory Agencies, elected officials, business leaders, and community representative have asked for a full and complete independent inspection of the Columbia River Crossing bridges by **a bridge company specializing Seismic Retro-fitting of BRIDGES.** The CRC Independent Bridge Review Panel in 2010 stated that a full and independent inspection of the bridges concerning Seismic Retro-fitting was necessary before any conversation about removing or replacing the bridge should even have taken place. They found it appalling the previous transportation studies stated the bridge could be retro-fit seismically for approximately $50-million and now CRC staff is saying $650-million without a company that specializes in seismic retro-fitting of bridges provide the different levels between a once in 200 and/or 1,000 year event. The CRC Independent Bridge Review Panel stating not having an actual Request For Proposal concerning the seismic needs of the bridges was unacceptable. That having a "meeting" with engineers that deal with seismic on buildings not bridges did not come close to dealing with the issue of upgrading a bridge.

Please require that the CRC-2 immediately do both a full and complete independent bridge inspection by a company that specializes in historical structures and seismic upgrade evaluation of the bridges by a specialist in bridge retro-fitting.

Mr. Steve Fischer, Bridge Program Administrator
13th Coast Guard District
Waterways Management
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Seattle, WA 98174

April 6, 2022

Listed On The National Register Of Historic Places

An engineering marvel of it's time the Columbia River Crossing bridge is almost as pristine as the day it opened in 1917. Both the 1917 and 1958 bridges are listed on the National Register of Historic Places protected under 4(f) Historical Resource. The bridge alignment is adjacent to the historic federal reserve Hudson Bay Fort Vancouver considered our "Williamsburg" of the west. The bridges and 10 –20 historically designated resources are involved having a new bridge at that location. When it is Feasible or Prudent historical protected resources are to be avoided. It is both Feasible and Prudent to construct additional bridges in other locations. Previous transportation studies have already identified corridors of significance adopted in regional transportation plans of both states and recommended for further study for merit. All of the "issues" identified by CRC study can be meditated while keeping the current bridges. **A justification to remove the Columbia River Crossing bridge has not been provided.**

The Oregon State Historical Preservation office letter dated March 6, 2007, That CRC staff recommendations do not included alternatives that re-use the current nationally protected bridges. The National Environmental Policy Act (NEPA) requires a range of alternatives to be thoroughly studied through construction including operations that are brought in during the NEPA Scoping Process. The CRC staff removed alternatives without following the instruction contained in the Federal Register Vol. 70, No. 186/Tuesday, September 27, 2005 Notice pages 56523 and 56524 and the NEPA Process requirements. CRC staff also deviated greatly from the Federal Register that described the CRC Environmental Impact Statement (EIS) in several area including, excluding our project River Crossing 14 (RC-14) a new freeway bi-pass of the I-5 freeway and bridges. Studies identified in the Federal Register recommended for further study a smaller versions of our alternative at the same crossing location. Our project RC-14 commonly referred to as Third Bridge Now was identified as an alternative during the CRC NEPA Scoping Process. The port to port connection location including the transcontinental rail line are identified in the CRC Purpose and Needs Statement as the "center of the project area". False Statements that our project was studied continue to be made by CRC staff. With the staff showing data from the I-5 Portland Vancouver Trade and Transportation EIS outcome of the #8 West Arterial Option from the Bridge Influence Area study a 3-mile minor arterial. RC-14 Third Bridge Now is an 8-lane freeway approximately 7-miles by-passing the I-5 bridge and freeway which removes a significant amount of traffic off the entire system. A freeway carries 2000-2200 vehicle per hour per lane according to FHWA Level Of Service (LOS)
The Third Bridge Now port to port connection was not studied and needs to be studied immediately is stated in a bi-state letter by WA State Senator Benton signed by 13 elected officials. Letters from US Congressman Earl Blumenauer, CRC Signatory Agencies SW WA RTC, CTRAN, plus the Clark County Board of Commissioners. That RC-14 Third Bridge Now an alternative which avoids the protected historical properties was removed by staff not following the NEPA EIS process The BNSF rail bridge is 1-mile west of the I-5 bridges allowing a non-lift bridge that does not interfere with marine or air traffic. It is both Feasible and Prudent to avoid the I-5 bridge(s) and constructed additional bridges including one at the BNSF rail line.

Please require a complete study of alternative to removing the current I-5 bridges. A traffic model using current destination and origin data, the correct alignment, access, and freeway capacity can be accomplished with the current traffic programs within a few hours.

Mr. Steve Fischer, Bridge Program Administrator
13th Coast Guard District
Waterways Management
915 2nd Avenue, Room 3510
Seattle, WA 98174

April 21, 2022

A baseline to mediate issues and concerns with the current bridge if retaining. Several of the items identified as problems with the bridges can be address if the bridges are kept and additional bridges are constructed in other locations. A baseline is necessarily to compare alternatives and make decision on the possibility of keeping or replacing the current bridges.

The Columbia River Crossing(s) commonly called the I-5 bridges
The I-5 bridges are structurally sufficient, meet all requirements, and have no restrictions.
The I-5 bridges obsolete rating is based on capacity federal Level Of Service (LOS) rating A is 88,000 vehicles daily. The current vehicle level is 145,000 daily on the bridges. The I-5 freeway LOS rating is F in Portland south of the bridge from the Rose Quarter through north Portland. The departments of transportation re-striped the lane lines on the bridges to the narrower width lanes they are now. Claiming at the time that the where a safe width between lanes the department is taking both sides to state problems now.

I-5 Partnership 2002 EIS Add Capacity Across the Columbia River

Comparison of River Crossings in Selected U.S. Metropolitan Areas of Similar Size

Metro Area	Population	Body of Water	Hwy Xings	Rail Xings
Norfolk	1.57 million	Hampton Roads/ Chesapeake Bay	4	0
Cincinnati	1.65 million	Ohio River	7	2
Kansas City	1.78 million	Missouri River	10	3
Portland-Vancouver	**1.92 million**	**Columbia River**	**2**	**1**
Pittsburgh	2.36 million	Three Rivers	>30	3
St. Louis	2.60 million	Mississippi River	8	2

4 Oregon Department of Transportation

Baseline for retaining the I-5 bridges

1. The bridges can be seismic retro upgraded for a once every 100 to 1,000 year event
2. Adding a lift in the center of the BNSF rail bridge adds Martine safety 95% fewer
3. A Promenade added to the bridge will provide the added bike and pedestrian capacity needed
4. Gutters and a bio-swells on the bridges will keep the freeway run-off from the Columbia River
5. The ODOT Permit Center for trucks relocated to the next two exits are truck friendly and have space
6. Turning the historic toll booth into a community center as promised several decades ago, an island first
7. Removing traffic from the I-5 bridge will change its obsolete rating which is based on capacity
8. The approaches to the bridge can be opened up and realignment from their original alignment inside the current Right Of Way. The North and the South access to the bridge both have long acceleration lanes before entering I-5 freeway. They have long frontage style entrance lanes with painted lines not allowing access to until just at the bridge. They are much longer than the Delta Park north / south entrance lanes on to I-5 and Marine Dr. entrances lane just prior. The north end of the I-5 bridge access to SR-14 is a sharp right off the bridge causing braking on the bridge before the turn. This is an abnormally narrowed entrance by painting line several yards out from the curb causing the safety issue. Google maps will give you a clear view of the lanes, the bridge access and the adjacent spaces being blocked off.

be presented to the committee at any time by providing 25 copies to the person listed in the **FOR FURTHER INFORMATION CONTACT** section or by providing copies at the meeting. Copies of the document to be presented to ARAC for decision by the FAA may be made available by contacting the person listed in the **FOR FURTHER INFORMATION CONTACT** section.

If you need assistance or require a reasonable accommodation for the meeting or meeting documents, please contact the person listed in the **FOR FURTHER INFORMATION CONTACT** section. Sign and oral interpretation, as well as a listening device, can be made available if requested 10 calendar days before the meeting.

Issued in Washington, DC, on September 20, 2005.

Anthony F. Fazio,

Director, Office of Rulemaking.

[FR Doc. 05–19207 Filed 9–26–05; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Federal Transit Administration

Environmental Impact Statement; Portland, OR and Vancouver/Clark County, WA

AGENCY: Federal Highway Administration (FHWA), Department of Transportation (DOT) and Federal Transit Administration (FTA), Department of Transportation (DOT).

ACTION: Notice of Intent to prepare an environmental impact statement.

SUMMARY: The Federal Highway Administration and Federal Transit Administration are issuing this notice to advise the public that an Environmental Impact Statement (EIS) will be prepared for proposed highway and transit improvements in the Interstate 5 Columbia River Crossing (CRC) corridor between the Portland, Oregon and Vancouver/Clark County, Washington area.

FOR FURTHER INFORMATION CONTACT: Steve Saxton, Area Engineer, Federal Highway Administration, Washington Division at 360–753–9411, Jeff Graham, Operations Engineer, Federal Highway Administration, Oregon Division at 503–587–4727 and from Linda Gehrke, Deputy Regional Administrator, Federal Transit Administration, at 206–220–4463.

Public information contact: Amy Echols, CRC Communications Manager, Washington State Department of Transportation (WSDOT) at 360–737–2726 or *echolsa@columbiarivercrossing.org*.

Agency Coordination contact: Heather Gundersen, CRC Environmental Manager, Oregon Department of Transportation (ODOT), at 360–737–2726 or *gundersenh@columbiarivercrossing.org*.

Additional information on the Columbia River Crossing Project can also be found on the project Web site at *http://www..columbiarivercrossing.org*.

SUPPLEMENTARY INFORMATION:

Proposed Action Background

The FHWA and FTA, as Federal co-lead agencies, the Washington State Department of Transportation (WSDOT), Oregon Department of Transportation (ODOT), Southwest Washington Regional Transportation Council (RTC), Metropolitan Service District (Metro), Clark County Public Transportation Benefit Area Authority (C–TRAN), and Tri-County Metropolitan Transportation District of Oregon (TriMet), will prepare an environmental impact statement (EIS) on proposed highway and transit improvements in the I–5 Columbia River Crossing corridor between the Portland, Oregon and Vancouver/Clark County, Washington area. The Columbia River Crossing study area generally encompasses the I–5 corridor from the I–5/I–405 interchange in Portland, Oregon in the south to the I–5/I–205 merge in Clark County, Washington in the north.

The existing I–5 crossing of the Columbia River is two side-by-side bridges, built in 1917 and 1958. In 1982 another river crossing—the Interstate 205 Glenn Jackson Bridge—opened approximately six miles to the east. Together, the two crossings connect the greater Portland-Vancouver region, carrying over 260,000 trips across the Columbia River daily. Growth in the region's population and border-to-border commerce is straining the capacity of the two crossings. This has resulted in trip diversion, unmet travel demand and hours of daily congestion that stalls commuters and delay freight, adversely affecting interstate traffic and commerce.

In 1998, the Washington State Department of Transportation (WSDOT) and Oregon Department of Transportation (ODOT) formed a bi-state partnership to study transportation and potential solutions in the I–5 Columbia River Crossing corridor. ODOT and WSDOT engaged local jurisdictions and agencies, businesses, neighborhoods, and interest groups in Washington and Oregon to plan and implement improvements along the I–5 corridor between the Portland metropolitan area and Vancouver in southern Clark County, Washington. Two studies resulted from this initial work: the Portland/Vancouver I–5 Trade Corridor Freight Feasibility and Needs Assessment Study Final Report, completed in 2000, and the Portland/Vancouver I–5 Transportation and Trade Partnership Final Strategic Plan, completed in 2002. This bi-state work included a variety of recommendations for corridor-wide improvements, traffic management and improvements in the I–5 Bridge Influence Area (BIA)—an approximately 5-mile section of the I–5 corridor extending from the SR 500 interchange north of the river to Columbia Boulevard south of the river.

Other significant transportation studies in the corridor include the South/North Major Investment Study (MIS) Final Report (1995) and the South/North Corridor Project Draft EIS (1998). These studies investigated a variety of high capacity transit corridors and modes between the Portland, Oregon area and Vancouver/Clark County, Washington.

Building on the previous studies, the I–5 Transportation and Trade Partnership Strategic Plan (2002), called for adding capacity over the Columbia River with a replacement bridge or by supplementing existing I–5 bridges to ease impacts of bottlenecks on local travel and interstate commerce. Another recommendation called for considering high-capacity transit improvements in the area of the I–5 Interstate Bridge over the Columbia River. The studies also stressed looking at a range of financing options, increasing general purpose lane capacity to three lanes where there are currently two at Delta Park and ensuring that low-income and minority populations within the corridor are involved in planning. ODOT is undertaking an Environmental Assessment at Delta Park. The Columbia River Crossing Project will study thse recommendations as well as others associated with the Bridge Influence Area.

Alternatives

A reasonable range of alternatives, including those identified in the Portland/Vancouver I–5 Transportation and Trade Partnership Final Strategic Plan and the South/North Corridor Project Draft EIS, will be considered. The EIS will include a range of highway and transit build alternatives, as well as a No-Build Alternative.

Probable Effects

FHWA, FTA, WSDOT, ODOT, RTC, Metro, C–TRAN, and TriMet will

evaluate significant transportation, environmental, social, and economic impacts of the alternatives. Potential areas of impact include: support of state, regional, and local land use and transportation plans and policies, neighborhoods, land use and economics, cultural resources, environmental justice, and natural resources. All impacts will be evaluated for both the construction period and the long-term period of operation. Measures to avoid, minimize and mitigate any significant impacts will be developed.

Scoping Process

Agency Coordination: The project sponsors are working with the local, state and federal resource agencies to implement regular opportunities for coordination during the National Environmental Policy Act (NEPA) process. This process will comply with SAFETEA–LU Section 6002.

Tribal Coordination: The formal Tribal government consultation will occur through government-to-government collaboration.

Public Meetings: Three public information meetings will be held in October 2005, including:

- Saturday, October 22, 2005, 11 a.m.–2 p.m., at the Jantzen Beach Super Center (central mall area), 1405 Jantzen Beach Center, Portland, Oregon;
- Tuesday, October 25, 2005, 4 p.m.–8 p.m., at Clark College, Gaiser Hall, 1800 E. McLoughlin Blvd., Vancover, Washington 98663; and
- Thursday, October 27, 2005, 4 p.m.–8 p.m., at OAME (Oregon Association of Minority Enterpreneurs) Main Conference Room, 4134 N. Vancouver St. (at N. Skidmore St.), Portland, OR 97211.

All public information meeting locations are accessible to persons with disabilities. Any individual who requires special assistance, such as a sign language interpreter, should contact Amy Echols, CRC Communications Manager at 360–737–2726 or *echolsa@columbiarivercrossing.org* at least 48-hours in advance of the meeting in order for WSDOT or ODOT to make necessary arrangement.

To ensure that the full range of issues related to this proposed action are addressed and all significant issues identified, comments and suggestions are invited from interested parties. Comments or questions concerning this proposal will be accepted at the public meetings or can be sent to the Columbia River Crossing project office at 700 Washington Street, Suite 222, Vancouver, WA 98660 or to Heather Gundersen at *gundersenh@columbiarivercrossing.org*

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

Issued on: September 20, 2005.

Steve Saxton,

Area Engineer, Washington Division, Federal Highway Administration.

Linda M. Gehre,

Acting Regional Administrator, Region 10, Federal Transit Administration.

[FR Doc. 05–19230 Filed 9–26–05; 8:45 am]

BILLING CODE 4910–22–M

DEPARTMENT OF TRANSPORTATION

Pipeline and Hazardous Materials Safety Administration

[Docket No. PHMSA–05–21747; Notice 2]

Pipeline Safety: Grant of Waiver; Southern LNG

AGENCY: Pipeline and Hazardous Materials Safety Administration (PHMSA); U.S. Department of Transportation (DOT).

ACTION: Grant of Waiver; Southern LNG.

SUMMARY: Southern LNG (SLNG) requested a waiver of compliance from the regulatory requirements at 49 CFR 193.2301, which requires each liquefied natural gas (LNG) facility constructed after March 31, 2000, to comply with 49 CFR part 193 and the National Fire Protection Association (NFPA) Standard NFPA 59A ''Standard for Production, Storage, and Handling of Liquefied Natural Gas.''

SUPPLEMENTARY INFORMATION:

Background

SLNG, an El Paso Company, requested a waiver from § 193.2301. This regulation requires each LNG facility constructed after March 31, 2000, to comply with 49 CFR part 193 and Standard NFPA 59A.

Standard NFPA 59A requires that welded containers designed for not more than 15 pounds per square inch gauge comply with the Eighth Edition, 1990, of American Petroleum Institute (API) Standard API 620, ''Design and Construction of Large, Welded, Low-Pressure Storage Tanks (Appendix Q).'' The Eighth Edition of API 620 requires inspection according to Appendix Q which calls for a full radiographic examination of all vertical and horizontal butt welds associated with the container.

SLNG is proposing to use the current Tenth Edition, Addendum 1, of API 620. The Tenth Edition, Addendum 1, of API 620, allows ultrasonic examination—in lieu of radiography—as an acceptable alternative non-destructive testing method. SLNG proposes to use ultrasonic examination on its project, which consists of full semi-automated and manual ultrasonic examination using shear wave probes. SLNG also proposes to use a volumetric ultrasonic examination which combines creep wave probes and focused angled longitudinal waive probes.

Findings

PHMSA considered SLNG's waiver request and published a notice inviting interested persons to comment on whether a waiver should be granted (70 FR 40781; July 14, 2005). There were two comments from the public in response to the notice; both were in support of the waiver.

One commenter, a member of the API Committee on Refinery Equipment, Subcommittee on Pressure Vessels and Tanks, said that the use of ultrasonic examination in lieu of radiographic examination for large LNG tanks improves jobsite safety because it eliminates the hazards of radiation exposure. This commenter also said that ultrasonic examination is more capable than radiographic examination for detecting crack-like weld defects.

The other commenter provided a copy of NFPA 59A Report on Comments, dated May 2005 and stated that the NFPA 59A Committee approved the latest edition of API 620.

The 2006 edition of NFPA 59A was approved as an American National Standard on August 18, 2005.

Grant of Waiver

In its Report on Comments, dated May 2005, the NFPA 59A Committee accepted in principle the latest edition of API 620, Tenth Edition, Addendum 1. The Tenth Edition, Addendum 1, of API 620 adds ultrasonic examination as an acceptable method of examination. The Tenth Edition, Addendum 1, of API 620 indicates that both radiographic and ultrasonic examination are acceptable means of testing.

For the reasons explained above and in the Notice dated July 14, 2005, PHMSA finds that the requested waiver is consistent with pipeline safety and that an equivalent level of safety can be achieved. Therefore, SLNG's request for waiver of compliance with § 193.2301 is granted.

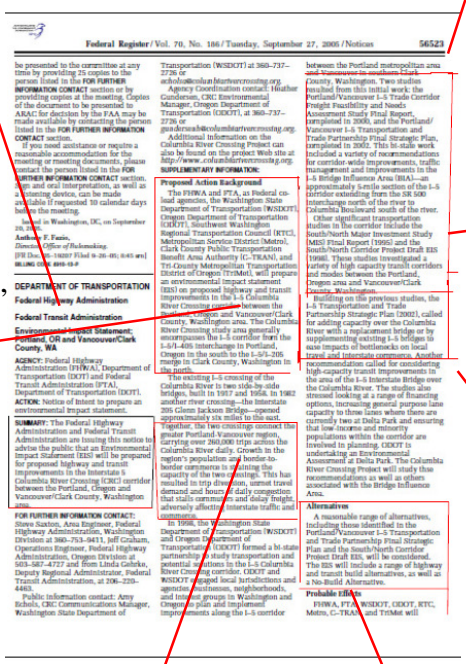
The Federal Register is the guiding document for federal projects, know as Notice of Intent.

Who Sponsors the Project? What is being studied? Why this project?

SUMMARY: The Federal Highway Administration and Federal Transit Administration are issuing this notice to advise the public that an Environmental Impact Statement (EIS) will be prepared for proposed highway and transit improvements in the Interstate 5 Columbia River Crossing (CRC) corridor between the Portland, Oregon and Vancouver/Clark County, Washington area.

Proposed Action Background
The FHWA and FTA, as Federal colead agencies, the Washington State Department of Transportation (WSDOT), Oregon Department of Transportation (ODOT), Southwest Washington Regional Transportation Council (RTC), Metropolitan Service District (Metro), Clark County Public Transportation Benefit Area Authority (C–TRAN), and Tri-County Metropolitan Transportation District of Oregon (TriMet), will prepare an environmental impact statement (EIS) on proposed highway and transit improvements in the I–5 Columbia River Crossing corridor between the Portland, Oregon and Vancouver/Clark County, Washington area.

The Columbia
River Crossing study area generally encompasses the I–5 corridor from the I–5/I–405 interchange in Portland, Oregon in the south to the I–5/I–205 merge in Clark County, Washington in


Federal Register / Vol. 70, No. 186 / Tuesday, September 27, 2005 / Notices 56523

DEPARTMENT OF TRANSPORTATION
Federal Highway Administration
Federal Transit Administration
Environmental Impact Statement: Portland, OR and Vancouver/Clark County, WA

Growth in the region's population and border-to border commerce is straining The capacity of the two crossings.

Two studies resulted from this initial work: The Portland/Vancouver I–5 Trade Corridor Freight Feasibility and Needs Assessment Study Final Report, completed in 2000, and the Portland/ Vancouver I–5 Transportation and Trade Partnership Final Strategic Plan, completed in 2002**. This bi-state work included a variety of recommendations for corridor-wide improvements,** traffic management and improvements in the I–5 Bridge Influence Area (BIA)—an approximately 5-mile **section of the I–5 corridor** extending from the SR 500 interchange north of the river to Columbia Boulevard south of the river.

Other significant transportation studies in the corridor include the South/North Major Investment Study (MIS) Final Report (1995) and the South/North Corridor Project Draft EIS (1998). These studies investigated a variety of high capacity transit corridors and modes between the Portland, Oregon area and Vancouver/Clark County, Washington.

Building on the previous studies, the **I–5 Transportation and Trade Partnership Strategic Plan (2002), called for adding capacity over the Columbia River with a replacement bridge or by supplementing existing I–5 bridges to ease impacts of bottlenecks** on local travel and interstate commerce.

Alternatives
A reasonable range of alternatives, including those identified in the Portland/Vancouver I–5 Transportation and Trade Partnership Final Strategic Plan and the South/North Corridor Project Draft EIS, will be considered. **The EIS will include a range of highway**

Department

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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)

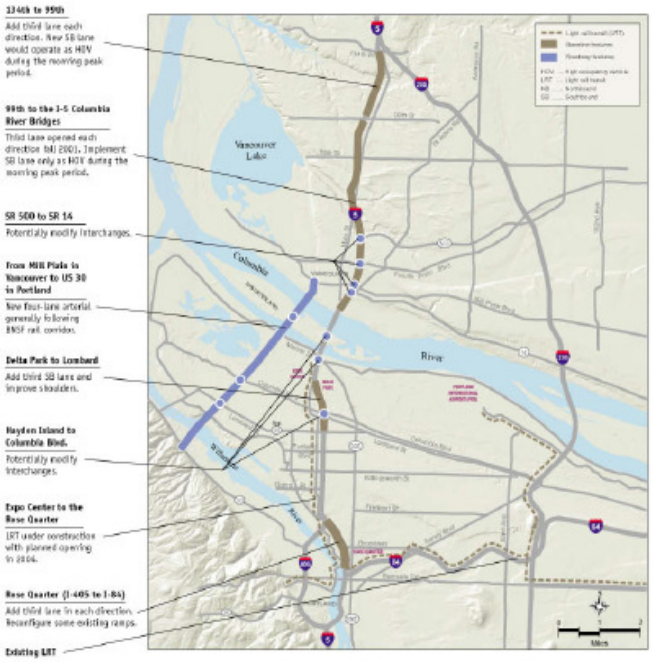
The current project will upgrade and replace significant portions of the electrical systems within the two spans. Transportation funding experts estimate a replacement bridge would cost between $500 million and $1 billion.

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

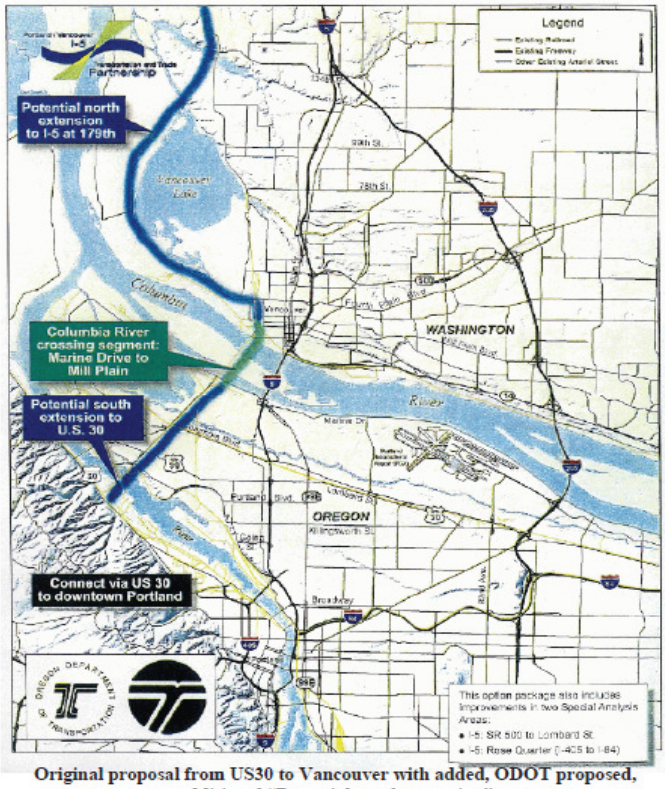
Portland / Vancouver Transportation and Trade Partnership Study Recommendation

New West Arterial Road



The major feature of this option is a new arterial road along the existing railroad corridor and N. Portland Rd. between Mill Plain Blvd. in Vancouver and US 30 in Portland.

Option Package No. 8:
New arterial corridor / Columbia River crossing



Original proposal from US30 to Vancouver with added, ODOT proposed, additional "Potential north extension"

Portland / Vancouver I-5 Transportation and Trade Partnership

Option Packages: Decisions

This page is page 1 from:
I-5 Part summary package option_package.pdf

The following table summarizes the decisions of the I-5 Task Force regarding Option Packages for the I-5 Corridor. Those packages designated as "study further" will be evaluated over the summer and results will be available in the fall of 2001. Those packages designated as "do not study" will be dropped from further consideration by the I-5 Task Force.

Package	Task Force Decision
1. *Baseline (no new Columbia River Crossing)*	*Study further*
2. *Express Bus on New Bridge, Without Additional Freeway Corridor Capacity*	*Study further*
3. *Light Rail Transit on New Bridge Without Additional Freeway Corridor Capacity*	*Study further*
4. *Commuter Rail Without Additional Freeway Corridor Capacity*	*No Decision by Task Force yet. Recommendation is to defer further study until results from Rail Capacity Analysis are available (Fall 2001)*
5. *Planned Regional Bus With Additional Freeway Capacity*	*Do not study – refine as an option in Package 6*
6. *Express Bus to Downtown Portland With Corridor-Wide Freeway Capacity Increase (includes new Columbia River crossing)*	*Study further*
7. *Light Rail Transit With Corridor-Wide Freeway Capacity increase (includes new Columbia River Crossing)*	*Study further*
8. *New Arterial Road: Mill Plain to US 30, with Columbia River Crossing*	*Study further*
9. *New Freeway Corridor*	*Do not study*

Washington and Oregon working together for the economy, jobs and quality communities

Add a Supplemental Bridge

OR a Replacement Bridge

" Add a new supplemental or replacement bridge across the Columbia River etc…"

" NEXT STEPS / IMPLEMENTATION
2003 – 2009: Environmental Impact Study on Bridge Influence Area
(new supplemental or replacement bridge, etc…"

Portland / Vancouver I-5 Transportation and Trade Partnership Final Recommendations at a Glance 2002

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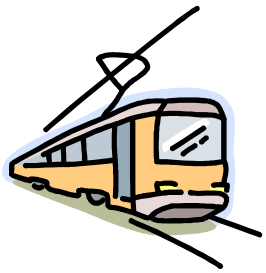
Final Recommendations at a Glance



Transit:

- Provide a phased light rail loop in Clark County in the vicinity of the I-5, SR500/4th Plain and I-205 Corridors.
- Provide peak-hour, premium express bus service in the I-5 and I-205 Corridors to markets not well served by light rail.
- Increase transit service in the Corridor over the next 20 years called for in regional transportation plans.

Interstate 5:

- The I-5 freeway between the Fremont Bridge in Portland and the I-205 interchange in Vancouver will be a maximum of 3 through lanes in each direction. This includes widening I-5 to 3 lanes between Delta Park and Lombard, and 99th St. to I-205 in Vancouver.
- Designate one of the 3 through lanes for use as a high occupancy vehicle (HOV) lane during the peak period, in the peak direction.
- Add a new supplemental or replacement bridge across the Columbia River with up to 2 auxiliary and/or arterial lanes in each direction, and 2 light rail tracks.
- Improve interchanges between SR 500 and Columbia Blvd to address safety and capacity problems -- including making Columbia Blvd into a full interchange.
- In adding river crossing capacity and making interchange improvements every effort should be made to: 1) avoid displacements and encroachments, 2) minimize the highway footprint and 3) minimize the use of the freeway for local trips.

Additional Rail Capacity:

- Pursue the rail infrastructure improvements required to accommodate anticipated 20 year freight rail growth in the I-5 Corridor and frequent, efficient intercity passenger rail service.
- Establish a public/private Bi-State rail forum to advise regional decision makers about prioritizing, scheduling and funding of needed rail improvements.
- The rail forum and regional decision-makers should encourage funding for:
  - Additional inter-city passenger rail service in the Pacific Northwest High Speed Rail Corridor
  - High Speed Rail service in the Corridor; and
  - The replacement of the existing "swing span" with a "lift span" located closer to the center of the river channel

Land Use:

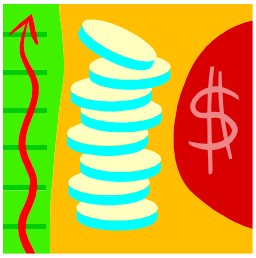
- Adopt and implement a Bi-State Coordination Accord to protect existing and new capacity and support economic development.
- Jurisdictions in the Corridor will develop and agree on a plan to manage land development to avoid adversely impacting I-5 or the Region's growth management plans.

Transportation Demand and System Management:

- Commit to a comprehensive use of TDM/TSM strategies -- alternative modes, work-based strategies, policies and regulatory strategies, pricing and TSM strategies -- and pursue additional funding for transit and TDM/TSM strategies.
- Prepare an "I-5 TDM/TSM Corridor Plan" with guidance from the proposed "Bi-State Coordination Committee"
- Fund and implement additional TDM/TSM strategies now to encourage more efficient use of the transportation system.

Environmental Justice

- Establish a Community Enhancement Fund for use in the impacted areas in the I-5 Corridor in Oregon and Washington
- Map low-income and minority communities in the corridor.
- Take list of potential impacts identified by representatives of environmental justice communities into the EIS for the Bridge and Bridge Influence Area as a starting point for more analysis.
- Work with affected communities to explore ways to offset impacts and/or bring benefits to the community.
- Develop a public outreach plan for EIS process that includes special outreach to low-income and minority communities.
- Form and coordinate two working groups for the EIS -- one for public involvement and one for environmental justice.



Finance

- OR, WA and the Portland/Vancouver region should develop a financing plan for transit and highway capital projects
- Tri-Met and C-Tran need to increase revenues for a significant expansion of transit service, starting within the next five years.
- Establish regional transit financing commitments that will allow for:
  - an aggressive bi-state TDM program and
  - an expansion of transit service to support the light rail loop.
- Seek funding to widen I-5 to 3 lanes: Delta Park to Lombard after environmental and design work is completed.

Next Steps/Implementation

- Fall 2002: SW Washington Regional Transportation Council and Metro review and amend the Regional Transportation Plans to incorporate recommended I-5 corridor improvements.

- Delta Park to Lombard: widen I-5 to 3 lanes
  - Summer 2002-2004: Conduct environmental assessment and design work
  - Post 2004: Construction of Delta Park to Lombard

- 2003 – 2009: Environmental Impact Study on Bridge Influence Area
  (new supplemental or replacement bridge, interchange improvements between SR 500 and Columbia Blvd., including light rail between Expo Center and downtown Vancouver)

- 2010+: Construct improvements in Bridge Influence Area.

Program Overview

Section 4(f) Policy paper

Section 4(f) Programmatic Evaluations

Section 4(f) Guidance and Legislation

SAFETEA-LU Section 6009 Implementation Study

More Information
Website Feedback

Section 4(f) at a Glance

What is Section 4(f)? Section 4(f) refers to the original section within the U.S. Department of Transportation Act of 1966 which established the requirement for consideration of park and recreational lands, wildlife and waterfowl refuges, and historic sites in transportation project development. The law, now codified in 49 U.S.C. §303 and 23 U.S.C. §138, is implemented by the Federal Highway Administration (FHWA) through the regulation 23 CFR 774.

When does Section 4(f) apply? Section 4(f) applies to projects that receive funding from or require approval by an agency of the U.S. Department of Transportation. Section 4(f) is considered by many to be a complex law.

What does Section 4(f) require? Before approving a project that uses Section 4(f) property, FHWA must either (1) determine that the impacts are *de minimis* (see discussion below), or (2) undertake a Section 4(f) Evaluation. If the Section 4(f) Evaluation identifies a feasible and prudent alternative that completely avoids Section 4(f) properties, it must be selected. If there is no feasible and prudent alternative that avoids all Section 4(f) properties, FHWA has some discretion in selecting the alternative that causes the least overall harm (see discussion below). FHWA must also find that all possible planning to minimize harm to the Section 4(f) property has occurred.

What are Section 4(f) properties? Section 4(f) properties include publicly owned public parks, recreation areas, and wildlife or waterfowl refuges, or any publicly or privately owned historic site listed or eligible for listing on the National Register of Historic Places.

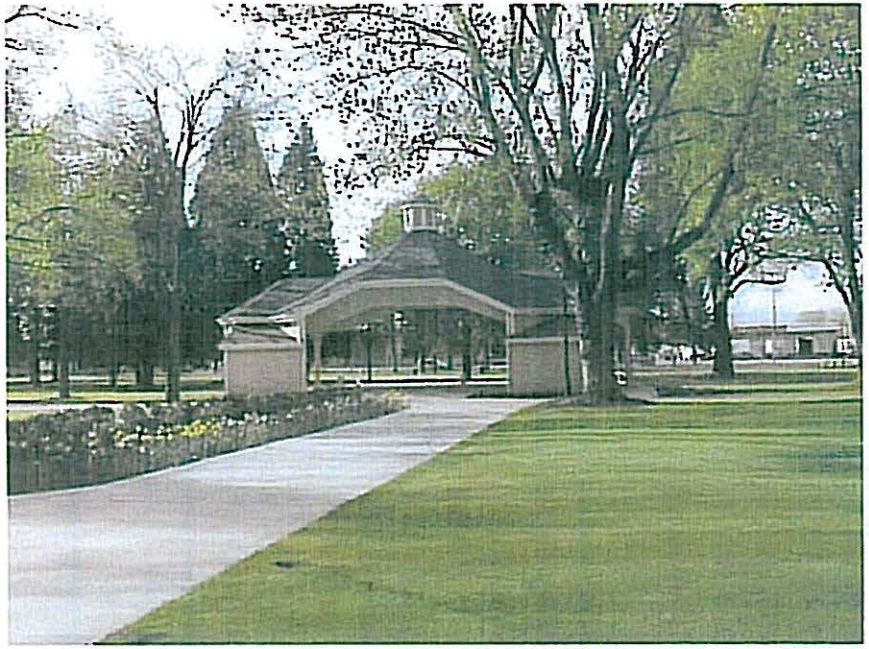
What is a use? Use of a Section 4(f) property occurs: (1) when land is permanently incorporated into a transportation facility; or (2) when there is a temporary occupancy of land that is adverse in terms of the statute's preservation purpose; or (3) when there is a constructive use (a project's proximity impacts are so severe that the protected activities, features, or attributes of a property are substantially impaired). The regulation lists various exceptions and limitations applicable to this general definition.

What is a *de minimis* impact? For publicly owned public parks, recreation areas, and wildlife and waterfowl refuges, a *de minimis* impact is one that will not adversely affect the activities, features, or attributes of the property. For historic sites, a *de minimis* impact means that FHWA has determined (in accordance with 36 CFR Part 800) that either no historic property is affected by the project or that the project will have "no adverse effect" on the historic property. A *de minimis* impact determination does not require analysis to determine if avoidance alternatives are feasible and prudent, but consideration of avoidance, minimization, mitigation or enhancement measures should occur. There are certain minimum coordination steps that are also necessary.

What is feasible? An alternative is feasible if it can be constructed as a matter of sound engineering. Typically, alternatives that are studied in a draft environmental

What regulation protects the bridge?

- Section 4(f) of the Department of Transportation Act protects the northbound bridge (built in 1917) because it is on the National Register of Historic Places and the CRC project is federally-funded



Columbia River CROSSING

Historic Resources

- 900 resources in area of potential effect (mostly Vancouver): 10 to 20 resources potentially affected
- Supplemental vs Replacement
  - Supplemental keeps the historic bridge
  - Supplemental has less impact on Vancouver National Historic Reserve
  - Replacement affects no historic buildings on Reserve but affects about 1.5 to 2 more acres than Supplemental
  - Mitigation options can reduce impacts to Reserve
- I-5 HCT vs. Vancouver HCT
  - Similar magnitude of direct effects (2 to 4 resources)
  - Vancouver has higher potential secondary impacts to historic resources

Archaeological Resources

- Oregon
  - No known sites on land or in the river
- Washington
  - Several known sites on land and in the river
- Impacts and Mitigation
  - High probability of finding human remains in WA
  - Minor differences among alternatives
  - Intensive investigation, monitoring and coordination can likely avoid significant impacts

What is feasible and prudent?

- Alternatives are *feasible* if they are possible to engineer, design and build.
- Alternatives are not *prudent* if they exhibit unique problems of an extraordinary magnitude, including:
  - Does not meet the project Purpose and Need
  - Operational or safety problems
  - Social, economic, or environmental impacts
  - Community disruption
  - Additional cost
  - Or, an accumulation of these factors that collectively have adverse impacts of an extraordinary magnitude

What factors are we considering to determine "prudence"?

- How would they affect:
  - Traffic performance?
  - Transit performance?
  - Navigation safety and operations?
  - Community and the economy?
  - Natural resources?
- How much do they cost?
- What other considerations? (ownership)
- Prudence is based on performance and impacts relative to the non-avoidance alternatives

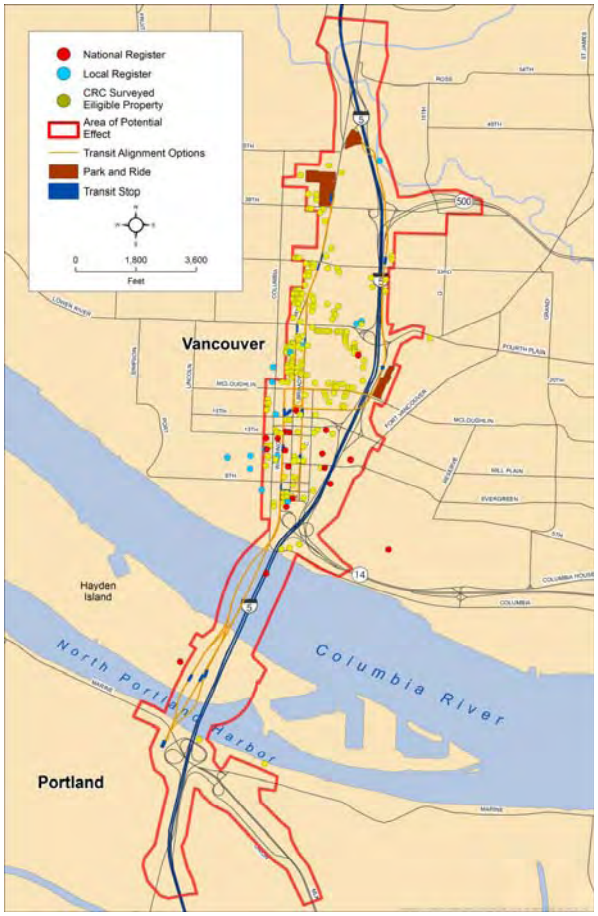
What protection does 4(f) provide?

- 4(f) protected resources
  - Publicly owned parks (Delta Park)
  - Recreation area (Delta Park)
  - Wildlife or waterfowl refuge (Oaks Bottom Wildlife Refuge)
  - Significant historic site (Fort Vancouver, northbound bridge)
- Federal transportation agencies cannot approve the change (or 'use') of a 4(f) resource unless:
  - There is no *feasible* or *prudent* alternative; and
  - The project includes all possible planning to minimize harm

Appendix E

Registered, Eligible, and Previously Inventoried Historic Properties and Resources

This appendix includes a comprehensive list of all of the registered, eligible, and previously inventoried historic properties and resources in the Area of Potential Effect (APE) for the Columbia River Crossing (CRC) project. “Registered” Historic Properties can be found on the National Register for Historic Places (NRHP), the State Register, or on a local (county or city) register. Those properties that are not registered, but have been deemed eligible for the NRHP during historic resources surveys conducted by the CRC project team, are also included on this list. These resources are displayed on the map below. A larger version of the map can be found in the Historic and Archeological Resources section of the DEIS.



Lastly, those resources that have previously been inventoried by a group or agency other than CRC (e.g., the City of Vancouver, etc.) are indicated in Table E-1.

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Table E-1: Registered, Eligible, and Previously Inventoried Historic Properties and Resources in CRC APE

Historic ID	Address	Date of Construction	National Register of Historic Places (NRHP)	State Register	Local Register	Previously Inventoried	Current Building Use	Historic Name
6	605 Esther St	ca.1853			x		Recreation and Culture - Outdoor Recreation	
7	209 W 6th St	ca.1935				x	Commerce/Trade - Business	
8	507 Columbia St	ca.1940					Unknown	
10	515 Washington St	ca.1966				x	Unknown	
11	114 6th St	ca.1930					Unknown	
13	111 W 7th St	ca.1925					Commerce/Trade - Restaurant	
14	809 Washington St	ca.1950				x	Commerce/Trade - Business	
16	614 Main St	ca.1906				x	Commerce/Trade - Business	Donegan Building
17	600-606 Main St	ca.1910					Commerce/Trade - Business	Schoefield Block
19	518 Main St	ca.1906/1926			x	x	Commerce/Trade - Business	Vancouver National Bank
21	500 Main St	ca.1928	x	x		x	Domestic - Multiple Family House	Evergreen Hotel
22	811 Main St	ca.1940					Commerce/Trade - Business	
23	801 Main St	ca.1942					Commerce/Trade - Business	
24	101 E 8th St	ca.1932					Commerce/Trade - Business	
28	605-609 Main St	ca.1908					Commerce/Trade - Business	
29	601-603 Main St	1912	x	x			Commerce/Trade - Business	US National Bank Building
30	916 Main St	1911	x	x		x	Commerce/Trade - Business	Elks Building
32	100 W 13th St	1884	x	x	x	x	Commerce/Trade - Business	Lowell Mason Hidden House

Historic ID	Address	Date of Construction	National Register of Historic Places (NRHP)	State Register	Local Register	Previously Inventoried	Current Building Use	Historic Name
35	110 W 13th St	1913	x	x	x	x	Commerce/Trade - Professional	W. Foster Hidden House
37	1001 Broadway St	ca.1950					Commerce/Trade - Business	
38	112 W 11th St	1934-36	x	x	x	x	Commerce/Trade - Business	Vancouver Telephone Exchange
39	409 E Mill Plain Blvd	ca.1905	x			x	Domestic - Single Family House	
41	411 E Evergreen Blvd	1907	x	x		x	Commerce/Trade - Professional	Kiggins House
42	1511 Main St	ca.1909	x	x	x	x	Recreation and Culture - Museum	Carnegie Library
44	501 E McLoughlin Blvd	ca.1929				x	Commerce/Trade - Professional	
47	510 E McLoughlin Blvd	ca.1910				x	Commerce/Trade - Professional	
48	502 E McLoughlin Blvd	ca.1900				x	Commerce/Trade - Business	
50	611 E McLoughlin Blvd	ca.1880/1910				x	Domestic - Single Family House	
54	401 E 33rd St	1948-50/1960					Religion - Religious Facility	
55	3200 Main St	ca.1956					Health Care - Clinic	
59	3110 K St	ca. 1910					Domestic - Single Family House	
61	3000 K St	ca.1915					Domestic - Single Family House	
62	903 E 31st St	ca.1910					Domestic - Single Family House	
67	1001 Main St	ca.1925				x	Commerce/Trade - Business	
68	1011 Main St	ca.1935					Recreation and Culture - Theater	Kiggins Theatre
70	102 E Evergreen Blvd	ca.1925				x	Commerce/Trade - Business	
73	1300 Washington St	ca.1940				x	Commerce/Trade - Business	Luepke Florist

Historic ID	Address	Date of Construction	National Register of Historic Places (NRHP)	State Register	Local Register	Previously Inventoried	Current Building Use	Historic Name
74	218 W 12th St	1885	x	x		x	Religion - Religious Facility	St James Cathedral
75	1012 Washington St	ca.1920			x	x	Commerce/Trade - Business	Greely Building
77	204 W Evergreen Blvd	ca.1920					Commerce/Trade - Business	
78	311 W 11th St	ca.1950					Commerce/Trade - Business	
79	1112 Columbia St	ca.1905				x	Domestic - Single Family House	Shumway House
80	208 W 13th St	ca.1930				x	Commerce/Trade - Business	
82	1315 Columbia St	ca.1930					Commerce/Trade - Business	
83	1211 Daniels St	1918	x	x		x	Government - Post Office	Vancouver Main Post office
84	314 W 11th St	ca.1908			x	x	Domestic - Single Family House	Kettenring House
85	310 W 11th St	1903	x	x	x	x	Domestic - Single Family House	Chumasero-Smith House
86	309 W 12th St	ca.1905				x	Domestic - Single Family House	The Hamilton House
87	311 W Evergreen Blvd	ca.1950				x	Commerce/Trade - Business	
88	1515 Daniels St	ca.1925				x	Domestic - Single Family House	
89	1601 Daniels St	ca.1945					Domestic - Multiple Family House	
90	310 W 16th St	ca.1915				x	Domestic - Single Family House	
93	1615 Daniels St	ca.1905					Domestic - Single Family House	
95	1812 Columbia St	ca.1900			x	x	Domestic - Single Family House	Charles Zimmerman House
96	1501 Columbia St	ca.1921			x	x	Domestic - Single Family House	
99	1812 Washington St	ca.1940				x	Commerce/Trade - Business	

Historic ID	Address	Date of Construction	National Register of Historic Places (NRHP)	State Register	Local Register	Previously Inventoried	Current Building Use	Historic Name
101	1411 Washington St	ca.1950				x	Commerce/Trade - Business	
103	1812 Main St	ca.1923				x	Religion - Religious Facility	
104	1416 Main St	ca.1920				x	Commerce/Trade - Business	
107	1701 Broadway St	ca.1935					Commerce/Trade - Business	
108	2901 Main St	ca.1915					Domestic - Single Family House	
109	SE Columbia Way,	ca.1827					Recreation and Culture - Monument/Marker	Heritage Apple Tree
113	1500 Broadway St	ca.1925					Commerce/Trade - Business	
119	415 E 17th St	ca.1925				x	Commerce/Trade - Business	
120	301 E 19th St	ca.1905				x	Domestic - Single Family House	
121	409 E 19th St	ca.1925					Domestic - Single Family House	
123	501 E 19th St	ca.1925					Domestic - Single Family House	
124	1810 F St	ca.1910					Domestic - Single Family House	
125	601 E 19th St	ca.1940					Domestic - Single Family House	
126	1605 F St	ca.1945				x	Commerce/Trade - Professional	
128	304 E 15th St	ca.1945					Domestic - Single Family House	
129	404-406 E 17th St	ca.1940					Domestic - Multiple Family House	
130	700 E McLoughlin Blvd	ca.1902				x	Domestic - Single Family House	
132	612 E McLoughlin Blvd	ca.1958					Commerce/Trade - Business	
133	604 E 17th St	ca.1899				x	Domestic - Single Family House	

Historic ID	Address	Date of Construction	National Register of Historic Places (NRHP)	State Register	Local Register	Previously Inventoried	Current Building Use	Historic Name
134	604 E 16th St	ca.1909				x	Commerce/Trade - Professional	
136	2001 H St	ca.1930					Domestic - Single Family House	
140	807 E 22nd St	ca.1906				x	Domestic - Single Family House	
143	2224 G St	ca.1916					Domestic - Single Family House	
144	2223 G St	ca.1935					Domestic - Single Family House	
145	2217 G St	ca.1927					Domestic - Single Family House	
146	2213 G St	ca.1926					Domestic - Single Family House	
147	2607 Main St	ca.1940					Commerce/Trade - Business	
148	300 E 37th St	ca.1950					Health Care - Medical Business/Office	
149	318 E 7th St	ca.1925					Domestic - Multiple Family House	
150	400 E Evergreen Blvd	ca.1873	x	x			Commerce/Trade - Business	House of Providence - Academy
151	401 E McLoughlin Blvd	ca.1916				x	Commerce/Trade - Professional	
153	307 E Mill Plain Blvd	ca.1961				x	Commerce/Trade - Restaurant	Burgerville USA
155	2209 G St	ca.1925					Domestic - Single Family House	
156	714 E 22nd St	ca.1930	x				Domestic - Single Family House	
157	2208 H St	ca.1937					Domestic - Single Family House	
158	2413 F St	ca.1916				x	Domestic - Single Family House	
159	2409 F St	ca.1915				x	Domestic - Single Family House	
160	2405 F St	ca.1925					Domestic - Single Family House	

Historic ID	Address	Date of Construction	National Register of Historic Places (NRHP)	State Register	Local Register	Previously Inventoried	Current Building Use	Historic Name
161	2401 G St	ca.1921				x	Domestic - Single Family House	
165	1901 H St	ca.1929					Domestic - Single Family House	
166	319 E Evergreen Blvd	ca.1905					Vacant/Not in Use	
167	300 E 13th St	ca.1960					Government - Government Office	
168	500 E 13th St	ca.1957				x	Domestic - Multiple Family House	
169	601 Broadway St	ca.1960					Domestic - Hotel	
171	110 E 13th St	ca.1965				x	Commerce/Trade - Business	
172	1111 Broadway St	ca.1949				x	Commerce/Trade - Business	
176	3305 Main St	ca.1965					Commerce/Trade - Business	
177	111 W 28th St	ca.1955					Religion - Religious Facility	
178	122 E 28th St	ca.1900					Domestic - Single Family House	
179	112 E 28th St	ca.1944				x	Domestic - Multiple Family House	
180	121 E 28th St	ca.1910					Domestic - Single Family House	
182	211 E 4th Plain Blvd	ca.1906				x	Domestic - Single Family House	
184	130 W 29th St	ca.1932					Domestic - Single Family House	
185	118 W 29th St	ca.1930					Domestic - Single Family House	
186	112 W 29th St	ca.1918					Domestic - Single Family House	
187	110 W 29th St	ca.1918					Domestic - Single Family House	
188	2501 F St	ca.1925					Domestic - Single Family House	
189	604 E 25th St	ca.1911					Domestic - Single Family House	

Historic ID	Address	Date of Construction	National Register of Historic Places (NRHP)	State Register	Local Register	Previously Inventoried	Current Building Use	Historic Name
191	3405 K St	ca.1920					Domestic - Single Family House	
192	3317 K St	ca.1920					Domestic - Single Family House	
195	901 E 32nd Ave	ca.1939				x	Domestic - Single Family House	
197	108 W 33rd St	ca.1937					Domestic - Single Family House	
198	112 W 33rd St	ca.1930					Domestic - Single Family House	
199	102 E 31st St	ca.1927					Domestic - Single Family House	
200	108 E 31st St	ca.1920					Domestic - Single Family House	
202	4300 Main St	ca.1965					Religion - Ceremonial Site	
203	518 E 25th St	ca.1920					Domestic - Single Family House	
204	510 E 25th St	ca.1920					Domestic - Single Family House	
206	504 E 25th St	ca.1953					Domestic - Single Family House	
208	408 E 25th St	ca.1926					Domestic - Single Family House	
209	404 E 25th St	ca.1911					Domestic - Single Family House	
210	400 E 25th St	ca.1910				x	Domestic - Single Family House	
211	314 E 25th St	ca.1910				x	Domestic - Single Family House	
212	306 E 25th St	ca.1936					Domestic - Single Family House	
213	304 E 25th St	ca.1927					Domestic - Single Family House	
214	300 E 25th St	ca.1915				x	Domestic - Single Family House	
217	426 E 4th Plain Blvd	ca.1932					Religion - Religious Facility	

Historic ID	Address	Date of Construction	National Register of Historic Places (NRHP)	State Register	Local Register	Previously Inventoried	Current Building Use	Historic Name
219	512 E 27th St	ca.1900					Domestic - Single Family House	
220	419 E 28th St	ca.1926					Domestic - Single Family House	
225	201 E 29th St	ca.1926					Domestic - Single Family House	
227	2613 H St	1907			x		Domestic - Single Family House	Bailey-Dickerson House
228	714 E 26th St	ca.1906			x		Domestic - Single Family House	Swan House
229	804 E 26th St	ca.1911					Domestic - Single Family House	
231	2415 F St	ca.1920					Domestic - Single Family House	
232	514 E 28th St	ca.1905					Domestic - Single Family House	
233	502 E 28th St	ca.1942					Domestic - Multiple Family House	
246	3200 F St	ca.1928					Domestic - Single Family House	
248	521 E 33rd St	ca.1945					Domestic - Single Family House	
250	123 E 33rd St	ca.1940					Domestic - Single Family House	
251	119 E 33rd St	ca.1940					Domestic - Single Family House	
252	115 E 33rd St	ca.1940					Domestic - Single Family House	
254	101 E 33rd St	ca.1940					Domestic - Single Family House	
256	105 E 32nd St	ca.1940					Domestic - Single Family House	
257	111 E 32nd St	ca.1919					Domestic - Single Family House	
258	100 E 30th St	ca.1920					Domestic - Single Family House	
259	123 W 30th St	ca.1941					Domestic - Single Family House	

Historic ID	Address	Date of Construction	National Register of Historic Places (NRHP)	State Register	Local Register	Previously Inventoried	Current Building Use	Historic Name
261	125 W 30th St	ca.1941					Domestic - Single Family House	
262	129 W 30th St	ca.1920					Domestic - Single Family House	
263	109 E 39th St	ca.1935					Domestic - Single Family House	
265	123 E 40th St	ca.1905					Domestic - Single Family House	
266	207 E 39th St	ca.1935				x	Domestic - Single Family House	
269	200 E 38th St	ca.1929					Domestic - Single Family House	
279	116 E 40th St	ca.1950					Domestic - Single Family House	
285	100 E 40th St	ca.1946					Domestic - Single Family House	
295	43rd amd Washington St	ca.1950				x	Other	
298	1906 Main St	ca.1950					Commerce/Trade - Business	
299	1908 Main St	ca.1925				x	Commerce/Trade - Business	
301	1916 Main St	ca.1915				x	Commerce/Trade - Business	
302	2006 Main St	ca.1940				x	Commerce/Trade - Business	
303	2012 Main St	ca.1910				x	Domestic - Single Family House	
304	2014 Main St	ca.1910				x	Commerce/Trade - Business	
305	2100 Main St	ca.1925				x	Commerce/Trade - Business	
306	2300 Main St	ca.1925				x	Social - Meeting Hall	
307	108 23rd St	ca.1927				x	Domestic - Single Family House	
308	114 W 23rd St	ca.1918				x	Domestic - Single Family House	
309	116 W 23rd St	ca.1910				x	Domestic - Single Family House	

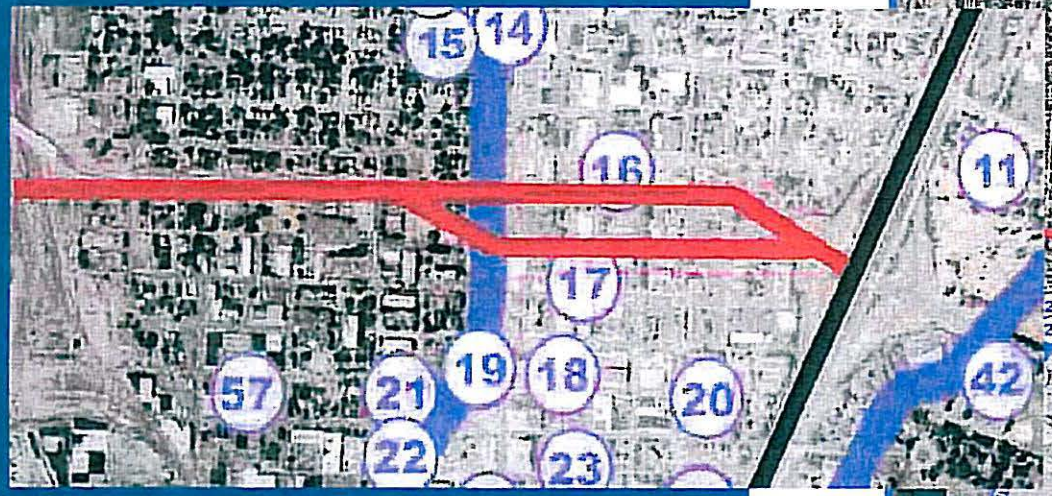
Historic ID	Address	Date of Construction	National Register of Historic Places (NRHP)	State Register	Local Register	Previously Inventoried	Current Building Use	Historic Name
310	2310 Main St	ca.1920				x	Commerce/Trade - Business	
312	2219 Main St	ca.1920					Commerce/Trade - Business	
317	1907 Broadway St	ca.1926				x	Domestic - Multiple Family House	
319	3409 Main St	ca.1930/1970				x	Social - Meeting Hall	
327	2221 Broadway St	ca.1912				x	Domestic - Single Family House	
328	2414 Broadway St	ca.1941				x	Domestic - Multiple Family House	
331	2312 Main St	ca.1920					Commerce/Trade - Business	
332	1915 Washington St	ca.1909				x	Commerce/Trade - Business	
333	114 W 20th St	ca.1926				x	Domestic - Single Family House	
334	2005 Washington St	ca.1927				x	Domestic - Single Family House	
335	2009 Washington St	ca.1908				x	Domestic - Single Family House	
336	111 W 23rd St	ca.1925			x	x	Domestic - Single Family House	
337	117 W 23rd St	ca.1925				x	Domestic - Single Family House	
338	121 W 23rd St	ca.1925				x	Domestic - Single Family House	
339	111 W 24th St	ca.1924				x	Domestic - Single Family House	
342	2413 Main St	ca.1955				x	Commerce/Trade - Business	
343	2407 Main St	ca.1950					Commerce/Trade - Business	
344	1929 Main St	ca.1925				x	Commerce/Trade - Business	
347	1914 Broadway St	ca.1921				x	Commerce/Trade - Professional	

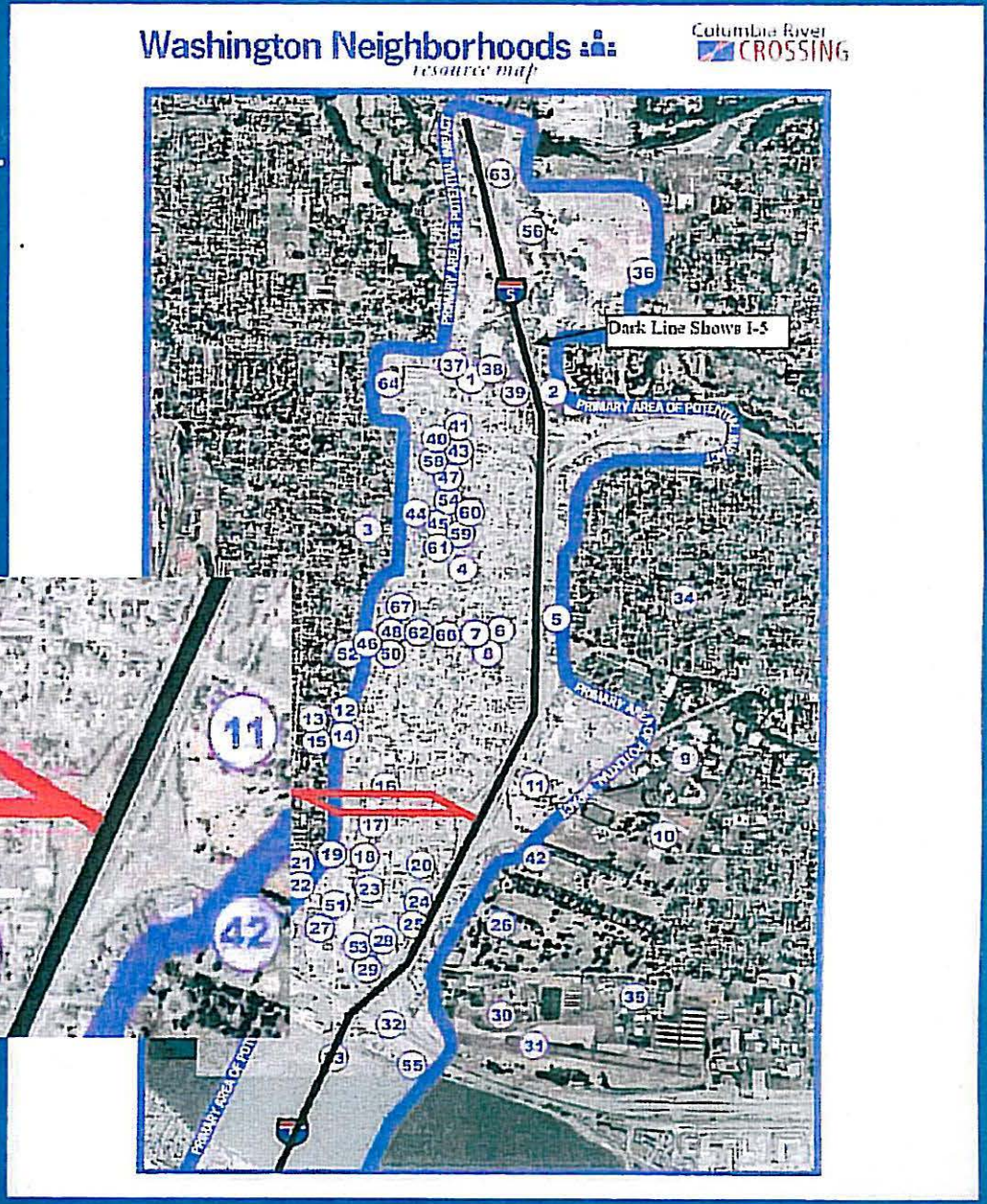
Historic ID	Address	Date of Construction	National Register of Historic Places (NRHP)	State Register	Local Register	Previously Inventoried	Current Building Use	Historic Name
348	1920 Broadway St	ca.1910				x	Commerce/Trade - Professional	
349	2000 Broadway St	ca.1914				x	Commerce/Trade - Professional	
350	2008 Broadway St	ca.1920				x	Domestic - Single Family House	
351	2214 Broadway St	ca.1927				x	Domestic - Multiple Family House	
352	2218 Broadway St	ca.1929			x	x	Domestic - Multiple Family House	Wisteria Court - Uptown Villa Apartments
354	111 W 27th St	ca.1912					Domestic - Single Family House	
355	112 W 28th St	ca.1910					Domestic - Single Family House	
356	110 W 28th St	ca.1916					Domestic - Single Family House	
357	123 W 29th St	ca.1928					Domestic - Single Family House	
358	121 W 29th St	ca.1937					Domestic - Single Family House	
359	115 W 29th St	ca.1915					Domestic - Single Family House	
360	111 W 29th St	ca.1915					Domestic - Single Family House	
361	120 W 33rd St	ca.1947					Domestic - Multiple Family House	
367	Vancouver, WA	start 1908				x	Transportation - Rail-Related	Burlington Northern Railroad
368	610 E 5th St	ca.1903-04	x				Defense - Military Facility	Post Hospital (HQ 6229th USAR School)
369	1105 E 5th St	ca.1904-1921	x				Transportation - Air-Related	Pearson Airfield
381	Vancouver, WA	ca.1917/1958	x				Transportation - Road-Related (vehicular)	I-5 Bridge
382	1601 E 4th Plain Blvd	ca.1941					Unknown	US Army Barnes General Hospital Communications Building
900	4201 Main St	ca.1848			x		Unknown	Covington House
917	4201 Main St						Unknown	Vancouver Obelisk

Historic ID	Address	Date of Construction	National Register of Historic Places (NRHP)	State Register	Local Register	Previously Inventoried	Current Building Use	Historic Name
918	601-850 E Evergreen (also known as Officers Row)	1878-1907	x				Commerce/Trade - Professional	Officers Row
993	800 E 4oth St	ca.1933				x	Landscape - Park	Kiggins Bowl
OR1	1441 North Marine Drive, Portland, OR	1960					Commerce/Trade - Business	Pier 99
OR2	Portland, OR	1916-1960	x				Unknown	Columbia Slough Levee

No historical properties demolished or encroached on.

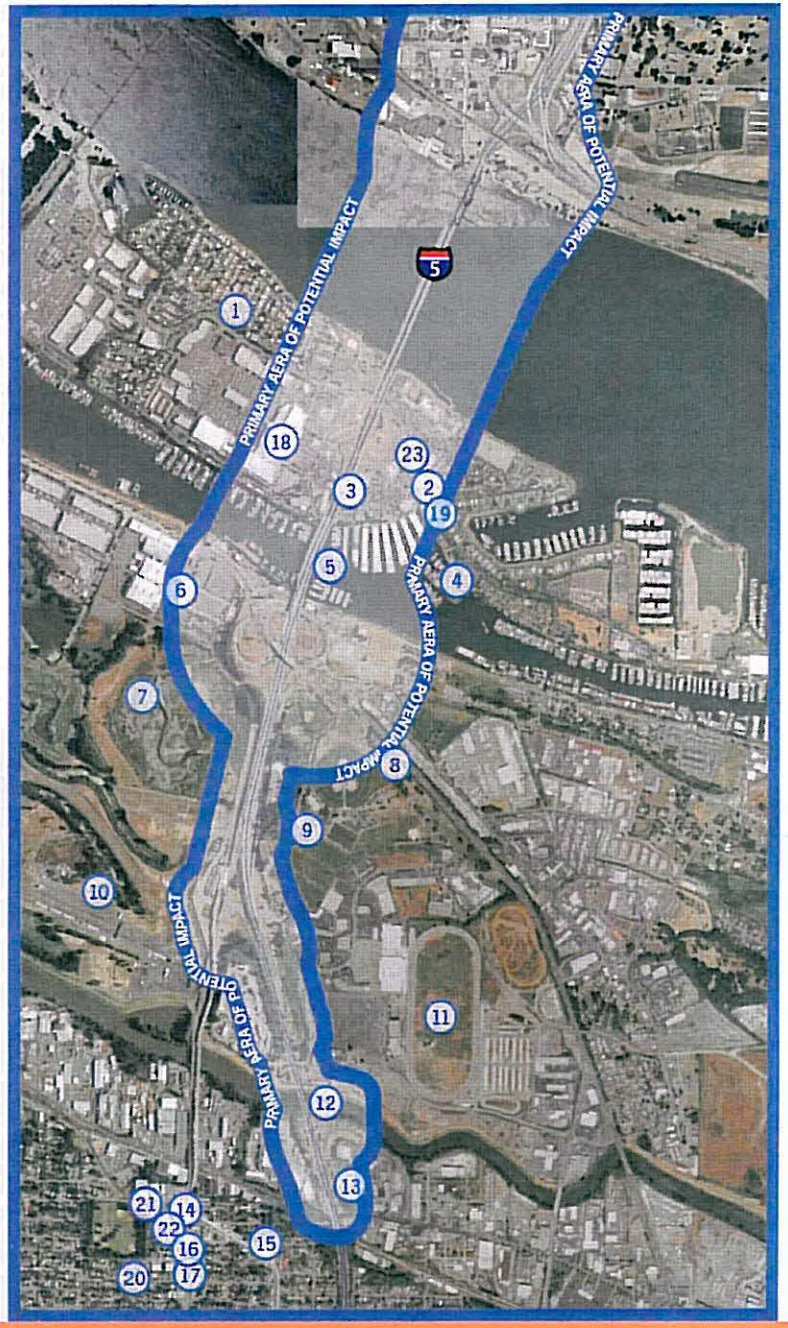
It avoids displacement and has a very small impact.

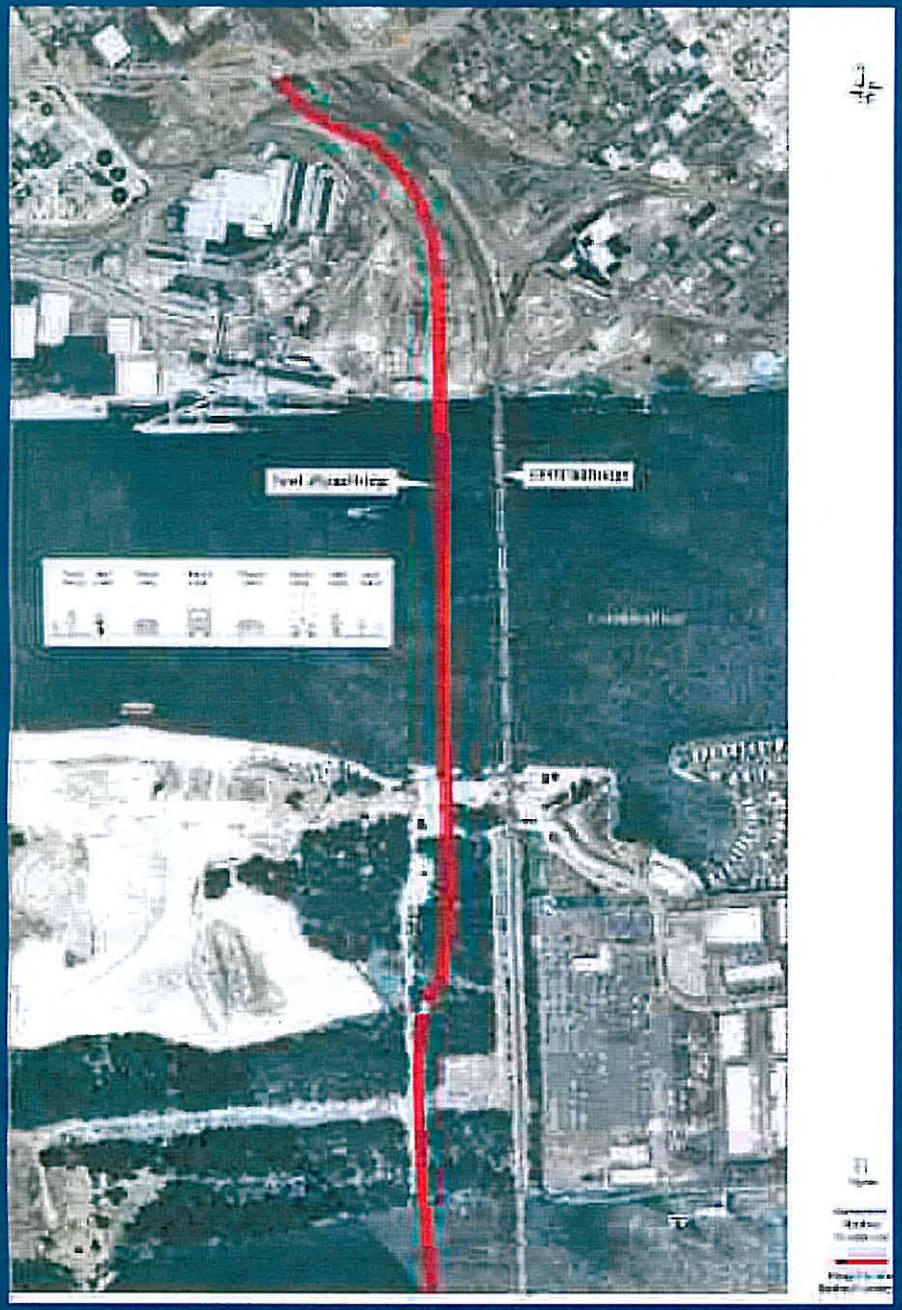




Oregon Neighborhoods
resource map

Columbia River CROSSING





Oregon Neighborhoods
resource map

Columbia River CROSSING

Washington State Senate

109B Irv Newhouse Building
P.O. Box 40417
Olympia, WA 98504-0417

Senator Don Benton
17th Legislative District

Olympia Ph: (360) 786-7632
District Ph: (360) 576-6059
E-mail: benton.don@leg.wa.gov

February 11, 2009

Dear Governors' Christine Gregoire and Ted Kulongoski, Sponsor Agencies; Southwest Washington Regional Transportation Council and CTRAN,

Attached please find correspondence from Congressman Earl Blumenauer to the Director of the Oregon Department of Transportation, dated January 7, 2009

We would like to thank Congressman Earl Blumenauer for his leadership on the Columbia River Crossing project's need to follow the National Environmental Policy Act (NEPA) requirements, that all alternatives are thoroughly studied. A thorough study of all options to include data is a necessary requirement in the NEPA process. This valuable step in the NEPA process brings the best options to the forefront and creates cooperation between the sponsoring agencies, stakeholders, and taxpayers, and the ability to receive Federal funding for the project:

We are asking that the CRC project immediately commence a Supplemental EIS to fully study the "port-to-port connector" option RC-14.

The foci of the Columbia River Crossing are the economy, safety, and the environment. A thorough NEPA process will create comparable data that will answer questions of cost, land use, environmental justice, mobility, congestion relief, regional freight, the distribution of benefits, and impacts.

In summary, adherence to the National Environmental Policy Act is essential for promoting consensus among various stakeholders and for demonstrating transparency. The I-5 international highway system's importance is internationally known. An open and transparent process is needed to build stakeholders consensus that will propel and help develop this project to completion. A project as important and enormous as the Columbia River Crossing must have transparency and must provide credible comparable data on the "port to port connector."

We the undersigned, as elected officials, and with our constituents' best interests at the forefront of our actions, urge Southwest Regional Transportation Council, CTRAN and the Governors of Oregon and Washington, to direct CRC Project to proceed with a full Supplemental EIS on the "port to port connector" RC-14, starting in March 2009.

Thank you for your immediate attention to this very urgent matter.

Respectfully submitted,

Senator Don Benton,
17th District
Member of the
Senator's Joint CRC Oversight Committee

Senator Pam Roach
WA State Senator 31st District

Councilor Pat Campbell
Vancouver City Councilmen #6

Senator Bob Morton
WA State Senator 7th District
Environment, Water & Energy Committee

Commissioner Marc Bolt
Clark County Commissioner
SW WA Regional Transportation Council

Commissioner Jerry Oliver
Port of Vancouver

Commissioner Tom Mielke
Clark County Commissioner
SW WA Regional Transportation Council
CTRAN Board Member

Senator Jim Honeyford
WA State Senator 15th District
Environment, Water & Energy Committee
Ways and Means Committee

Senator Bob Mc Caslin
WA State Senator 4th District
Economic Development Trade and Innovation

In support of Senator Benton's letter to Governors Christine Gregoire and Ted Kulongoski, Sponsor Agencies; Southwest Washington Regional Transportation Council and CTRAN.

Senator Larry George
OR State Senator 13th District
Senator's Joint CRC Oversight Committee
Business and Transportation Committee

Representative Jim Thompson
OR Representative District 23
Ways and Means Subcommittee Natural Resources

1300 Franklin Street, Floor 4
P.O. Box 1366
Vancouver, WA 98666-1366

360-397-6067
360-397-6132 fax
http://www.rtc.wa.gov/

November 15, 2010

Ms. Sharon Nasset
1113 N. Baldwin Street
Portland, OR 97217

Dear Ms. Nasset:

This letter is in follow up to your request about a "third bridge option" being studied and included in CRC's Draft Environmental Impact Study (DEIS). Your specific area of interest is about a project described as a new 6-lane freeway connecting I-5 at Mill Plain, west to the Port of Vancouver, south to Hayden Island, Marine Drive, and connecting with highway 30 near Newberry Hill.

The CRC project references in a March 22, 2006 document, RC-14. RC-14 was a possible transportation alternative in the DEIS. RC-14 modeled a multilane, multimodal bi-state industrial corridor starting near I-5 and Mill Plain crossing next to the current BNSF rail bridge and connecting south to Marine Drive. Traffic analysis of the RC-14 alternative showed that it did not sufficiently relieve traffic congestion to any significant degree on the I-5 Columbian River Bridge and therefore not advanced into the next round of alternatives. In sum, this alternative provided for a new industrial corridor, but did not provide for a major freeway that would adequately address I-5 traffic congestion.

A new freeway corridor alternative corridor was also studied. It was identified as RC-16, a New Western Highway. This alternative functioned as a new freeway bypass to I-5 but did not provide direct freeway access to I-5 via Mill Plain.

It is also worth noting that in 2008 RTC completed a Transportation Corridor Visioning Study (http://www.rtc.wa.gov/reports/vision/VisioningCorridors.pdf) that studied new freeway corridors throughout Clark County per a new 50-year growth scenario and given those corridors how a corridor to the east and west might be connected across the Columbia River.

Given your specific concern as stated above, no a "third bridge option" as a new freeway starting at I-5 and Mill Plain was not fully vetted.

Sincerely,

RTC Chair, Washougal Councilperson Molly Coston

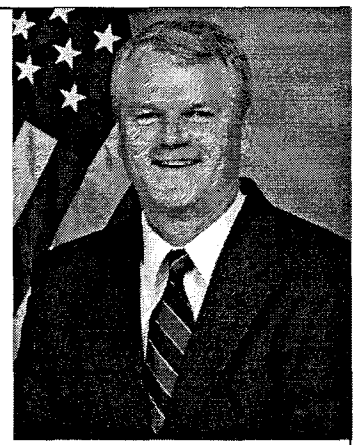
cc: RTC Board of Directors

Brian BAIRD
OUR CONGRESSMAN

Leadership on National Issues, Proven Results for Local Needs

Congressman Brian Baird has been called "the hardest working member of his class" in Congress.

As a member of the important House Transportation and Infrastructure Committee, Brian has been a champion for our transportation needs right here at home. This is just some of the work he's done to solve our transportation problems.



- Led the effort in Congress to begin widening I-5 and solve the Delta Park bottleneck
- Secured more than one million dollars to fund a new Park and Ride facility at 99th Street
- Working to limit backups from the I-5 bridge lift span by relocating the downriver railroad bridge opening for easier ship and barge passage
- Obtained federal support to expand and update C-TRAN maintenance facilities in Clark County
- Worked to integrate advanced technologies into the transit system through the Intelligent Transportation Systems Program.
- Secured a $183 million authorization to deepen the Columbia River Channel and preserve thousands of local jobs.

AND

Congressman Baird is leading the effort to provide relief for Washington residents who are forced to pay Oregon income taxes

Common Sense - Hard Work - Proven Results

Re-elect Your Congressman

Brian Baird

To volunteer or contribute, please call 360-696-1993 or visit www.BrianBaird.com

PO Box 5016, Vancouver WA 98668

C-TRAN

P.O. Box 2529
Vancouver, WA
98668-2529
phone 360.696.4494
fax 360.696.1602
c-van 360.695.8918
www.c-tran.com

58477/JH/dj

October 28, 2010

Sharon Nasset
1113 N. Baldwin St.
Portland, OR 97217

Dear Sharon:

At the October 12, 2010 C-TRAN Board of Directors meeting you requested a letter from C-TRAN stating that the 3rd bridge corridor was not studied, considered, or vetted. You made a similar request of C-TRAN in December of last year. I am attaching a copy of C-TRAN's December 21, 2009 response to you which included a copy of a letter to Congressman Earl Blumenauer. The letter to the Congressman came from CRC project Director Richard Brandman and discussed your 3rd bridge corridor concept and the CRC project's "Port to Port Connection" crossing option RC-14.

While I cannot speak for the CRC project, my own view is that although RC-14 did not examine an I-5 freeway spur stretching along Mill Plain as the principal northern feeder to the Port to Port western connection, the conclusions reached in the analysis of RC-14 still apply. The 3rd bridge option does not have the potential to significantly improve public transit on I-5, improve safety and vulnerability to incidents on I-5, improve substandard bike and pedestrian facilities, and reduce seismic vulnerability.

As always, I am available to discuss this further should you wish.

Sincerely,

C-TRAN

Jeff Hamm
Executive Director/CEO

Attachment
1. Letter Dated December 21, 2009

c: C-TRAN Board of Directors

C-TRAN

P.O. Box 2529
Vancouver, WA
98668-2529
phone 360.696.4494
fax 360.696.1602
c-van 360.695.8918
www.c-tran.com

55718/JH/dj

December 21, 2009

Sharon Nasset
1113 N. Baldwin St.
Portland, OR 97217

Dear Ms. Nasset:

At the December 8, 2009 C-TRAN Board of Directors meeting, you raised the question of whether the CRC project had ever studied a river crossing option that routed I-5 or a 6 lane freeway west to the Port of Vancouver then across the Columbia River to connect with Highway 30 in Oregon.

We have researched the matter with CRC staff and concluded that such an option was considered early on in the scoping process. One of 70 CRC options, the RC-14 Port to Port Connection was subsequently eliminated from consideration because it did not meet all six elements of the project's purpose and need.

Attached is a copy of a letter from CRC ODOT Project Director Richard Brandman to Congressman Earl Blumenauer in January of this year that goes into more detail of that analysis.

As always Sharon, if you have more questions, please let me know.

Sincerely,

C-TRAN

Jeff Hamm
Executive Director/CEO

c: C-TRAN Board of Directors
Richard Brandman
Don Wagner

I.1 Southbound Travel

ble 3-1 shows the estimated 4-hour AM peak person trips between the 15 geographic districts it would use the I-5 bridge in 2030. This table includes all trips by SOVs, HOVs, and transit. gure 3-1 shows the trip information in Table 3-1 graphically. Total travel over the I-5 bridge in e AM peak period is 38,210 person trips.

ble 3-1. Origins/Destinations of 2030 No-Build AM Person Trips Using I-5 Bridge

30 Person Trips I-5 Select Link -- AM PEAK

From \ To	Rivergate	Delta Park	Hayden Island	North Portland	Portland Central City	Northeast Portland	Multnomah/Clackamas Co.	Washington County	East Clark County	Fort Vancouver	SR 500	Outer Clark County	Salmon Creek	West Vancouver	Downtown Vancouver	Total
Rivergate	0	0	0	0	0	0	0	0	166	46	62	103	102	23	75	577
Delta Park	0	0	0	0	0	0	0	0	133	37	57	80	95	20	61	482
Hayden Island	0	0	0	0	0	0	0	0	166	58	74	105	127	30	104	864
North Portland	0	0	0	0	0	0	0	0	664	204	267	388	393	103	353	2,373
Portland Central City	0	0	0	0	0	0	0	0	439	158	237	285	434	91	305	1,929
Northeast Portland	0	0	0	0	0	0	0	0	52	105	78	40	133	45	153	606
Multnomah/Clackamas Co.	0	0	0	0	0	0	0	0	42	86	66	33	125	42	139	534
Washington County	0	0	0	0	0	0	0	0	615	246	286	322	460	136	434	2,498
Total									2,278	940	1,126	1,336	1,869	489	1,625	9,662
East Clark County	787	417	460	1,851	1,507	34	50	1,592	0	0	0	0	0	0	0	6,477
Fort Vancouver	60	75	61	210	308	48	50	217	0	0	0	0	0	0	0	1,030
SR 500	240	238	169	701	1,187	121	159	789	0	0	0	0	0	0	0	3,599
Outer Clark County	676	387	366	1,317	1,218	51	54	1,172	0	0	0	0	0	0	0	5,239
Salmon Creek	628	469	371	1,542	3,605	327	477	2,069	0	0	0	0	0	0	0	9,488
West Vancouver	67	57	50	187	275	56	58	207	0	0	0	0	0	0	0	965
Downtown Vancouver	93	121	120	348	519	103	100	355	0	0	0	0	0	0	0	1,760
Total	2,532	1,760	1,596	5,956	8,617	740	946	6,401								28,548

BOARD OF CLARK COUNTY COMMISSIONERS
Tom Mielke • Marc Boldt • Steve Stuart

proud past, promising future

CLARK COUNTY
WASHINGTON

1300 Franklin Street • P.O. Box 5000 • Vancouver, WA 98666-5000 • tel: [360] 397-2232 • fax: [360] 397-6058 • www.clark.wa.gov

Aug. 29, 2012

Washington Columbia River Crossing Oversight Committee
Oregon Joint Legislative Oversight Committee on Columbia River Crossing
c/o Patrick Brennan, Committee Services Office
900 Court Street NE, Room 453 Salem, Oregon 97301

RE: Columbia River Crossing (CRC) Third Bridge Analysis

In a letter dated July 23, 2010 (attached), the Board of Clark County Commissioners, collectively and as members of the SW Washington Regional Transportation Council (a CRC Project Sponsor Agency), responded to a citizen request regarding the purported study of an option from Third Bridge Now. At the time, we clarified that an industrial arterial (RC-14 in the CRC DEIS) and a new freeway corridor (RC-16 in the CRC DEIS) were studied, but neither included the specific freeway and connection components represented by the Third Bridge Now alternative.

It is our understanding that a map belonging to Third Bridge Now was shown at the March 16, 2012 Oregon Joint Legislative Oversight Committee hearing. CRC staff reportedly stated that the map had been studied. If that statement was made, it was incorrect, as elucidated above.

The citizen who informed us of this misrepresentation, Ms. Sharon Nasset from Third Bridge Now, has spent a great deal of time and effort developing an alternative that her group believes deserves further study. While we understand the NEPA process does not require full study of every potential alternative, we think it's appropriate to correctly identify what alternatives have, and have not, been fully evaluated in the DEIS.

We hope this letter helps to clarify the issue raised by Ms. Nasset. Thank you for your attention and work on this complex project.

Sincerely,

Marc Boldt, Chair

Steve Stuart, Commissioner

Tom Mielke, Commissioner

BOARD OF CLARK COUNTY COMMISSIONERS

proud past, promising future

CLARK COUNTY
WASHINGTON

July 23, 2010

The Southwest Washington Regional Transportation Council (RTC)
c/o Ms. Molly Coston, Chair
1300 Franklin Street, 4th Floor
Clark County Public Service Center
Vancouver, Washington 98666-1366

RE: Columbia River Crossing (CRC) Environmental Impact Study / Third Bridge Analysis

Dear Chair Coston and Council Members:

This correspondence is in follow up to a repeated request to RTC by concerned citizens about the lack of a "third bridge option" being studied and included in CRC's Draft Environmental Impact Study (DEIS). The specific area these citizens are interested in includes a new 6-lane freeway connecting I-5 at Mill Plain, west to the Port of Vancouver, south to Hayden Island, Marine Dr., and connecting with HWY-30 near Newberry Hill.

The CRC project references in a March 22, 2006, document, RC-14. RC-14 was used to create a possible transportation alternative in the Draft Environmental Impact Study. RC-14 modeled a multilane, multimodal bi-state industrial arterial or corridor starting near I-5 and Mill Plain, crossing next to the BNSF rail bridge and connecting south to Marine Drive. Traffic analysis of the RC-14 alternative showed that it did not sufficiently relieve traffic congestion to any significant degree on the I-5/Columbia River Bridge and therefore was not advanced into the next round of alternatives. In sum, this alternative provided for a new industrial corridor, but did not provide for a major freeway that would adequately address freeway congestion.

A new freeway corridor alternative was also studied. It was identified as RC-16 (New Western Highway). This alternative functioned as a new freeway bypass to I-5, but did not directly connect to I-5 via Mill Plain. The proposed corridor started near Ridgefield and went around the ports.

Given the specific concern, as stated above, the answer is no. A "third bridge option" as a new freeway starting at I-5 and Mill Plain was not fully vetted.

Sincerely,

Steve Stuart, Chair

Tom Mielke

Marc Boldt

cc: Ms. Sharon Nasset
Ms. Tamara McLane

1300 Franklin Street • P.O. Box 5000 • Vancouver, WA 98666-5000 • tel: [360] 397-2232 • fax: [360] 397-6058 • www.clark.wa.gov

BI-State Industrial Corridor

Columbia River Crossing RC-14 Alternative

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-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 the westside of the I-5 Trade Corridor on one continuous industrial sized freeway corridor approximately one-mile from the I-5 freeway.
http://www.thirdbridgenow.com/returnTrip3.swf

BI-STATE INDUSTRIAL CORRIDOR WAS NOT STUDIED

Confirmed by official letters signed by 19 elected officials, from committees, boards, and the CRC Signatory Sponsor Agencies. There is NO DATA consistent with BI-State Industrial Corridor alternative

January 7, 2008 US Representative Earl Blumenauer

February 11, 2009 WA Senator Benton and with 12 signatures from elected official from Oregon and Washington Senate and House of Representatives

July 23, 2010 Clark County Board of Commissioners sit on *Signatory Sponsor Agency for CRC

October 28, 2010 CTRAN *Signatory Sponsor Agency for CRC

November 15, 2010 SW Washington Regional Transportation Council *Signatory Sponsor Agency for CRC

August 29, 2012 Clark County Board of Commissioners sit on *Signatory Sponsor Agency for CRC

"Staff" at the November 13, 2019 Joint Committee hearing on the CRC knew they were being <u>Deliberately Deceitful</u> to YOUR FACE concerning the BI-State Industrial Corridor! There is absolutely no data consistent with the alignment, location, or size of the BI-State Industrial Corridor. Several staff members in the room were in on the falsehood!

Paid for by Economic Transportation Alliance /ThirdBridgeNow.com a 501c3 Non-Profit Public Charity
www.thirdbridgenow.org Third Bridge Now 2114 Main St. PMB #154 Van. WA 98660 503.283.9585

Add this to the formal Public Comments Environmental Impact Statement concerning the Columbia River Crossing project.

COLUMBIA RIVER CROSSING ALTERNATIVES, FORECASTING METHODOLOGY, AND RESPONSE TO QUESTIONS
(from Federal Transit Administration)
Dec. 8, 2006 page2

The CRC project team has presented its recommendations for which alternatives should proceed into the DEIS to the CRC Task Force, a 39-member panel of community representatives, business representatives and elected officials who **oversee the project,** at their **November 29th meeting**. **This narrowed set of alternatives will be carried forward through a public input** period prior to beginning the DEIS process. Following two months of intense public outreach efforts aimed at sharing these alternatives with the public and gathering their input, the CRC Task Force will review the public comments and make their final recommendations on the DEIS range of alternatives at the February 27, 2007 meeting. **This refined set of alternatives will be fully documented** in the *Detailed Definition of* Alternatives report which will include plan and profile drawing sets that establish the footprint of the project for the DEIS, targeted for the Spring of 2007.

CRC Staff makes false statements to the FTA

1. The CRC Task Force was an advisory committee to the Project Sponsor's Council an advisory committee to the Signatory CRC Sponsor Agencies. The CRC Task Force was NEVER an oversight committee.
2. The alternatives were removed without following the NEPA process of a thorough study
3. The alternatives were removed before define or being refined
4. The alternatives were removed before and only the "narrowed " alternatives carried though for citizen input. Citizen and work groups did not see all the alternatives. The CRC Task Force did not see refined alternatives before removing them.
5. Only the narrowed alternatives were refined or fully documented
6. The Board of Clark County Commissioners letter attached states concerns about the November 29th meeting that removed alternatives. " The **Board of Clark County Commissioners believes** that that the **NEPA process is substantially flawed** and **recent action taken** by Columbia River Task Force **is arguably illegitimate.**

All alternatives highway, transit, and rail were removed by the CRC Task Force advisory committee.

Sharon Nasset
CEO Third Bridge Now
503.283.9585
Sharonnasset@aol.com

44473/BSM/jeb

December 14, 2006

Mr. Douglas B. MacDonald
Secretary of Transportation
Washington State Dept of Transportation
Transportation Building, PO Box 47300
Olympia WA 98504-7300

Mr. Matthew Garrett, Director
Oregon Department of Transportation
Office of the Director
355 Capitol St. NE, Suite 135
Salem, OR 97301-3871

Dear Mr. MacDonald and Mr. Garrett:

We write today at the request of the full C-TRAN Board of Directors to express our serious and growing concerns over the speed and process with which the Columbia River Crossing project is advancing; and about the equity with which Light Rail Transit (LRT) and Bus Rapid Transit (BRT) are being evaluated in the alternatives. C-TRAN is the public transit authority that provides service to six million riders a year in Clark County and the Portland area. Therefore, we seek a fair, objective, and defensible analysis of the HCT options in order to pass the rigorous new Federal Transit Administration (FTA) standards and to hopefully achieve a high degree of public support. C-TRAN is not an advocate for LRT or BRT; we wish only to ensure that the process used to evaluate the alternatives is fair, honest, holistic, and defensible for all HCT options.

The CRC Task Force recommendations (enclosed) were distributed at the November 29, 2006, CRC Task Force meeting. The recommendation included two transit modes, BRT and LRT, both with complementary express bus to advance to the DEIS. The Task Force voted to "accept" the recommendations with specific instruction that they be taken out for public comment and a final vote be taken at the February Task Force meeting. The official vote according to the predetermined process was to be held December 13, 2006, which would have allowed each member of the Task Force time to present the staff alternatives to their respective bodies. Instead, without prior knowledge or prior amendment to the agenda members of the CRC Task Force voted to accept the staff alternatives to proceed to public comment that night (Wednesday, November 29, 2006). We are concerned with the push to further accelerate the schedule to meet federal funding requirements without including public input that accurately describes the HCT options, or a fully optimized comparison between LRT and BRT, or the meeting process of calling for a vote without notification.

Our concerns with the conclusions presented to-date are:

- "Lessons learned" as reported in the enclosure depict the BRT option as a less than viable alternative it appears that an equal focus is not paid to the BRT option.
- Type of vehicles selected to represent the BRT option does not maximize the capacity capability of a High Capacity Transit (HCT) system.
- LRT is depicted through Vancouver in a fixed guideway, C-TRAN staff was informed at the design charrette that BRT may have to maneuver through city streets.

Continued . . .

- Capital costs have been under developed and no project-specific cost information has been made available to date. Industry average capital cost data referenced in the recommendations appears to have artificially inflated the average BRT capital costs while reducing the average LRT cost per mile.
- The operating cost information used a base operating cost per mile of $10 for both BRT and LRT, however because the LRT line south of the Bridge Influence Area (BIA) was existing, the operating cost of this section of the line was not included in the cost comparison making BRT appear to be significantly higher than LRT.
- The alignments proposed to-date for BRT do not maximize the benefit of a true BRT system.

Currently, the BRT option is neither well defined nor optimized in a manner to demonstrate how a viable solution could be designed and built to meet the forecasted transit travel demand.

In the meantime, based on the project's desire to be on the front end of the federal reauthorization process in Washington DC, CRC staff has further accelerated the project schedule which now requires the two transit modes to be optimized in a matter of a few weeks.

It is our desire that the CRC project schedule be slowed down to allow for an accurate development of optimized BRT alternative that is communicated fairly to the public, and that prior to the DEIS the optimized HCT alternatives be presented to the C-TRAN Board of Directors for concurrence. We appreciate your prompt attention to this very important issue and look forward to your reply.

Sincerely,

Betty Sue Morris
Chair, C-TRAN

Tim Leavitt
Incoming Chair, C-TRAN

Enclosure

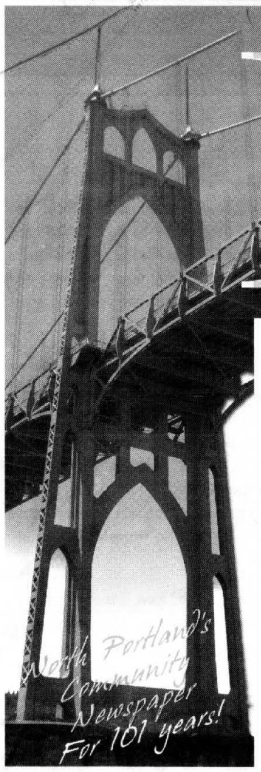
c: Mr. Richard Krochalis, FTA Region X Administrator
Doug Ficco, CRC Project Director
John Osborn, ODOT CRC Project Director
Kris Strickler, CRC Deputy Project Director
Hal Dengerink, CRC Task Force Project Co-Chair
Henry Hewitt, CRC Task Force Project Co-Chair
C-TRAN Board of Directors
Ed Barnes, WSDOT Commissioner
Jeff Hamm, Incoming Executive Director/CEO

The historic St. Johns REVIEW

The first issue, 1904 St. Johns Review

Arbor Lodge - Bridgeton - Cathedral Park - East Columbia - Hayden Island - Kenton - Linnton - Overlook - Piedmont - Portsmouth - St. Johns - Sauvie Island - University Park

August 26, 2005 North Portland's Community Newspaper - Founded in 1904 Vol. 101 * No. 17



INSIDE THIS ISSUE

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By Gayla Patton
The REVIEW

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Two active groups have come up with plans they feel would most benefit the North Portland area . . . there are however, no similarities between the two groups' participants or their ideas, but their goals are the same: to improve the I-5 commute made by citizens and trucks, which will improve the region's economy and livability and also make the area a safer place to drive.

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The 2nd is a private, nonprofit group called The Economic Transportation Alliance (ETA). It is an informed and concerned group of community citizens.

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ETA members say their plan would not be cheaper than the CRC Task Force's, but it would better improve many bottlenecks between the Marquam Bridge and Columbia Boulevard by creating new routes that more efficiently move commuters and cargo. The group's proposal is creative with interesting designs and has the support of several area politicians and business leaders.

Sharon Nasset is a well known North Portland resident and real estate agent, and a member of the ETA. She said many previous decisions made by groups were based on the fact they thought the Interstate Bridge was in bad shape and needed major renovations or replacement. However, later reports said that its structure was sound and would be good for another 50 years. The ETA's plan would preserve the I-5 Bridge but downriver from it, at the Port of Vancouver area, would be a triple deck bridge with six lanes for cars on the top deck, trucks using the center span, and rail, Amtrak and perhaps a light rail line, using the bottom deck.

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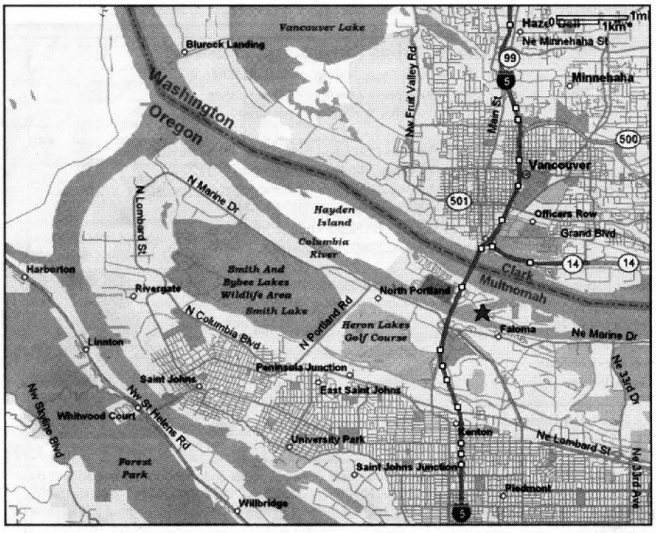

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PP&R wants input for Patton park improvements

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

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

Continued on Page 4
"Patton Park"

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Portland, including the Pathfinder Academy, The Children's Relief Nursery, the Readiness Fair. Michael continues to impact the people North Portland with his work at Cascade Aids Project and the Native American Youth and Family Center.

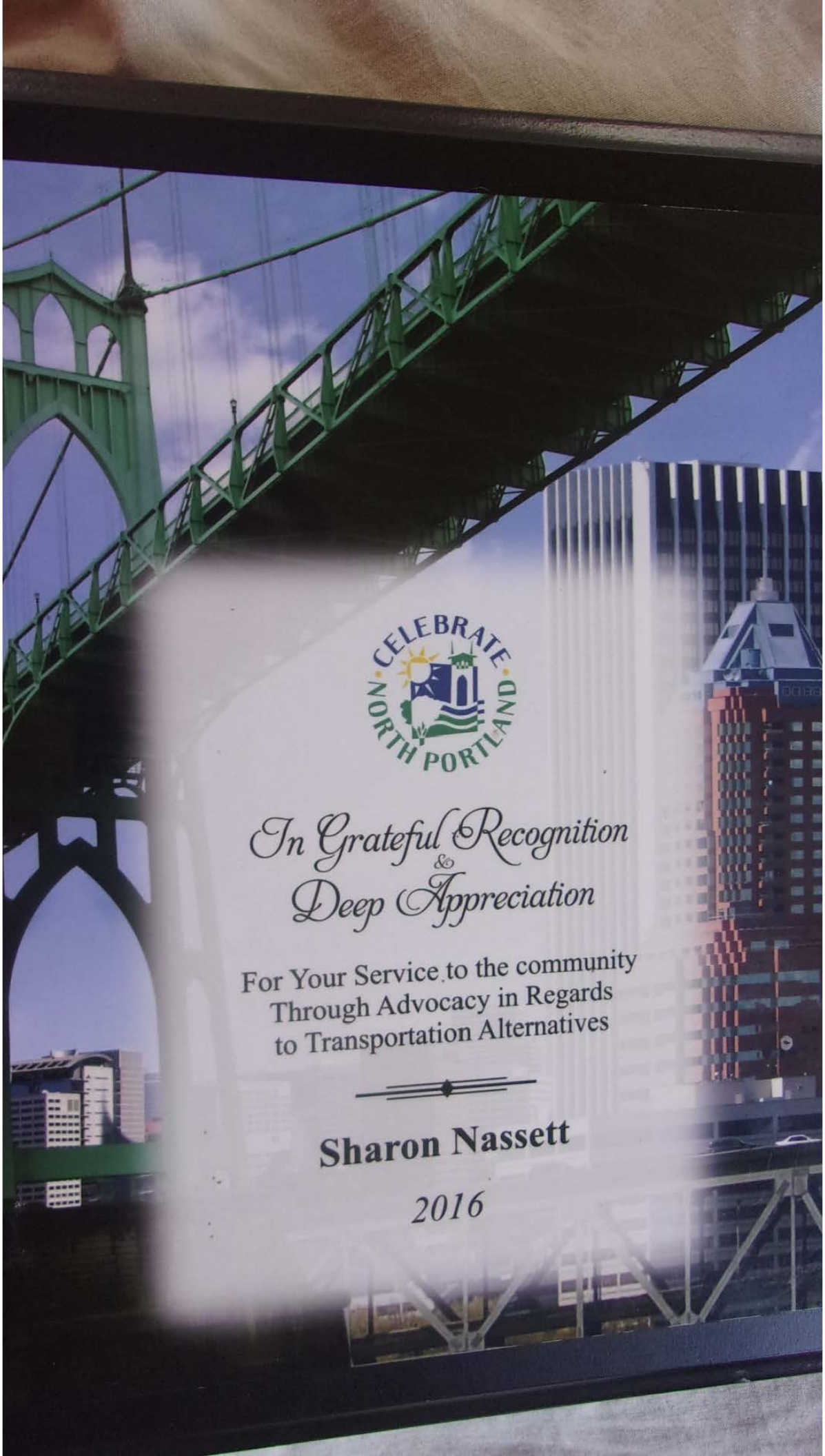
Sharon Nasset

Nasset is a long time North Portland Transportation advocate and former Board Member of the North Portland Business Association. "I spend a large quantity of time presenting to boards, committees, community leaders and elected bodies on the need for better transportation and transit and how it affects the economy, safety, and the environment," said Nasset. She has been involved with the I-5 Transportation and Trade Partnership she created a plan to remove non-local truck traffic of the peninsula and St. Johns' Bridge. She served as NPBA Transportation Chair during the renovation of the St. Johns' Bridge, St. Johns' Truck Strategy, and Lombard St. project. She's lead projects like Concerned Neighbors for Lombard, the Economic Transportation Alliance, a Think Tank, and developed a proposal to build a Third Bridge over the Columbia and Willamette Rivers. She's participates in with the Labor Round Table, and Environmental Justice Groups for years.

Nasset has also been a long time volunteer for non-transportation related projects such as the Boy Scouts Council and organizing a large annual Christmas Bazaar for 10 years. She has also organized the September Fest, a school reunion for 13 former North Portland Catholic schools. She's been a member of the North Peninsula Optimism, and is a member of North Portland Eagles.

Currently Nasset is working on the Third Bridge Now project to remove freight from neighborhoods in Oregon, Washington.

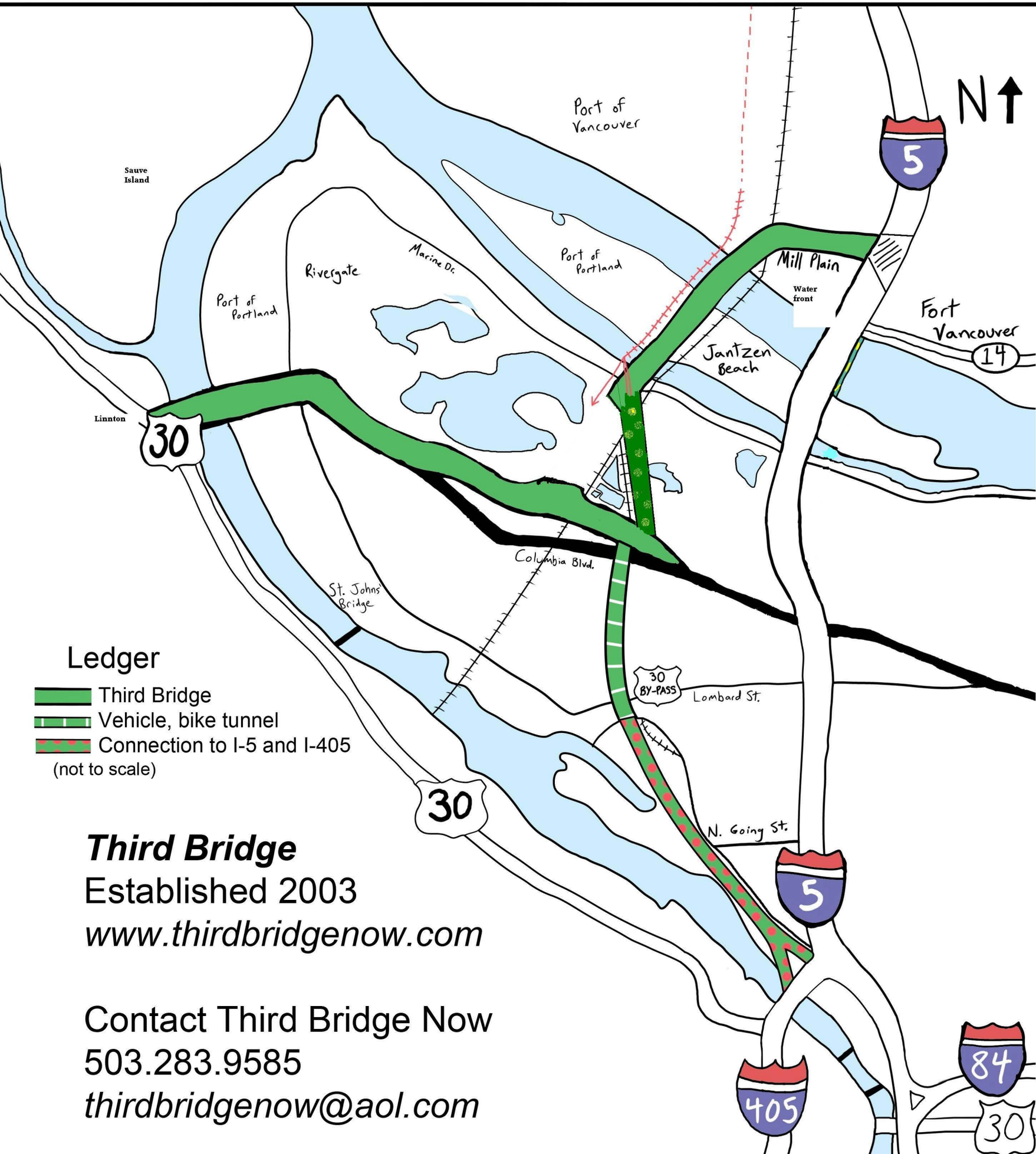
"I've been here almost forty years" Nasset once reflected. "…. And they still call me the newcomer."


CELEBRATE
NORTH PORTLAND
In Grateful Recognition
&
Deep Appreciation
For Your Service to the community
Through Advocacy in Regards
to Transportation Alternatives
Sharon Nassett
2016

March 19th, 2011
at the
University of Portland

Hosted by Mike Verbout

Upgrades to I-5



Ledger

- Third Bridge
- Vehicle, bike tunnel
- Connection to I-5 and I-405

(not to scale)

Third Bridge

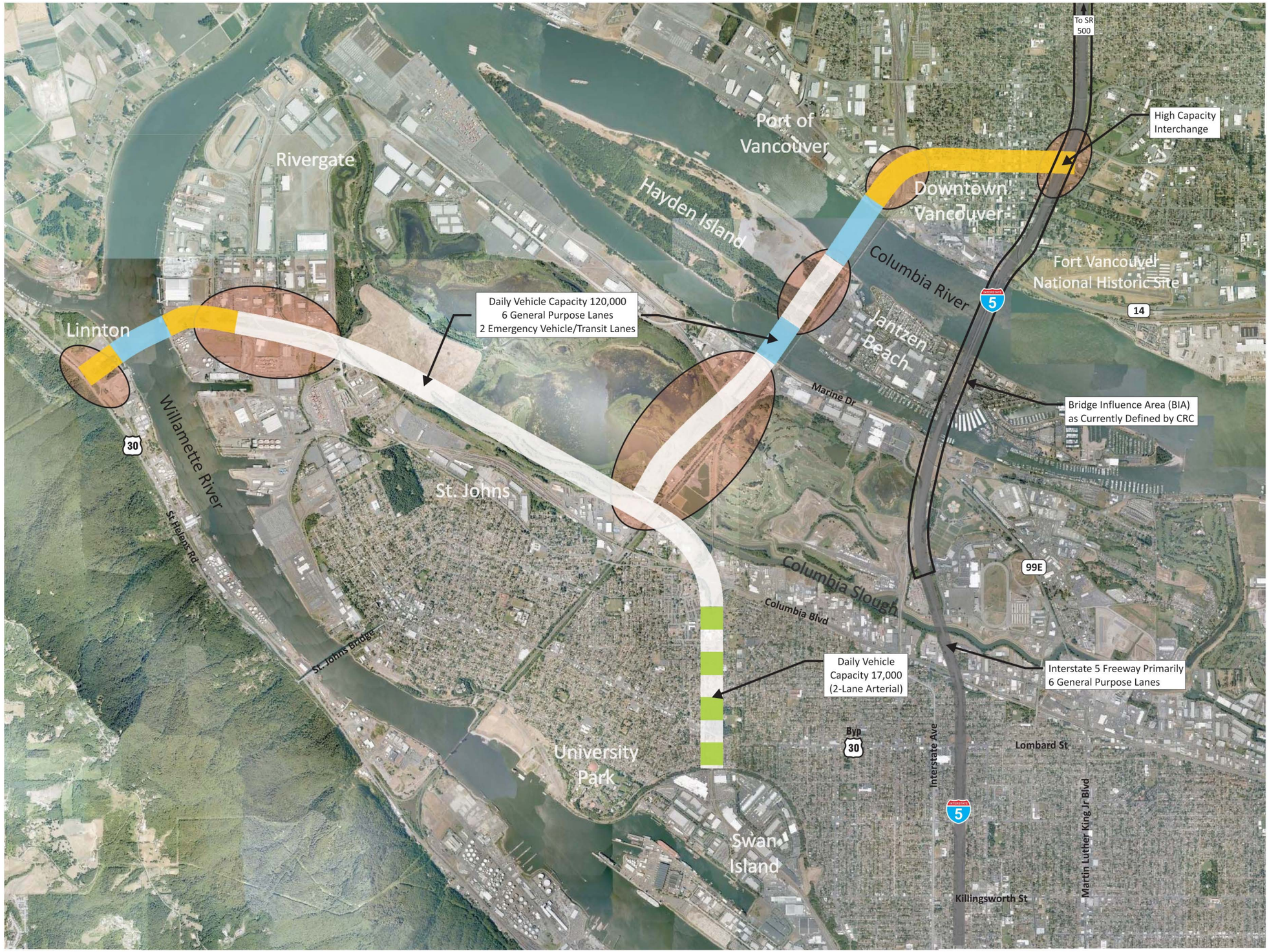
Established 2003

www.thirdbridgenow.com

Contact Third Bridge Now

503.283.9585

thirdbridgenow@aol.com



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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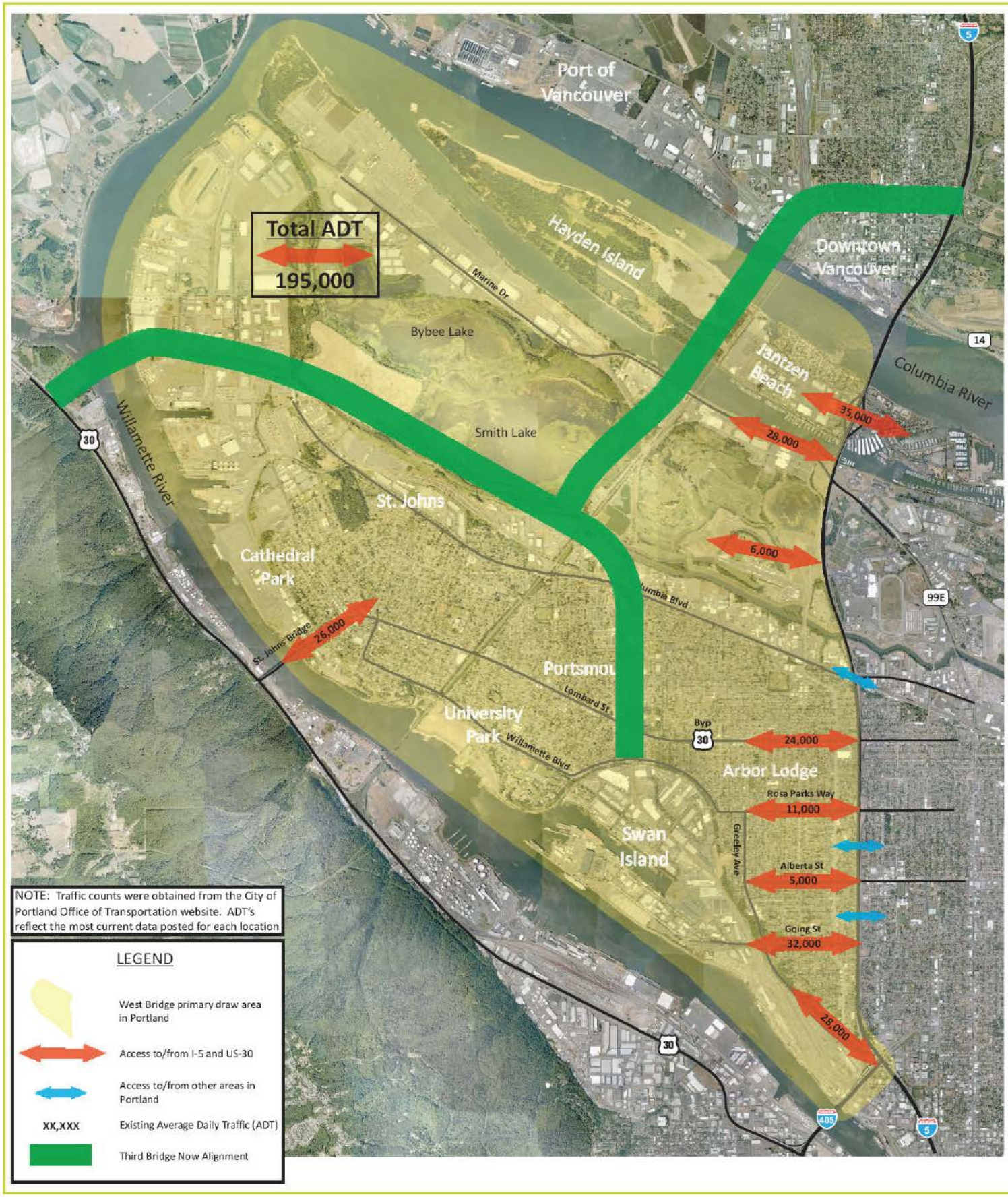
ENGINEERING AND PLANNING SERVICES

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



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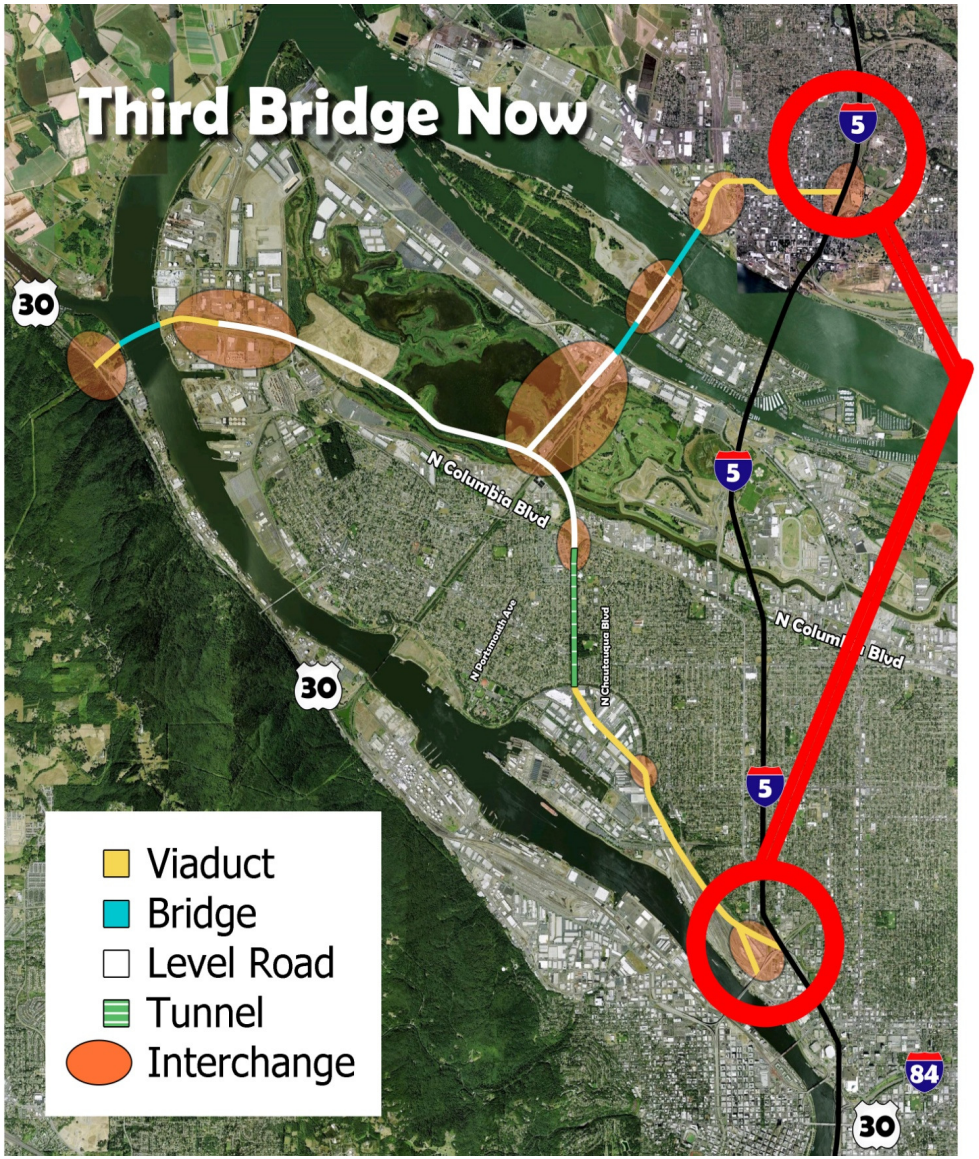
ENGINEERING AND PLANNING SERVICES

Figure 2
Existing Traffic Flows
Third Bridge Corridor Preliminary Benefit Analysis



Why Here?

Creates a new freeway

By-pass to using the I-5 freeway and I-5 bridge to cross the Columbia River

Attaches to the I-5 freeway
*North in Vancouver and
*South in Portland

Provides direct access to the businesses in the ports and industrial areas of OR and WA from the I-5 freeway

New Freeway Corridor By-Pass

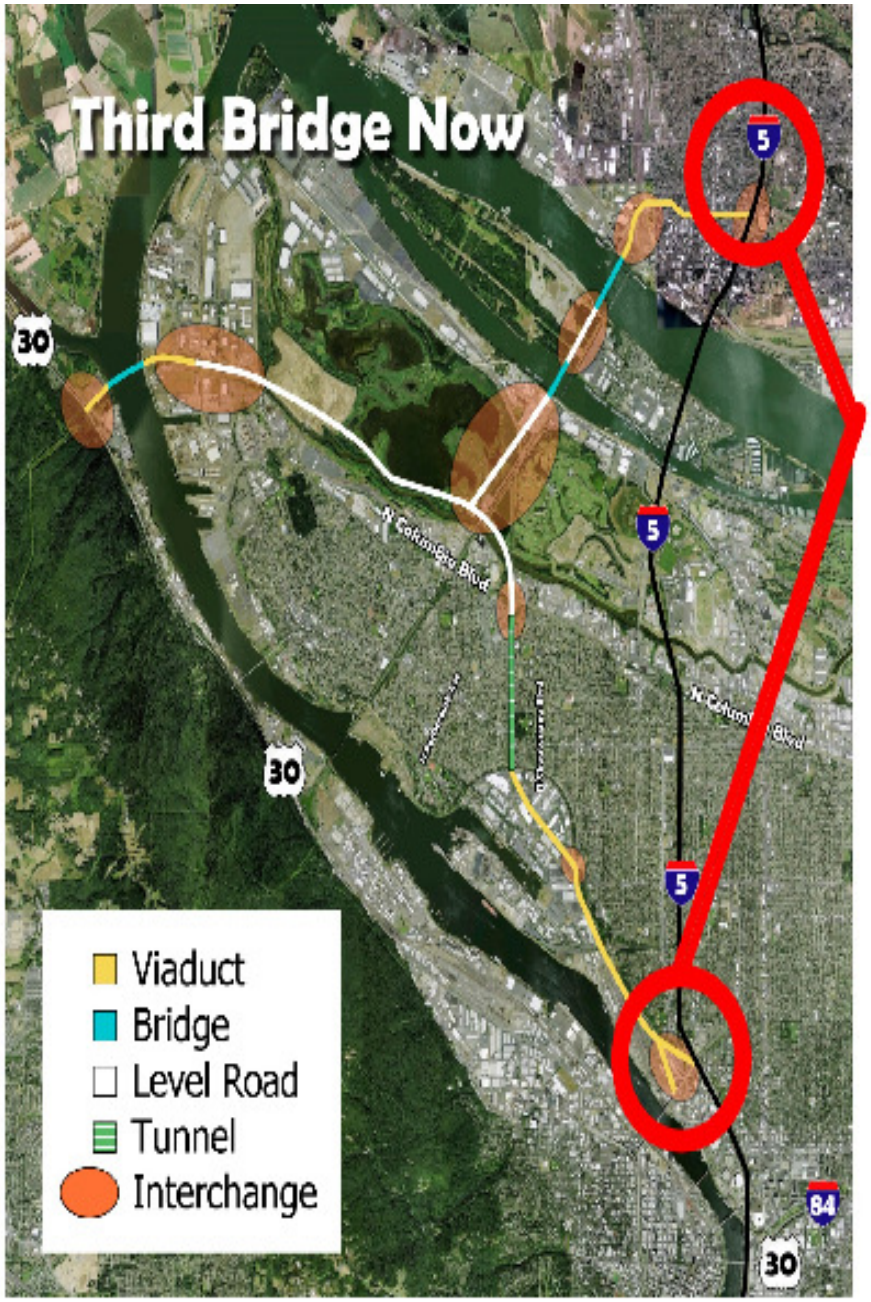
Connections to Existing Infrastructure

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!

Oregon
Theodore R. Kulongoski, Governor

Parks and Recreation Department
State Historic Preservation Office
725 Summer St. NE, Suite C
Salem, OR 97301-1266
(503) 986-0707
FAX (503) 986-0793
www.hcd.state.or.us

March 6, 2007

Hal Dengerink
Henry Hewitt
Columbia River Crossing Task Force
700 Washington Street, Suite 300
Vancouver, WA 98660

Dear Co-Chairs Dengerink and Hewitt:

I am writing to express our concerns about the Columbia River Crossing (CRC) staff recommendations considered by the CRC Task Force on February 27, 2007.

The recommendations do not appear to adequately address the cultural resource review process. The northbound bridge is listed in the National Register of Historic Places. The southbound bridge appears to be eligible for National Register designation. Yet there are no alternatives in the Draft Environmental Impact Statement (DEIS) that explore the re-use of either bridge for future use.

I believe that the CRC project and staff would be well served by including alternatives for both bridges in the DEIS. If a legitimate exploration of re-use options does not take place, and the reasons against re-using the bridges are not justified, then the entire project could be exposed to criticism and procedural challenges in the future. Various engineering and transportation studies have no doubt examined options for both bridges. I recommend including the results of those studies and the accompanying rationale for their viability in the DEIS.

We would welcome any discussions from the CRC staff regarding this issue. Our comments are offered with the intent of ensuring CRC's compliance with the cultural resource regulations as well as the spirit of preservation of these historic bridges, if possible. We look forward to a continued dialogue on this issue, and to assisting with an improved crossing over the Columbia River.

Sincerely,

Tim Wood
State Historic Preservation Officer

MEMORANDUM

TO: Southwest Washington Regional Transportation Council Board of Directors

FROM: Matt Ransom, Executive Director

DATE: April 26, 2022

SUBJECT: **Interstate Bridge Replacement Program - Update**

AT A GLANCE

The purpose of this report is to update the Board of Directors regarding RTC engagement in the Interstate Bridge Replacement Project program, and to describe ongoing and future activities.

BACKGROUND

Replacement of the I-5 bridge over the Columbia River has been a project identified in the Regional Transportation Plan and subject to several recent policy resolutions adopted by the RTC Board of Directors. As proposed in the current Regional Transportation Plan (March 2019), the generalized scope is described as: replacement of the bridge structures over the Columbia River. The project scope is envisioned to also include: adding cross-river high capacity transit; improvements at adjacent interchanges; and, improved bicycle and pedestrian facilities.

State support and formal endorsement for the replacement of the I-5 bridge has taken many forms over the course of the past project development efforts. In November 2019, the WA and OR Governors convened to sign the Oregon–Washington Memorandum of Intent on Replacing the I-5 Bridge over the Columbia River. Most recently, the Washington Legislature approved *Move Ahead Washington*, which is comprehensive statewide transportation system investment funding legislation. The funding legislation included a $1 Billion-dollar commitment for the construction of the Interstate Bridge Replacement (IBR) program. Combined, the past *Connecting Washington* commitment for upgrades to the I-5/Mill Plain Blvd interchange, and, the *Move Ahead Washington* commitment to the IBR program, create a Washington state investment of resources which advance the planned I-5 corridor transportation system improvements.

PROJECT PARTNERS

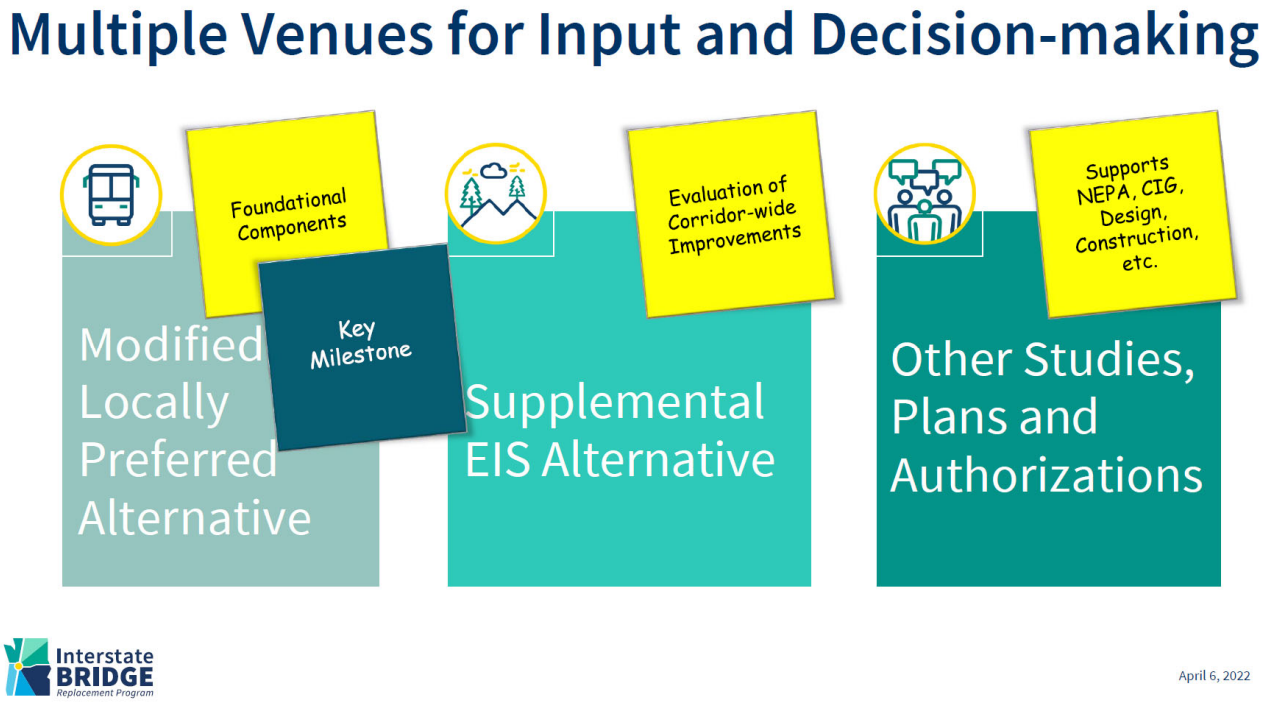
ODOT and WSDOT are jointly leading the current IBR program effort in coordination with the Bi-State Legislative Committee, regional government agency Project Partners, and an array of community advisory committees. RTC has been engaged at various levels of preliminary study, input and review, including: participation on the IBR Executive Steering Group committee, and staff have been engaged in numerous technical review activities and participants to several project advisory groups.

A near-term milestone of work is to jointly prepare a Supplemental Environmental Impact Statement (EIS). In order to advance that process, a Modified Locally Preferred Alternative is in development.

MODIFIED LOCALLY PREFERRED ALTERNATIVE

Preparation of the updated proposal, the Modified Locally Preferred Alternative (Modified LPA) has been underway since early 2021. The Modified LPA will represent the IBR project proposal upon which the Supplemental EIS studies and review will be conducted. The Modified LPA is envisioned as the broad description of key components of the IBR Program.

The Modified LPA is not a precise nor static proposal, rather the starting point for further review and refinement. That work will take place through year 2023 (schedule is subject to refinement).



The IBR program Executive Steering Group and Joint Oregon-Washington Legislative Action Committee will review the Modified LPA proposal this spring, with a schedule to ratify the proposal by July.

Modified Locally Preferred Alternative – Foundational Component(s)

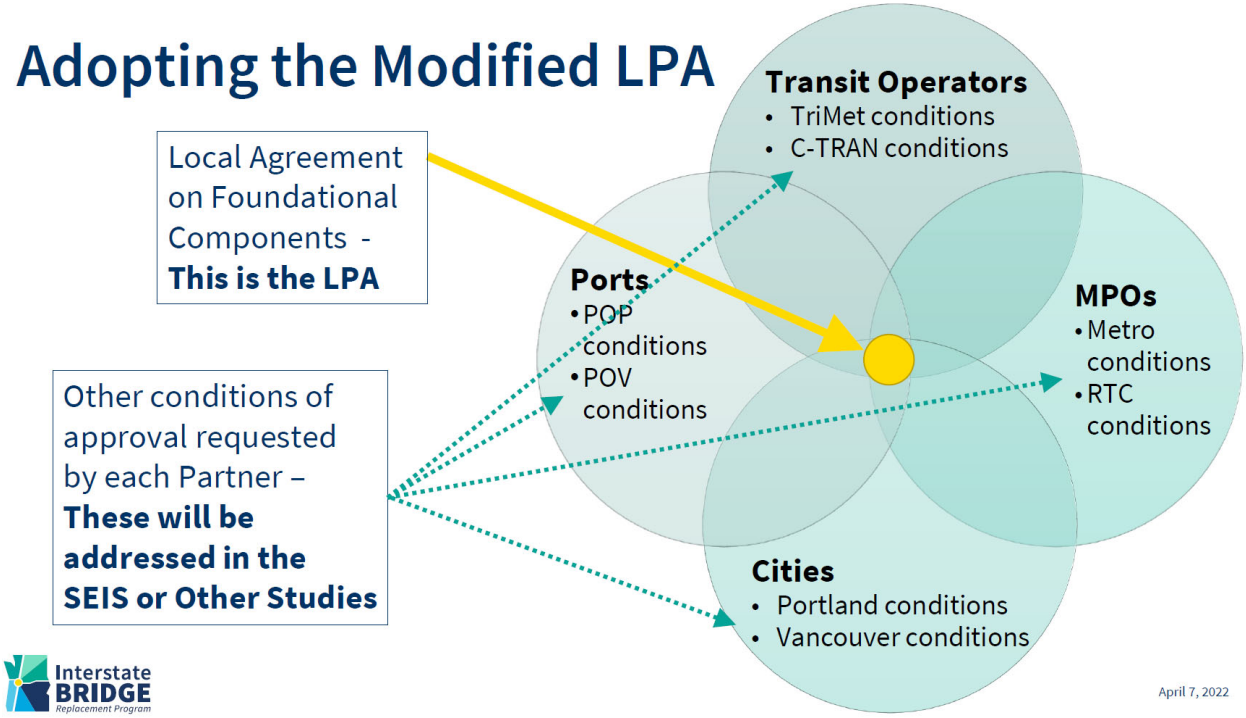
Pursuant to the process guidance documented in the National Environmental Policy Act (NEPA Re-Evaluation, the IBR Program desires that Project Sponsors and key Partners develop a consensus based recommendation of a Modified LPA, and it's related *Foundational Component(s)*.

The *Foundational Component(s)* include the following:

- High Capacity Transit Mode (and general alignment and terminus)
- Marine Drive/Hayden Island Interchange Configurations
- Number of Lanes on Interstate Bridge

Other Considerations

It is known that within the project area, an array of plans, needs and circumstances exist that should be studied and resolved, and which are in-addition to the *Foundational Components* of the project. Those considerations, may be defined and put forward in conjunction with the Modified LPA. It may be helpful to the IBR Program to ascertain Agency Partner considerations at the Modified LPA milestone, which may define the detailed scope of studies which advance in the Supplemental-EIS processes.



After the Modified LPA is defined, the IBR Program is requesting Project Partners, Advisory Groups, and the Oregon/Washington Bi-State Legislative Committee to review the proposal and provide endorsement. The IBR Program desires that Partner endorsements of the Modified LPA be accomplished by July 2022. Meeting this schedule may optimize the ability of the Project Sponsors (WSDOT/ODOT) to begin earnest pursuit of needed design and construction funds.

Upon consensus endorsement of the proposal (the *Foundational Components*) and considerations, the IBR Program will then initiate the formal NEPA technical studies and related public involvement and disclosure processes. During the formal NEPA Supplemental EIS process, changes to the Modified LPA may occur in order to address any number of issues, which could include: to avoid/minimize direct and indirect impacts, to respond to/address stakeholder needs and concerns, and, to advance forward the most optimal project scope and mitigation program which addressed the Purpose and Need of the project and advances community goals and objectives.

EXISTING POLICY FRAMEWORK (RTC)

Regional engagement and support for replacement of the I-5 Columbia River bridge has taken many forms. In recent years, the RTC Board has adopted policy and plans and ratified legislative statements which support replacement of the existing I-5 Columbia River bridge. Those policy endorsements have included:

Study / Policy Resolution Endorsements:

- Resolution: I-5 Transportation and Trade Study (BR 12-02-25)
- Resolution: Recommendation to the State of Washington that a Future I-5 Bridge Replacement Project be Designated as a Transportation Project of Statewide Significance (BR 02-17-03)
- Resolution: Supporting the Replacement of the Interstate 5 Bridge between the State of Washington and the State of Oregon (BR 10-18-24)

Regional Transportation Plan:

Since 2008, the RTC Board has approved a Regional Transportation Plan which includes a specific project to replace the I-5 bridge.

- Resolution: Regional Transportation Plan was adopted in March 2019 (BR 03-19-04)

RTC Federal Mandated Processes:

RTC periodically updates plan documents required of MPOs. These processes cover an array of topics which identify transportation needs and strategies, which collectively provide information for policy and project decision making within the MPO region. Applicable Plans and recent policy endorsement include:

- Resolution: Congestion Management Process (BR 07-21-22)
- Resolution: Transportation Performance Management – Safety Targets (BR 01-22-01)
- Resolution: Transportation Performance Management – Transit Asset Management Plan, PM2 (Pavement) and PM3 (System and Freight) (BR 10-18-23)

NEXT STEPS

Future Board of Directors briefings will be scheduled at key milestones. The Spring 2022 RTC Board of Director schedule / topic matter(s) are as follows (subject to change):

- **June 7**: Review of IBR Modified Locally Preferred Alternative concept(s) and DRAFT Modified LPA Resolution
- **July 5**: Endorsement of IBR Modified Locally Preferred Alternative concept(s) by Resolution

U.S. Department of Homeland Security

United States Coast Guard

Commander
United States Coast Guard
Thirteenth District

915 Second Avenue, Rm 3510
Seattle, WA 98174-1067
Staff Symbol: dpw
Phone: (206) 220-7282

23 March 2022

PUBLIC NOTICE (02-22)

The Commander, Thirteenth Coast Guard District has received a request for a Preliminary Navigation Clearance Determination (PNCD) from the Interstate Bridge Replacement (IBR) Program aka Portland to Vancouver I-5 twin bridges. The Oregon Department of Transportation (ODOT) and the Washington State Department of Transportation (WSDOT) are leading the IBR Program efforts with the United States Coast Guard (USCG) on the PNCD. In addition to ODOT and WSDOT, the IBR Program Team is also comprised of the local transit agencies (C-Tran and TriMet), and the regional Metropolitan Planning Organization, Metro. These agencies together are the IBR Program proponents responsible for administering the IBR Program. A PNCD is the first step in the U.S. Coast Guard Bridge permitting process and defines the bridge clearances which have been evaluated and determined to have a high likelihood of being approved by the Coast Guard and to help the applicant refine development of alternatives for a proposed bridge.

At the request of the Coast Guard the IBR team has prepared a navigation impact report (NIR) for the proposed IBR. Based off an analysis of the NIR and Public Comments the Coast Guard will prepare a PNCD. This Public Notice (PN) is soliciting for comments exclusively related to navigation. Maritime transportation system stakeholders (vessels and facilities) are highly encouraged to carefully review this notice and provide comments with regard to the proposed bridge's ability to meet the needs of navigation to include mariner requirements for horizontal navigation clearances and vertical navigation clearances, including air draft and air gap requirements (see diagram below) The Coast Guard is particularly interested in receiving comments from maritime stakeholders with current and or future vertical navigation clearance requirements of greater than 116 feet (air draft and air gap).

WATERWAY AND LOCATION: Columbia River, river mile 106.5, between Portland, OR. and Vancouver, WA.

CLEARANCE DETERMINATION: The IBR project proposes the replacement of the current Portland to Vancouver twin I-5 Highway Drawbridges (LLNR 11258) with a fixed bridge with a significant (32%) reduction in vertical navigation clearances as compared to the existing bridge. The existing and proposed clearances are listed below:

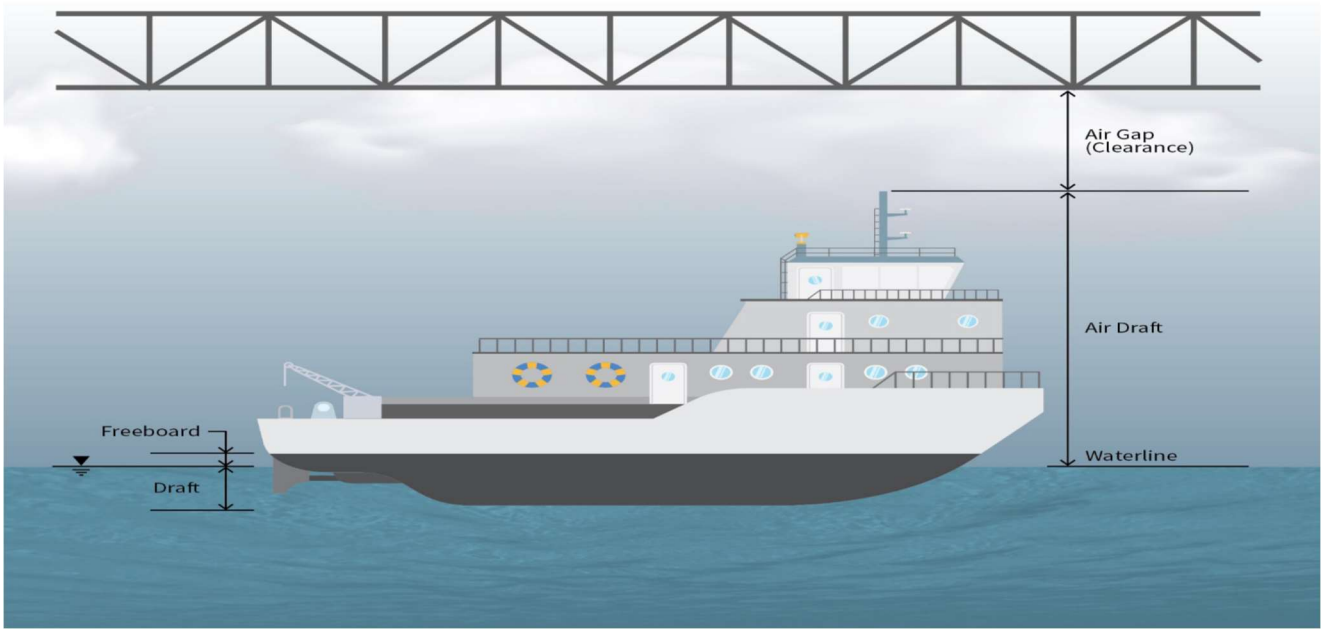
NAVIGATIONAL CLEARANCE (See note 1, and diagrams below)	Existing	Proposed
Horizontal	Main channel – 283 ft. Barge – 511 ft. Alt Barge – 260 ft.	North channel - 300 ft. Middle channel - 300 ft. South channel - 300 ft.
Vertical	Main channel raised – 178 ft. Main channel lowered – 39 ft. Barge – 46 ft., 53 ft., 70 ft. Alt Barge – 72 ft.	North channel - 99 ft. Middle channel - 116 ft. South channel - 113 ft.

Note 1: Vertical clearances measured above 0 Columbia River Datum (CRD).

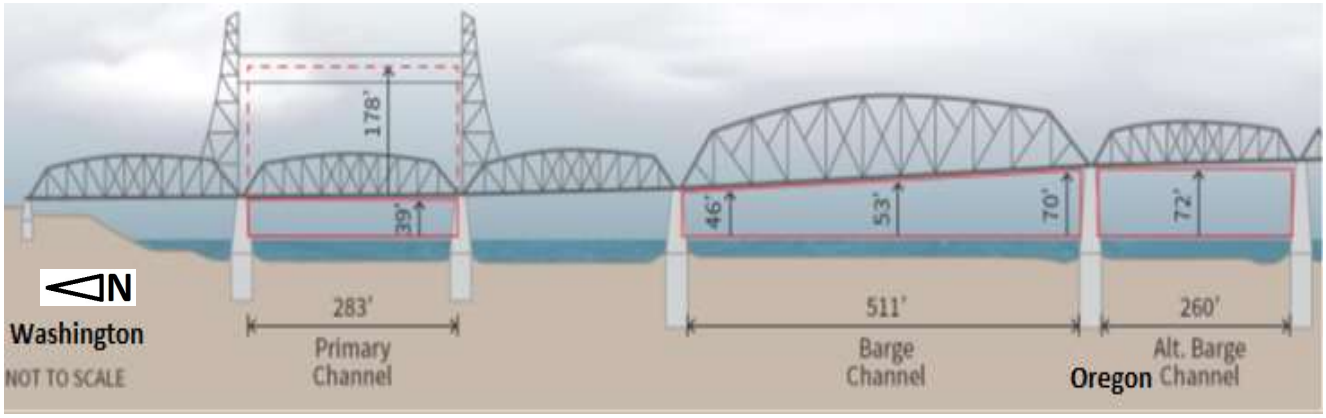
Existing Columbia River Navigation Clearances from the Pacific Ocean to river mile 106.5

Bridge	River Mile	Horizontal Clearance (feet)	Vertical Clearance (feet)	Vertical Clearance with Span Open (feet)
Astoria-Megler Bridge	13.5	1,070	193	NA
Power Cable	40.0	NA	230	NA
Power Cable	62.4	NA	216	NA
Lewis & Clark Bridge	66.0	1,120	187	NA
Power Cable	104.2	NA	220	NA
BNSF Rail Bridge	105.6	200	39	Unlimited
Existing Interstate Bridge	106.5	263	39	178

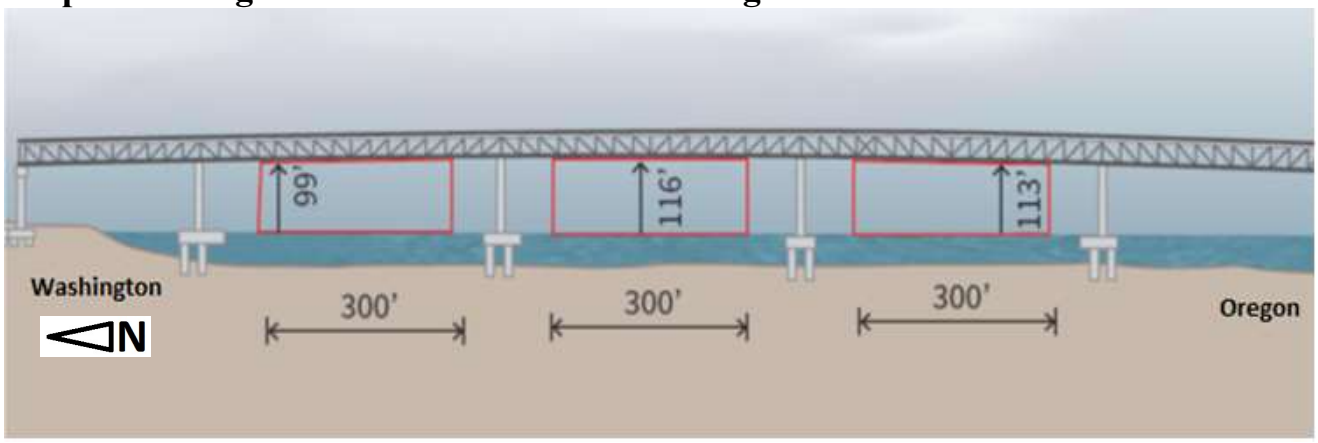
Navigation Vertical Clearance Definitions



Existing Bridge Horizontal and Vertical Navigation Clearances



Proposed Bridge Horizontal and Vertical Navigation Clearances



SOLICITATION OF COMMENTS: Mariners and maritime stakeholders are requested to express their views, in writing, on the proposed bridge and its possible impact on navigation, if any, giving sufficient detail to establish a clear understanding of their reasons for support of, or opposition to, the proposed work. To include but not limited to mariner's requirements for horizontal navigation clearances and vertical navigation clearances to include air draft and air gap requirements. The Coast Guard is particularly interested in receiving comments from maritime stakeholders with vertical navigation clearance requirements of greater than116 feet.

The service life expectancy of any new bridge would be in excess of 100 years. Therefore maritime stakeholders are asked to consider and comment on their current navigation requirements as well as, to the best of their knowledge, their future navigation requirements for themselves and or their particular maritime industry.

FHWA and FTA have informed the USCG that they are preparing to issue a Notice of Intent to supplement an Environmental Impact Statement in the near future to review alternatives to replace the bridge at which time the public will have another opportunity to comment on the Draft Supplemental EIS.

For further information on the IBR project please refer to the following link: https://www.interstatebridge.org/

Comments will be received for the record at the office of: Commander (dpw), Thirteenth Coast Guard District, 915 2nd Ave, Rm 3510, Seattle, WA or via email at mailto:D13-SMB-D13-BRIDGES@USCG.MIL. Comments should be sent to arrive on or before 25 April 2022.

B. J. HARRIS, Commander
Chief, Waterways Management Branch
Coast Guard District Thirteen
By direction of the District Commander
U.S. Coast Guard

"This is a web-searchable copy and is not the official, signed version; however, other than the signature being omitted, it is a duplicate of the official version."

Definition of alternatives being presented

BI-State Industrial Corridor
Infrastructure Multi Modal Definition

Freeway
Modeling of a freeway 8-lanes, 50-60mph, high spanned non-lift bridges, 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-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 the west side of the I-5 Trade Corridor on one continuous industrial sized freeway corridor approximately one-mile from the I-5 freeway. We have specific locations for on and off ramps.
Highway Type Hourly Lane Capacity
Freeway 2,000 - 2,220 A rated Level Of Service (LOS) vehicle capacity.
See You Tube https://youtu.be/vMImfyT1iEA?t=261

Pedestrian, bike and small engine vehicles
Pedestrian, bike, and small engine vehicles infrastructure the size of two lanes width the entire Third Bridge Corridor. Connecting, the ports, industrial areas, wet lands, downtown Portland, downtown Vancouver, Jantzen Beach, and residential areas plus access to the 40-mile bike loop.

Heavy rail from Rose Quarter – Swan Island Porltnad and Longview Washington
Freight and commuter rail on new double tracks and existing track right of way.
See freight and commuter rail maps

One stop hop buses from residential areas
Direct routes into specific employment and entertainment areas removing much of event congestion issues from having to drive individual cars from neighborhood to venues.

Realignment of the I-5 and I-84 Interstate Freeway interchange inside of Right Of Way
See I-84 and I-5 freeway interchange upgrade definition and I-84 and I-5 freeway realignment print package.

RIVER BRIDGES IN THE PORTLAND AREA
(Listed in order of age)

Bridge	River	Year Opened
Railroad Bridge 5.1	Willamette	1908 [1]
Railroad Bridge 9.6	Columbia	1909
Hawthorne Bridge	Willamette	1910
Milwaukie/L.O RR Bridge	Willamette	1910
Steel Bridge	Willamette	1912
Broadway Bridge	Willamette	1913
Interstate (NB) Bridge	Columbia	1917[2]
Oregon City Bridge[3]	Willamette	1922
Sellwood Bridge[4]	Willamette	1925
Ross Island Bridge	Willamette	1926
Burnside Bridge	Willamette	1926
St. Johns Bridge	Willamette	1931
Morrison Bridge	Willamette	1958
Interstate (SB) Bridge	Columbia	1958
Marquam Bridge	Willamette	1966
Abernethy Bridge	Willamette	1970
Fremont Bridge	Willamette	1973
Glen Jackson Bridge	Columbia	1982

---

[1] New lift-span built in 1989
[2] Two spans replaced with one long span and raised to match new SB Bridge in 1958
[3] Currently being rehabilitated
[4] Load limited – designated for replacement

A Don Wagner quote from a Columbian May 13, 2009 article (this is one continuous, unedited quote of a mid-portion of the article):

"We have a bridge that's functioning, maybe not as good as we would like, but it's there, it's safe, it's open, the freeway's moving," he said. "It's not a 520 Bridge up in Seattle that we worry about sinking with the next windstorm. It's not an Alaskan Way Viaduct that the next earthquake may bring down."

The Big One

Wagner said the existing I-5 spans, opened in 1917 and 1958, are structurally solid.

"About 10 years ago, when we replaced the pulley mechanism that lifts the northbound bridge, we did extensive studies on the steel itself because we got into areas that hadn't been exposed for 70 years at the time," he said. "And the steel was great. In fact, it was thicker than the plans call for. So from that standpoint, they are really quite solid."

But a major earthquake could be disastrous because the bridge is built on 60-foot wood piles driven into the bed of the Columbia River, Wagner said.

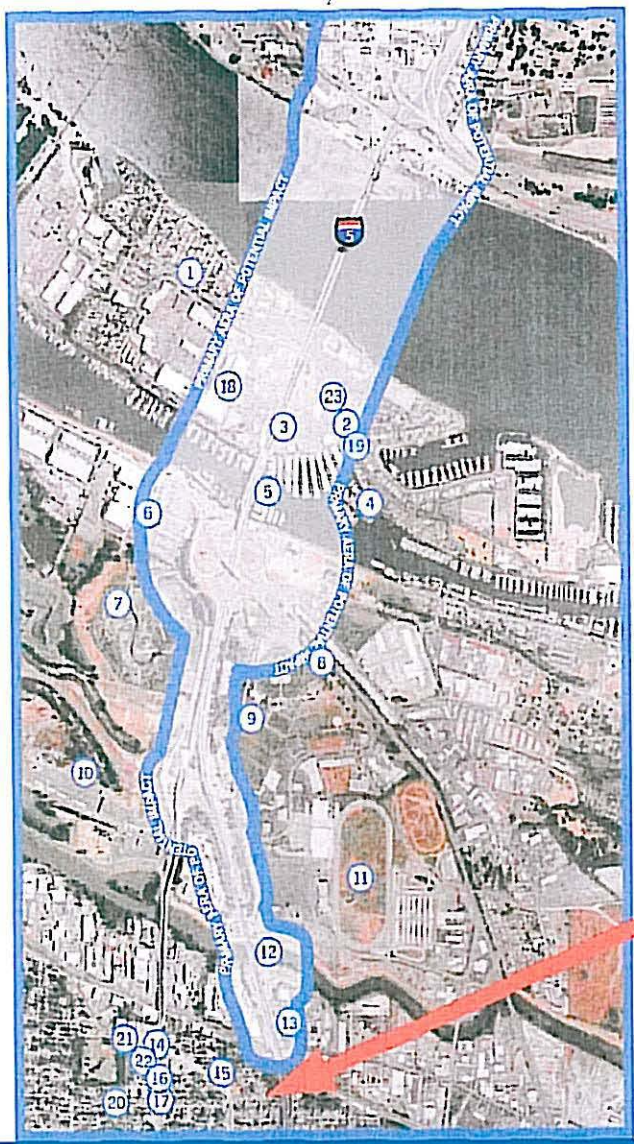
"So in an earthquake, a major earthquake of any length, we could get liquefaction out there and the bridges would tend to fall over," he said. "Is that earthquake going to hit next year? 50 years from now? 100 years from now? 500 years? We don't know."

Wagner said he has no doubts the existing crossings are safe, so much so that he drives and cycles across the spans without hesitation.

"If we don't have an earthquake of any magnitude, those two bridges are going to stay there until something hits them," he said.

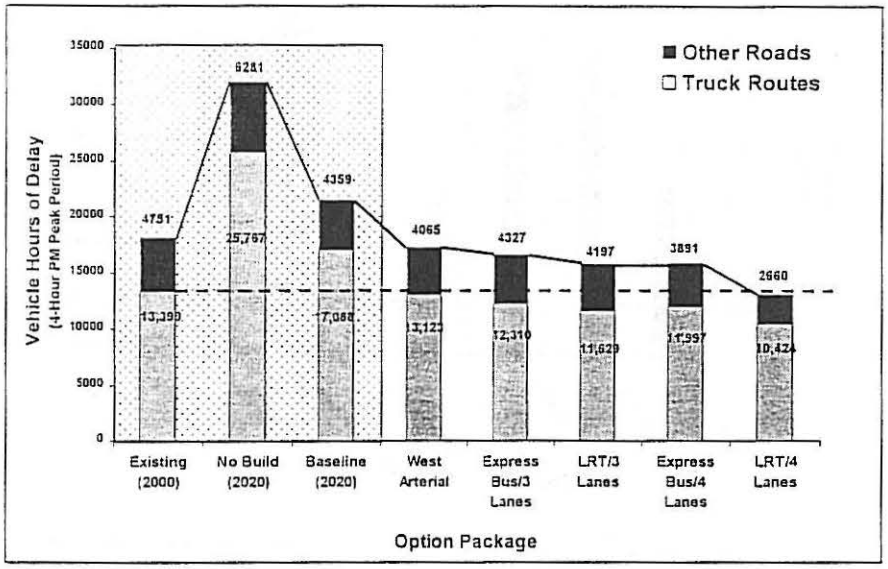
Oregon Neighborhoods
resource map

Columbia River CROSSING



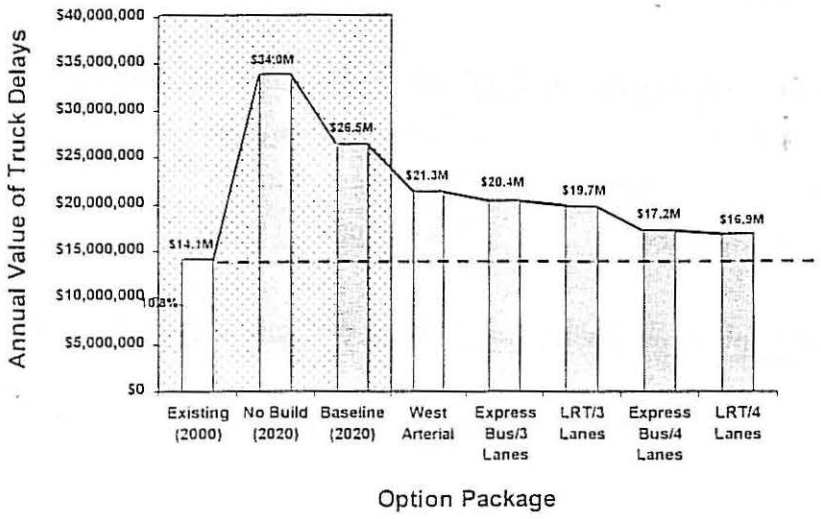
Vehicle Hours of Delay

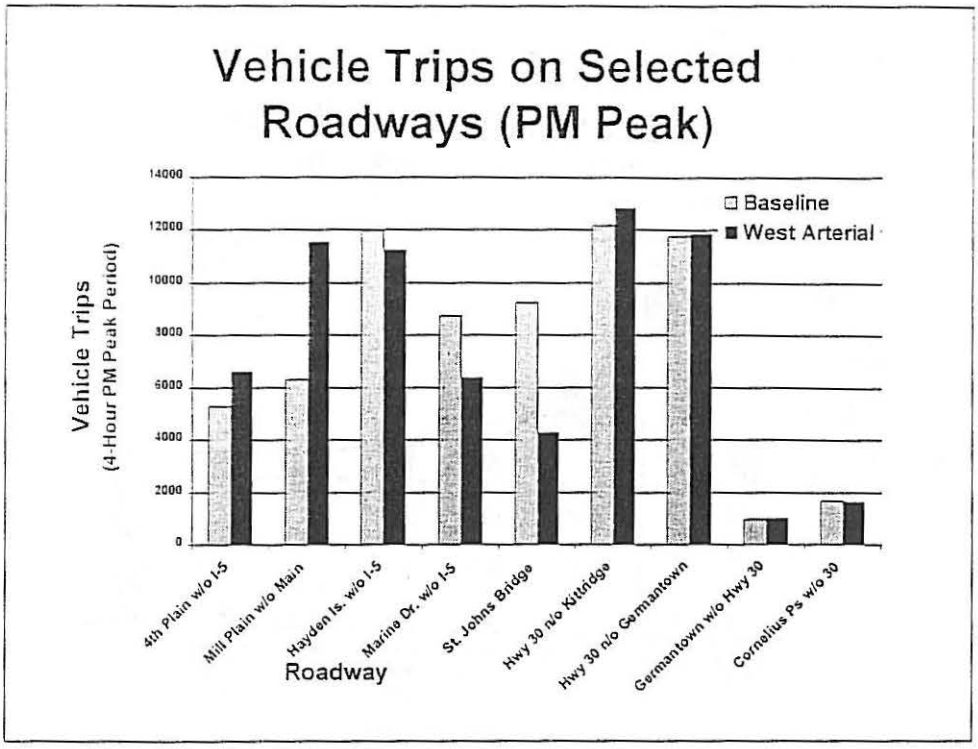
In the Study Area (PM Peak)



Value of Truck Delay

(In the Study Area)





Under the West Arterial Option:

Traffic increases on key Vancouver roads compared to Baseline:

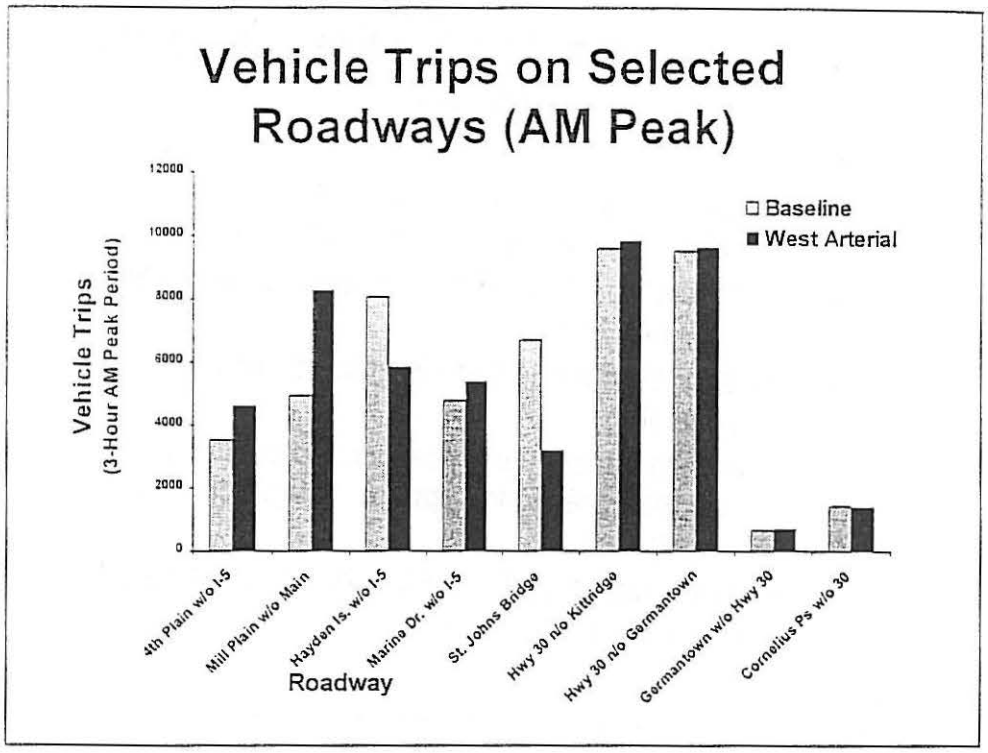
4th Plain Blvd	25% increase in traffic
Mill Plain Blvd.	84% increase in traffic

Traffic decreases on key Portland roads compared to Baseline

Marine Drive	27% decrease in traffic
Hayden Island Interchange	6% decrease in traffic
St Johns Bridge	54% decrease in traffic

Traffic increases slightly on US 30 in Portland compared to Baseline:

US 30	6% increase in traffic



Traffic increases on key Vancouver roads compared to Baseline:

4th Plain Blvd	31% increase in traffic
Mill Plain Blvd.	68% increase in traffic

Traffic decreases on key Portland roads compared to Baseline

St Johns Bridge	52% decrease in traffic
Hayden Island Interchange	28% decrease in traffic

Traffic increases slightly on some Portland roads compared to Baseline:

Marine Drive	13% increase in traffic
US 30	3% increase in traffic

What About a Shorter West Arterial Road?

- The concept of a "short" version of a the West Arterial Road has been raised by some people.
- The "short" road would be between Columbia Blvd. and Mill Plain Blvd
- The bridge would be heavily utilized just like the "long" version
- Impacts to Vancouver streets would be significant, but less than the "long" option. Mitigation would still be required.
- Does not relieve traffic in St. Johns neighborhood or on the St. Johns bridge.

Question 5: West Arterial Road?

Description

- A new road along the existing railroad corridor and N. Portland Rd. between Mill Plain in Vancouver and US 30 in North Portland provides to access between Portland and Vancouver, particularly for freight between the ports of Vancouver and Portland, and to the Columbia Corridor, and the Northwest industrial area. This improvement is also targeted to reduce truck traffic in the St. Johns and North Portland neighborhoods and provides an alternative access to Hayden Island.

Travel Time

- There is an increase in transit ridership. The increase is due to additional transit service on the West Arterial and in the I-5 corridor.

Transportation Performance

- Improves travel times in the I-5 corridor by 6 minutes compared to today.
- Substantially reduces delay on truck routes compared to Baseline 2020 and prevents delay on truck routes from growing worse than it is today.
- Carries about 9600 vehicles over the Columbia River during the evening peak period.
- The West Arterial Road's four-lane bridge over the Columbia River is near capacity during the morning and afternoon peak periods.
- **Traffic increases on key Vancouver roads** compared to Baseline (data from p.m. peak):

4th Plain Blvd	25% increase in traffic
Mill Plain Blvd.	84% increase in traffic

- **Traffic decreases on key Portland roads** compared to Baseline (data from p.m. peak):

Marine Drive	27% decrease in traffic
Hayden Island Interchange	6% decrease in traffic
St Johns Bridge	54% decrease in traffic

- **Traffic increases slightly on US 30** in Portland compared to Baseline (data from p.m. peak):

US 30	6% increase in traffic

Transit Ridership

- There is an increase in transit ridership. The increase is due to additional transit service on the West Arterial and in the I-5 corridor.

Environmental Impacts

- Major environmental impacts on Hayden Island that are difficult to avoid and will need to be mitigated.
- Improves the quality of life in the St. Johns neighborhood in Portland due to providing an attractive alternative route for trucks to get to and from industrial areas on the Peninsula.
- Because most of the roadway would be built over the railroad and in the railroad cut, there are fewer direct community impacts (e.g. noise, air pollution, and visual) than if the alignment were elsewhere.

Displacements

- Least amount of overall displacements compared to I-5 improvements (22 displacements for West Arterial Road vs. 24 for 3 lane and 42 for adding a 4th lane).

Other

- Requires agreement with the railroad.

Cost

- $947 M (2001$).

This document is a Discussion Draft. It is a "Work in Progress" and does not reflect final data/findings or recommendations. It was prepared by the consultants, facilitator or staff as a discussion aid. It does not necessarily reflect the individual views of the Task Force, any Task Force member or the governmental agencies involved in the project.

West Arterial Road?

Measure	Baseline 2020	West Arterial Road
Reduce auto travel times (Downtown Portland to Salmon Creek in p.m. peak period)	40 min.	34 min.
Reduce I-5 & I-205 Congestion (% of congested lane-miles on I-5 & I-205 during the p.m. peak period)	39%	25%
Reduce Truck Route Congestion (% of congested lane-miles on truck routes in the study area during the p.m. peak period)	25%	23%
Reduce Spillover Traffic	No significant change	Portland = Yes Vancouver = No
Minimize Environmental Impacts (Bridge) (impacts to natural resources such as fish, wildlife, plants, wetlands)	Moderate	Major
Minimize Displacements (number of residential and business displacements given conceptual design)	12	+22
Cost (2001 dollars)	$291 M	$947 M

Rating Scale

Least Meets the Objective ← → Best Meets the Objective

Question 6:

Do we need a new River Crossing?

I-5 Bridge Problems

- The I-5 bridge is a significant bottleneck.
- The bridge operates as a 2 lane bridge not a 3 lane bridge because:
  - The Hayden Island and SR 14 Interchanges are right at each end of the bridge.
  - Much of the back-up leading to the bridge is caused when vehicles try to enter and exit I-5 at the Hayden Island and SR 14 Interchanges.
  - The outside lane leading to and from the bridge acts like a merge lane for the vehicles entering and exiting the freeway.
- Unless additional capacity is added at the bridge, no additional vehicle trips will be made in the future through this corridor during the peak period and the peak period will grow.

Vancouver's is History Worth Saving!!

Federal transportation agencies cannot approve the change (or use) of 4(f) Resources, Significant historical sites: Fort Vancouver, Pearson Airport, northbound CRC Bridge, The Apple Tree, Native American Archeological sites, Also Delta Park encroachment, qualify as 4(f) Resources.

Unless

1. There is no ***Feasible*** OR ***Prudent*** alternative.

AND

2. The project includes ALL possible planning to minimize harm

It's Required

✓ It is ***Feasible*** to build a new bridge across the Columbia River.

It is Feasible, Prudent, and necessary to build a Third Bridge

- ✓ The Third Bridge alignment is in the Bridge Influence Area.
- ✓ The Third Bridge alignment meets all of the Purpose and Need statement.
- ✓ The Third Bridge alignment has been recommended for study by the following agencies: ODOT, WADOT, PDOT, and RTC.
- ✓ The Third Bridge alignment is currently recommended in following documents: Metro corridors of significance, The St. Johns Truck Strategy, The I-5 Trade and Transportation Partnership, Portland Master Freight Plan and SW Washington Regional Transportation Council New Candidates Regional Corridors 2007.

It is Prudent

- ✓ It significantly helps freight mobility, transit, and communities adjacent to I-5.
- ✓ Local access bridge between Vancouver/Portland without using I-5.
- ✓ Removes traffic from the I-5 Freeway considered to be over capacity since the 1980's.
- ✓ We have fewer bridges then similar size US cities and suffer from extreme congestion.

It is SO Prudent and Financially Responsible Too!

- ✓ **✔The Majority of the alignment is bare, vacant, and Publicly owned land**
- ✓ **✔No historic properties**
- ✓ **✔Least impact to downtown Vancouver**
- ✓ **✔No interruption of traffic on I-5 Freeway during construction**
- ✓ **✔No destruction of businesses, or residences on Jantzen Beach, Hayden Island**

Historic Properties are protected!

The Columbia River Crossing project is jeopardizing federal funding by not thoroughly studying alternatives to demolishing or impacting approximately 20 historically protected properties.

A Third Bridge next to the rail bridge MUST BE STUDIE NOW. OUR HISTORY IS MUST TO MPORTANT TO SACRIFICE without studying all options

It's The Law Friday, September 07, 2007
Economic Transportation Alliance
Www.thirdbridgenow@aol.com

From: sharonnasset@aol.com
To: thirdbridgenow@aol.com
Date: Thu, 16 Aug 2007 2:38 pm

Dear Tracy Fortmann,

I was happy to see your article in the Columbian Newspaper on August 8, 2007 I have been wondering who would be the best person to send information too. The historical value of Fort Vancouver and the beautiful Columbia River Crossing Bridges must be preserved.
There are several citizens and elected officials that are very interested in preserving the historical sites at Fort Vancouver and in downtown Vancouver. Senator Rick Mesger co chair of the Joint Senate Columbia River Oversight Committee has stated his concerns over the devastation, and disruption that a new Columbia River Crossing will have on Vancouver and it's historical sites. The Vancouver City Council members are clearly concerned. The council held meeting on July 16, 2007 under discussion was impacts of the new I-5 bridges on existing structures on Hayden Island and within Vancouver's downtown area, the National Parks Service properties east of the I-5 Freeway, and downtown commercial property, including the Red Lion Hotel at the Quay.
There are plenty of elected official that would like to see another option studied and would be will to sign a letter directed to the governors of both states that they believe other options much be studied considering all the destruction associated with trying to build in the highly dense and urbanized area adjacent to the I-5 Freeway. Also that at least an other option must be studied to meet the requirements of the NEPA process of "a range of options must be studied."
xxxxxxxxxxxxxxxx

Alternative RC-14 is prudent and has not been fully evaluated by the Columbia River Crossing staff. RC-14 is located inside the Bridge Influence Area and meets all of the Purpose and Need Statement. RC-14 Was accepted into the Columbia River Crossing NEPA scoping process. Columbia River Crossing staff did not develop an alignment, engineering, designs or fully study RC-14.

The federal transportation agencies cannot approve the change of a Historically Registered unless there is **no feasible or prudent alternative**; and the project includes all possible planning to minimize harm.

A. Alternatives are **feasible** if they are possible to engineer, design and build.

B. Alternatives are **not prudent** if they exhibit **unique problems of an extraordinary magnitude, including.**

Does not meet the project Purpose and Need Statement,
Operational or safety problems
Social, economic or environmental impacts,
Community disruption,
Additional cost
Or an accumulation of these factors that collectively **have adverse impacts of an extraordinary magnitude.**

Fortunately it is feasible to engineer, design and build another crossing. The feasibility is not an issue. Alternative RC-14 is prudent and has not been fully studied or evaluated by the Columbia River Crossing project.

RC-14 is located inside the Bridge Influence Area.
RC-14 (Bi-State Industrial Corridor)

Meets all of the project Purpose and Need Statement.

Makes safer marine, freight, local arterials, takes traffic off of the I-5 Freeway and bridge, less bridge lifts, provides added capacity for vehicles and heavy rail.

* Social, economic, and environmental benefits are many. Socially it relieves traffic, provide direct access to employment center and add transit. Does not encroach or displace historically sights. RC14 has the least amount of impacts on private property in Washington and Oregon. Jantzen Beach will have no removal of homes or businesses.

*The economic benefits are phenomenal RC-14 provides a new freeway connection from I-5 into the Port of Vancouver and a new freeway crossing over the Columbia River. It connects the majority of the industrial areas of Vancouver and Portland on one continuous corridor. RC-14 provides direct access from I-5 into the industrial area a significant benefit to the economy. The alignment of RC-14 can be from in transportation documents in both states, Metro's corridors of significant, Oregon Regional Transportation Plan, Portland Freight Master Plan, and other documents.

* The environment is helped greatly too. It removes congestion, air, noise, sight pollution from I-5 and adjacent neighborhoods. Less removal of properties and none on Jantzen Beach less landfill, asbestos, lead paint and hazardous materials.

* New parks and open spaces are created in Vancouver, Jantzen Beach, Smith and Bybee Lakes, and at the Willamette crossing too.

*Community disruption is minimal. There is not disruption of on I-5. Not one flagger on I-5.

*Cost less too! The majority of the land is vacant and currently publicly owned. In Vancouver it would be approximately 2 blocks wide from I-5 to the Port of Vancouver. (compare to the current Columbia River Crossing of a hundred or more homes and an undisclosed amount of business.) Jantzen Beach is publicly owned land and most of the land in Oregon is vacant, under utilized, or publicly owned.

RC-14 Was accepted into the Columbia River Crossing NEPA scoping process. It was not fully studied, developed, alignment, and engineering designs where not done. The A Screening report has missing, conflicting, and faulty data. The Columbia River Crossing staff download our project map and has used it, not creating their own. The CRC staff only presented RC-14 at two open house with a great big red dot saying staff does not recommend for advancement. The only reason they gave was it's location, even though staff did no alignment work and are unclear as to where the Bridge Influence Area really is. In March 2007 CRC Task Force meeting Commissioner Steve Stuart and Council Rex Burkholder Co-chair of the alternative subcommittee directed CRC staff to make the corrects on the alignment of RC-14 and change data to reflect the location.

It can easily be proven that is not only **prudent** but **necessary** to build a new freeway from I-5 into the Port of Vancouver and then south into the Port of Portland.

It is also easily proven that it is **not prudent to build a new bridge at the Columbia River Crossing** or on the I-5 Freeway.

---

19 October, 2006

Patrick Singleton
2928 NE 12th Ave
Portland, OR 97212
igorL85@comcast.net

TO: Columbia River Crossing Task Force

SUBJECT: Selection of Supplemental Bridge Alternatives and Reuse of Existing Bridges

As a concerned citizen and historic roads advocate, I urge you to strongly consider alternatives that allow for the continued use or reuse of the existing historic bridges (Alternatives 3 – 7). I understand that changes must be made to address growing congestion and the need for increased mobility, and that there are challenges to the continued use of the existing bridges. However, these bridges (particularly the northbound 1917 structure) are vitally important to the community and nation as historic landmarks, and can be successfully integrated into a regional transportation system along with a supplemental bridge. Reusing the existing Interstate Bridge in some capacity would be a prudent and fitting decision that maintains the historic integrity of the bridges for future generations to enjoy and experience. I strongly urge you to preserve these important historic bridges.

Ninety years ago this February, the Interstate Bridge was opened for traffic, and for 65 years remained the only local Columbia River crossing. As a vital part of the Pacific Highway and later US Highway 99 (predecessors to Interstate 5), the bridge has played an important role in the development of the Portland-Vancouver region, the states of Oregon, Washington, and California, and the entire nation's highway system. One of the biggest bridges in the country when first built, the Interstate Bridge is the largest and most visible cultural resource that remains of Highway 99 and the Pacific Highway, and this significance is evidenced by its listing on the National Register of Historic Places.

Tearing down this important historic resource would be a significant setback to the historic roads movement and the preservation of historic resources important in the development of our nation's transportation system. Physical objects of our past are being lost daily, and it is a continued struggle to retain important places and structures, particularly along Historic Highway 99. Historic resources, such as the existing Interstate Bridge, convey a sense of time, a sense of place, a sense of respect. They are tangible links to the past that stimulate and encourage us to view the world in new and useful ways. In this regard, the bridges could be utilized as an anchor to promote the growing industry of heritage tourism for downtown Vancouver and the surrounding region. The existing bridges can continue to function successfully as both historic and transportation resources.

I will leave you with a quote that may be found inscribed on a plaque at one end of the Interstate Bridge. I urge you not only to heed these words as they pertain to the current crossing discussion, but also to please remember and do not discard the energies and hard work put in by those who created these important historic bridges.

> *"Therefore when we build, let us think that we build forever. Let it not be for the present delight, nor for present use alone. Let it be such work as our descendents will thank us for. And let us think, as we lay stone on stone, that a time is to come when those stones will be held sacred because our hands have touched them, and that men will say as they look upon the labor and wrought substance of them, 'See: this our fathers did for us.'"* — John Ruskin.

Thank you for your time,

Patrick Singleton

Portland / Vancouver I-5 Transportation and Trade Partnership

Option Packages: Decisions

The following table summarizes the decisions of the I-5 Task Force regarding Option Packages for the I-5 Corridor. Those packages designated as "study further" will be evaluated over the summer and results will be available in the fall of 2001. Those packages designated as "do not study" will be dropped from further consideration by the I-5 Task Force.

Package	Task Force Decision
1. *Baseline (no new Columbia River Crossing)*	*Study further*
2. *Express Bus on New Bridge, Without Additional Freeway Corridor Capacity*	*Study further*
3. *Light Rail Transit on New Bridge Without Additional Freeway Corridor Capacity*	*Study further*
4. *Commuter Rail Without Additional Freeway Corridor Capacity*	*No Decision by Task Force yet. Recommendation is to defer further study until results from Rail Capacity Analysis are available (Fall 2001)*
5. *Planned Regional Bus With Additional Freeway Capacity*	*Do not study – refine as an option in Package 6*
6. *Express Bus to Downtown Portland With Corridor-Wide Freeway Capacity Increase (includes new Columbia River crossing)*	*Study further*
7. *Light Rail Transit With Corridor-Wide Freeway Capacity increase (includes new Columbia River Crossing)*	*Study further*
8. *New Arterial Road: Mill Plain to US 30, with Columbia River Crossing*	*Study further*
9. *New Freeway Corridor*	*Do not study*

New West Arterial Road

134th to 99th

Add third lane each direction. New SB lane would operate as HOV during the morning peak period.

99th to the I-5 Columbia River Bridges

Third lane opened each direction fall 2001. Implement SB lane only as HOV during the morning peak period.

SR 500 to SR 14

Potentially modify interchanges.

From Mill Plain in Vancouver to US 30 in Portland

New four-lane arterial generally following BNSF rail corridor.

Delta Park to Lombard

Add third SB lane and improve shoulders.

Hayden Island to Columbia Blvd.

Potentially modify interchanges.

Expo Center to the Rose Quarter

LRT under construction with planned opening in 2004.

Rose Quarter (I-405 to I-84)

Add third lane in each direction. Reconfigure some existing ramps.

Existing LRT

The major feature of this option is a new arterial road along the existing railroad corridor and N. Portland Rd. between Mill Plain Blvd. in Vancouver and US 30 in Portland.

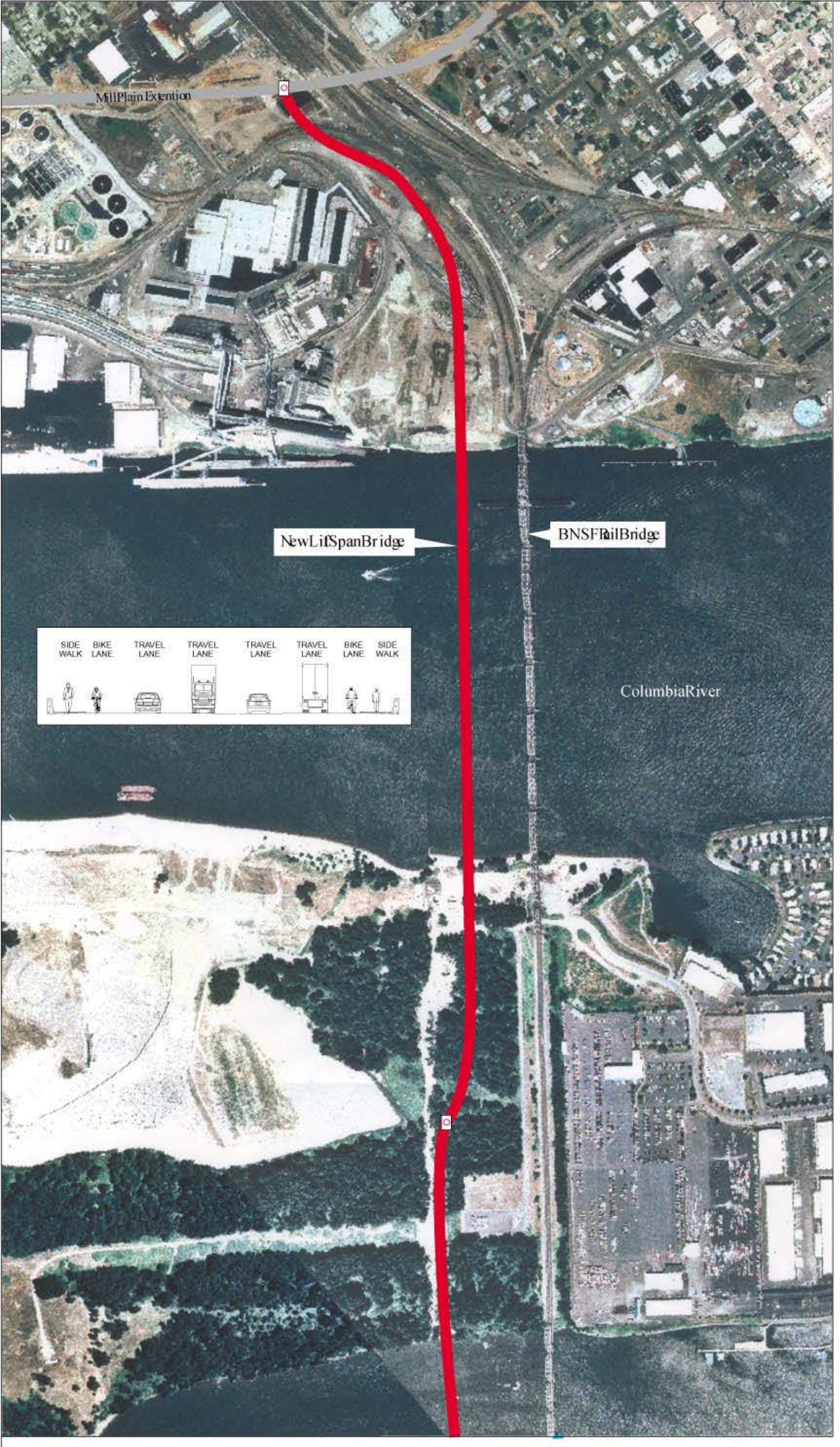
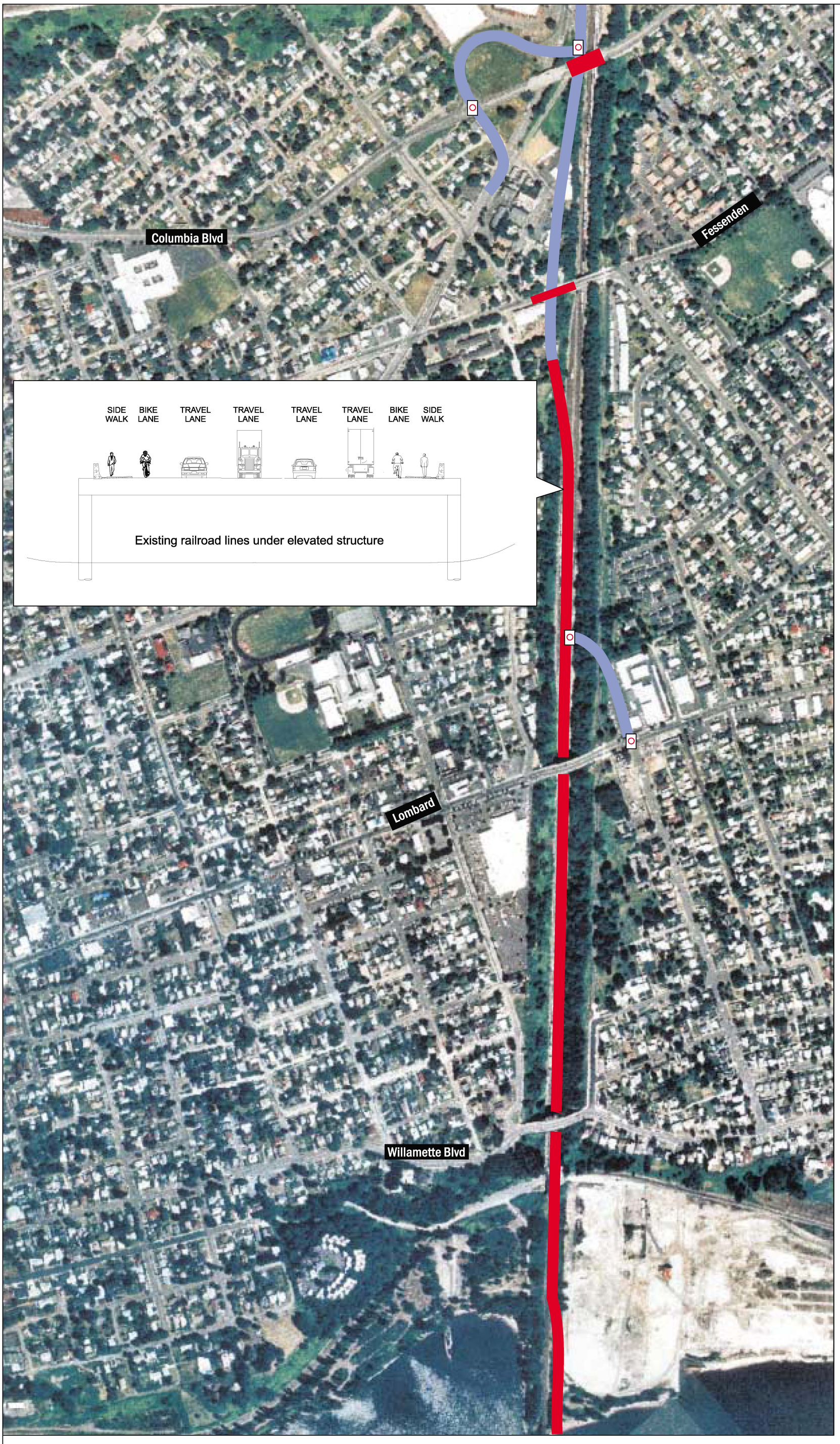


Fig. 1-2. Columbia River Bridge Crossing



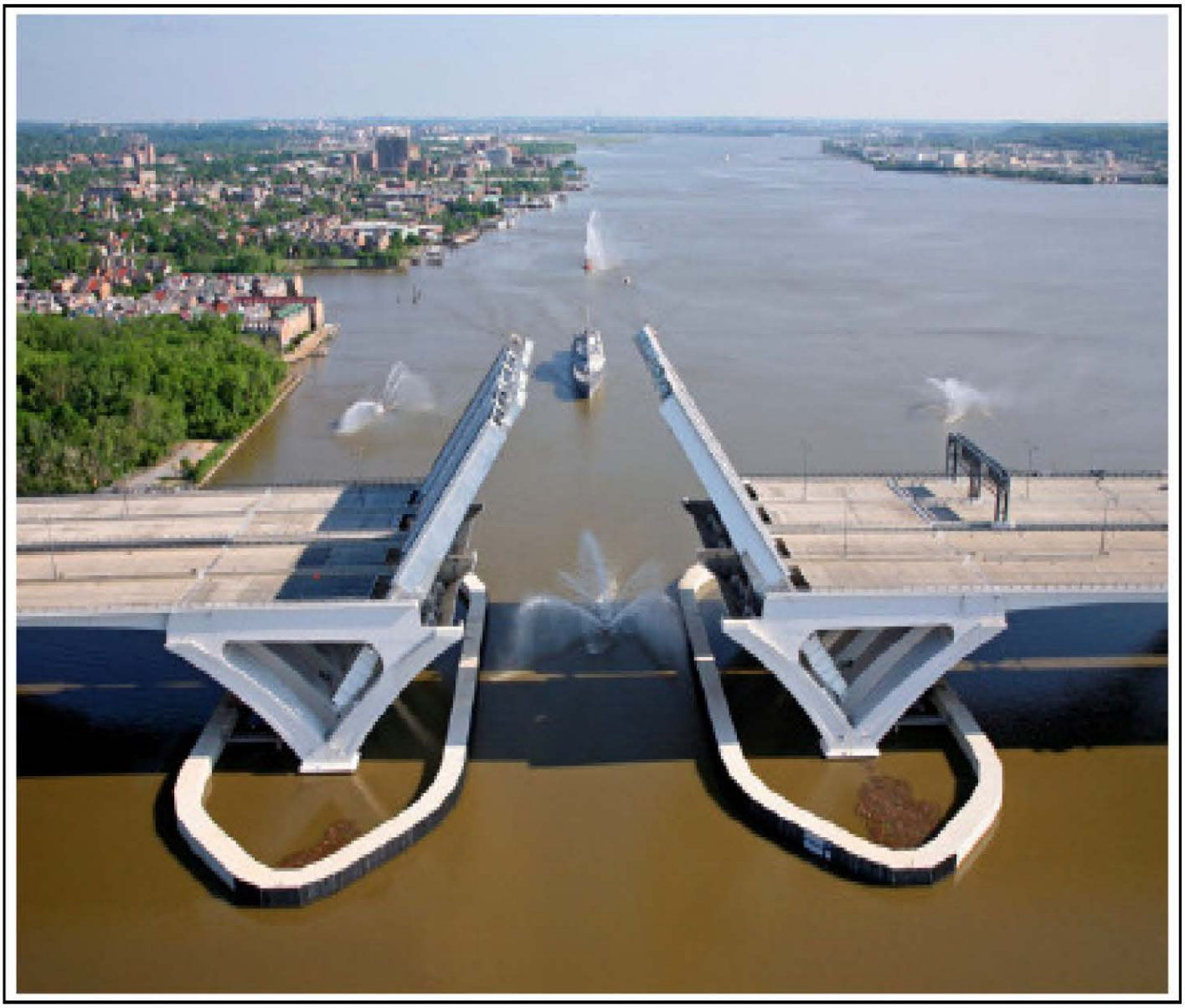
Portland / Vancouver I-5 Transportation and Trade Partnership

Oregon Department of Transportation

Washington State Department of Transportation

1-3. Elevated structure through the “cut”

New Woodrow Wilson Bridge Bascule Design
http://www.hardesty-hanover.com/markets/transportation/movable-bridges/project.aspx?PID=39
Hardesty & Hanover | Engineering That Moves You. Transportation // Movable Bridges



1300 Franklin Street • P.O. Box 5000 • Vancouver, WA 98666-5000 • tel: [360] 397-2232 • fax: [360] 397-6058 • www.clark.wa.gov

December 18, 2006

Mr. Douglas B. MacDonald
Secretary of Transportation
Washington State Department of Transportation
Post Office Box 47300
Olympia, WA 98504-7300

Dear Secretary MacDonald:

We write to share our concerns regarding the National Environmental Policy Act as it relates to the Columbia River Crossing project. The Board of Clark County Commissioners believes that the NEPA process is substantially flawed and any recent action taken by the Columbia River Task Force is arguably illegitimate.

On the evening of Wednesday, November 29th, the Columbia River Task Force met in regular session. During the proceedings, the Chairman, Hal Dengerick, deviated from the agenda by accepting a motion from Rex Burkholder Burkholder "to accept the project team's recommendations... and forward the report to the public for comment." The motion was seconded, voted on, and passed.

The Board of Clark County Commissioners takes objection to this deviation. The agreed upon and predetermined process would have allowed each member of the Task Force to go back to their respective bodies and present the staff alternatives. The motion as passed denied Clark County this opportunity.

Unfortunately for the residents of Clark County and the customers of C-Tran, Commissioner Stuart and Commissioner Morris had to depart the meeting early to attend the Clark County Planning Commission hearing on the Comprehension Growth Management Plan. Since there was no prior notification, each Commissioner was unaware of the vote and therefore, had not appointed an alternate to vote on their behalf.

The Board believes that a decision of this magnitude should have followed the agreed upon process. We should have had plenty of advance notice and a printed copy of the text. We believe this vote undermined the integrity of the NEPA process, for there needs to be a higher degree of consensus, and not a vote that was passed marginally or for the ease of a few.

On a night in which Governor Gregoire addressed the Task Force as a whole and urged our region to not be competitors but partners in the CRC project, we find it inappropriate what transpired. Over 400,000 residents live in Clark County, and as the duly elected Board, we find it unacceptable to be left out of this process. Therefore, we seek a fair and objective analysis as well as a reasonable opportunity to comment on the project. There needs to be a frank and honest discussion about the staff recommended alternatives, and Clark County needs to be involved.

Sincerely,

Marc Boldt
Chair

Betty Sue Morris
Commissioner

Steve Stuart
Commissioner

2439

From: Stuart, Steve <Steve.Stuart@clark.wa.gov>
To: sharonnasset@aol.com
Subject: FW: Response to Sharon Nasset
Date: Sat, Jan 16, 2010 4:07 pm
Attachments: image001.jpg (1K)

FYI

From: Stuart, Steve
Sent: Mon 12/21/2009 11:35 AM
To: 'Debbie Jermann'; A21dietz@aol.com; ganley.bill@bgsd.k12.wa.us; Stewart, Jeanne; Harris, Jeanne External; Jirish@ci.lacenter.wa.us; ldietzman@ci.camas.wa.us; Boldt, Marc; Stewart, Jeanne external; Tim Leavitt; Mielke, Tom; wbganley@comcast.net
Cc: Executive Staff
Subject: RE: Response to Sharon Nasset

Debbie et al,

In our meeting, I answered Ms. Nasset's question differently than the attached letter does. So, I feel like I should explain and ask for clarification.

Ms. Nasset (if I'm remembering right) asked if the CRC project had ever studied a FREEWAY option that would take people west of I-5 at Mill Plain, to connect the ports. My answer was "no". I've looked back through my materials, to confirm, and my answer is still "no".

The CRC project staff references RC-14, which was a potential option screened in the process to create draft alternatives in the DEIS. I have the document (dated March 22, 2006) that describes this alternative. RC-14 did not model the path from I-5 to or from the new/replaced multi-modal bridge west of I-5, so there was no clear way for I-5 traffic to divert. One reason for it's failure was that issue, since it didn't clear enough traffic from the I-5 Bridge. Thus, the alternative was simply a multimodal bridge replacing the rail bridge, not a new FREEWAY bridge.

There WAS a "new freeway corridor" alternative that was studied. It was identified as RC-16 (New Western Highway) in the same 2006 document. The answer to Ms. Nasset's specific question would still be "no", however, because this option didn't "connect the ports" by starting at Mill/4th Plain. It started up around Ridgefield and completely went around the ports.

SO, given the specific question Ms. Nasset asked, the answer is and should be "no". That doesn't change the fact that neither option described above helps fix the inadequacy of the I-5 Bridge (number of lanes, lane width, lack of shoulders, lift span) and surrounding interchanges (spacing, lack of adequate length ramps). Nor does it mean I think we should do another analysis.

Just wanted to clarify.

Merry Christmas all!
Steve

From: Debbie Jermann [mailto:DebbieJ@c-tran.org]
Sent: Monday, December 21, 2009 8:23 AM
To: A21dietz@aol.com; ganley.bill@bgsd.k12.wa.us; Stewart, Jeanne; Harris, Jeanne External; Jirish@ci.lacenter.wa.us; ldietzman@ci.camas.wa.us; Boldt, Marc; Stuart, Steve; Stewart, Jeanne external; Tim Leavitt; Mielke, Tom; wbganley@comcast.net
Cc: Executive Staff
Subject: Response to Sharon Nasset

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