



Oregon

Theodore R. Kulongoski, Governor

Copy To Barbara Hart

Department of Transportation
Office of the Director
355 Capitol St. NE, Room 135
Salem, OR 97301

October 25, 2006

Mr. Hal Dengerink
Task Force Co-Chair
Columbia River Crossing
700 Washington Street, Suite 300
Vancouver, WA 98660

Mr. Henry Hewitt
Task Force Co-Chair
Columbia River Crossing
700 Washington Street, Suite 300
Vancouver, WA 98660

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OCT 27 2006

Columbia River Crossing

Gentlemen:

Thank you for your letter on behalf of the Columbia River Crossing Task Force recommending an evaluation of rail needs in the Portland-Vancouver region and the development of a concerted program to address those needs.

The Oregon Department of Transportation (ODOT) recognizes the critical role the rail system plays as part of our statewide transportation system. Our studies of the existing rail network in Portland and Vancouver as part of the I-5 Transportation and Trade Partnership Strategic Plan have given us a solid understanding of the freight and passenger rail network needs facing the Portland-Vancouver region.

We are committed to addressing those needs in collaboration with our public and private partners on both sides of the Columbia River. The Oregon Rail Plan promotes freight and passenger rail service for the movement of goods and passengers throughout the state. We will begin to update the plan in 2007. The critical rail needs in the Portland-Vancouver area will certainly be part of the plan update.

Please extend our thanks to the entire Columbia River Crossing Task Force. Your dedication to improving the transportation systems across the Columbia River will have a great impact in the state of Oregon beyond the Portland-Vancouver region. We applaud the efforts of the Task Force in helping the states of Oregon and Washington find a solution to the pressing congestion and safety problems at the I-5 crossing of the Columbia River.

Yours sincerely,

Matthew Garrett
Director

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NOV 21 2006

Columbia River Crossing

Richard



UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL MARINE FISHERIES SERVICE
WASHINGTON HABITAT BRANCH OFFICE
510 Desmond Drive SE/Suite 103
LACEY, WASHINGTON 98503

November 9, 2006

Heather Gundersen
Environmental Manager, Columbia River Crossing project
700 Washington Street, Suite 300
Vancouver, WA 98660-3177

Re: ESA concerns with reusing the existing Interstate 5 bridges

Dear Ms. Gundersen:

Recent Interstate Collaborative Environmental Process (InterCEP) meetings have discussed the benefits and problems with keeping and reusing, versus removing and replacing, the existing I-5 bridges. The project team sent the attached memo documenting these issues to InterCEP, and discussed them at the October 11, 2006 InterCEP meeting. The National Marine Fisheries Service (NMFS) feels this memo does not sufficiently address potential environmental impacts associated with alternatives that reuse the existing bridges. Specifically, two issues are not adequately documented: 1) stormwater cannot be treated as effectively on the current structures as it could on a new bridge, and 2) reusing the bridges creates substantially greater in-water structure. Both these issues present potential hazards to Endangered Species Act (ESA) protected salmonid populations, including designated critical habitat (CH), and should be considered as the project develops alternatives for the Draft Environmental Impact Statement (DEIS). There are 13 ESA-listed Evolutionary Significant Units (ESUs) of chum salmon (*Oncorhynchus keta*), Chinook salmon (*O. tshawytscha*), sockeye salmon (*O. nerka*), coho salmon (*O. kisutch*), and Steelhead Trout (*O. mykiss*) in the Columbia, Snake, and Upper Willamette Rivers, with CH designated for all but Lower Columbia River coho, that will be affected by this project.

NMFS is concerned about stormwater from this project as runoff containing metals and other pollutants that collect on roadways pose substantial water quality problems that could harm listed salmonids. Stormwater over the Columbia River Crossing could be completely retained, conveyed and treated if the existing bridges were replaced by a new structure whereas supplemental bridge alternatives only allow partial retention, conveyance, and treatment. Stormwater runoff on the existing bridges currently runs untreated into the Columbia River. It is our understanding that alternatives reusing the existing bridges could entail retrofitting them with facilities to retain and convey a portion of the stormwater to a treatment facility. However, water and pollutants on the lift span of the existing bridges could not be retained and conveyed to treatment because these sections of the bridges move and thus cannot be retrofitted like the fixed portions of the bridges. While retrofitting the existing bridges would improve upon current



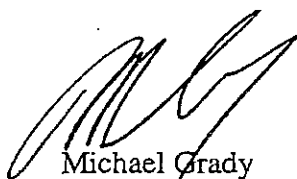
conditions; it would fall short of the potential to design and construct complete stormwater treatment facilities in tandem with a replacement bridge.

In-water structures pose another threat to listed salmonids because they disrupt fish passage routes and provides habitat for salmonid predators. Building an additional supplemental bridge would not only add structure from the new bridge, it would also add substantial obstruction due to seismic retrofits to the existing bridges. Our understanding is that seismic retrofits would entail encasing the existing piers with 10 to 40 horizontal feet (depending upon the magnitude and type of seismic upgrade) of additional structure. Furthermore, these seismic retrofits would require far more disruptive in-water construction (e.g. very large cofferdams, pile driving, etc.) than the deconstruction necessary for a replacement bridge. A replacement bridge would remove all the current piers and likely be able to replace them with less in-water structure. Additional piers from a supplemental bridge, paired with increasing the footprints of the current piers, makes supplemental bridge options potentially more harmful to listed salmonid populations than a replacement bridge.

In summary, NMFS supports a replacement bridge. The inferior stormwater treatment possibilities, coupled with substantially greater in-water structure and construction associated with supplemental bridge options makes a replacement bridge far more conducive to designing a new crossing that is sensitive to the needs of ESA-protected salmonids. Please consider this as you prepare a range of alternatives to evaluate in the DEIS.

If you have any questions, or would like to discuss this issue further, please contact Neil Rickard of my staff at the Washington State Habitat Office at (360) 753-9090, by e-mail at neil.rickard@noaa.gov, or by mail at the letterhead address.

Sincerely,



Michael Grady
Transportation Team Leader



November 21, 2006

Doug Ficco and John Osborn
Project Directors, Columbia River Crossing project
700 Washington Street, Suite 300
Vancouver, WA 98660-3177

Dear Doug and John,

Subject: High Capacity Transit use on the existing Interstate Bridge

As we prepare the Columbia River Crossing Project for starting the Draft Environmental Impact Statement, TriMet recommends that the Project further narrow options by eliminating from further study use of the existing bridges for high capacity transit due to several predictable and significant negative effects that would result from such use. This recommendation is based on two points:

1. The US Coast Guard indicates that they would likely remove bridge lift restrictions during the peak period if the bridges were no longer serving interstate traffic. The potential for long service disruptions at any time of day, especially during peak commute periods, would significantly degrade the quality of service and the experience of transit riders – with ripple effects throughout the regional transit system. This would, in turn, reduce ridership and the effectiveness of transit along this important regional transportation corridor.

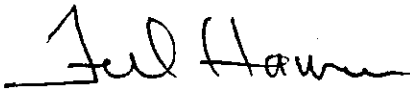
The impact of unrestricted bridge lifts would be similar for both bus rapid transit or light rail transit. The characteristic reliability of light rail, especially, would be compromised by delays of 10 minutes or more. Back-ups of two or more trains in each direction would disrupt the entire regional system with each bridge lift. Never before have we had to consider high capacity transit on a bridge that could lift at any time of day and only reluctantly considered it when lifts were restricted to off-peak hours. It would not be prudent to operate high capacity transit as part of an integrated system across a Columbia River bridge on the current lift bridges.

2. The existing bridges would also require extensive seismic upgrades to meet lifeline safety standards and would have comparatively high operation and maintenance costs and unknown longevity. The increased costs and reduced performance would be adversely reflected in the cost-benefit analysis that is a basis for consideration of Federal New Starts funding.

While it cannot be said that high capacity transit operation on a lift bridge facility is "impossible", it would be highly impractical. We believe that the goals of this project are best served by placing both primary transportation systems on a fixed auto and transit bridge. This would best serve the two lynchpins of effective transit operations – reliability and cost-effectiveness. A major regional transportation facility that is subjected to regular service interruptions will not attract riders and fall short of its purpose. A major regional investment would be compromised.

Thank you for the opportunity to comment on this important issue. We look forward to continuing to partner with you on the Columbia River Crossing Project.

Sincerely,

A handwritten signature in black ink, appearing to read "Fred Hansen". The signature is written in a cursive style with a horizontal line underneath the name.

Fred Hansen
General Manager

Streif, Audri

From: dballou@pacifier.com
Sent: Tuesday, November 21, 2006 11:24 PM
To: Columbia River Crossing
Subject: Feedback from CRC Contact Page

Follow Up Flag: Follow up
Flag Status: Orange

From: Doug Ballou
Title:
Organization: NACCC/NEHDNA
Address 1: 3109 NE 96th Street
Address 2:
Vancouver, WA 98665
Home/Main Telephone: 360-573-3314
Cell Telephone:
E-mail address: dballou@pacifier.com
Do Not add to mailing lists: False
No Reply expected?: False
Notify me about new documents: False
Notify me about meetings: False
Comment: Replace existing I-5 bridge to West - existing bridge is barrier to river traffic and would not survive earthquake without significant retro.

New bridge should accommodate Light Rail - extend Yellow Line into Vancouver, preferably at least to somewhere near Clark College. Doing this will provide significant benefits to Vancouver and ultimately Clark County. With limited investment we can take advantage of the Light rail that Portland has already built.

Continue express bus service to downtown Portland. Commuters from Clark County, north to Woodland will not transfer from bus to rail, therefore until light rail can be extended to 134th, if ever, need to continue Express Bus service to Portland.

New bridge should accommodate, make it easier for freight traffic to get to Port areas in Portland and Vancouver.

New Bridge should improve access for Peds and Bicyclists.

Although tolls are not popular in NW, this is a very common way to fund new freeways and bridges across the rest of the country. Without a toll I just don't see how this bridge would ever get built. Users of the bridge should pay for at least part of the construction costs.

These comments are based upon my own informed opinion.

Please forward my comments on to the Task Force. Thanks.

Regards,
Doug Ballou



November 21, 2006

Dr. Hal Dengerink, Co-Chair
Mr. Henry Hewitt, Co-Chair
Columbia River Crossing Task Force
700 Washington Street, Suite 300
Vancouver, WA 98660

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NOV 27 2006

Columbia River Crossing

Dear Co-Chairs Dengerink and Hewitt:

The Vancouver National Historic Reserve Trust Board of Directors, which includes representation from the National Park Service, has reviewed the options remaining under consideration by the Task Force for the Columbia River Crossing. The Trust Board has discussed the alternatives in relation to their impact on the Historic Reserve.

It is clear that there are only two options for expanding the capacity in the I-5 corridor between the Historic Reserve on the east side of the freeway, and Downtown Vancouver on the west side of the freeway. Simply put, there is a "go up" high-ramping option and a "go out" widening option.

The high-ramping options contemplate solutions that would include greatly elevated arterial entrance and exit ramps, primarily between I-5 and HWY 14. The height of the ramp to I-5 northbound would be above the roofline of the historic Post Hospital. Other exceedingly high ramps are at rooflines on the east boundary of downtown Vancouver, and would literally cover nearly all of Old Apple Tree Park, which will soon include the south footing of the Land Bridge being developed by the Confluence Project and the National Park Service. These ramps would also require the demolition of two buildings south of 5th Street, which are part of the Vancouver Barracks properties.

Accordingly, while the high-ramping solution basically preserves the current right-of-way boundaries on both sides of I-5 between the Historic Reserve and Downtown Vancouver, **the Trust Board is adamantly opposed to any option that includes these high-ramps.**

The visual impact and the noise pollution from the high-ramps would be a significant detriment to the Historic Reserve. Since 1993, Historic Reserve partners have invested some \$27 million for capital improvements on this site, which does not include the \$11

million leveraged by the City of Vancouver for the development and adaptive re-use of Officers Row in the mid-1980s, nor does it include the investment made in the reconstruction of Fort Vancouver or other such capital projects on the Historic Reserve. Our long range plan calls for capital improvements that would triple the investments already made, and the high-ramping options would destroy the character of this site, compromise the substantial contributions already made, and deter interest in further capital development.

In the alternative, the Historic Reserve Trust Board strongly believes that the only viable option is widening the I-5 corridor.

The Trust Board understands that implementation of the corridor-widening option may impact Historic Reserve property. Specifically, where the freeway corridor footprint passes between West Downtown Vancouver and the Post Hospital, the existing roadway behind the Hospital may be compromised.

Nevertheless, the Historic Reserve Trust Board will only support a corridor-widening plan that preserves the historic Post Hospital Building on its current footprint. Further, the Trust Board will not support a plan that requires moving the Post Hospital. Moving the Hospital from its foundation would result in a loss of basement space, as a new basement cannot be excavated due to the extreme archeological sensitivity on the site. Accordingly, more than one-third of the useable building space would be lost. Moving the hospital would also be injurious to its historical integrity, thereby eliminating the opportunity for funding streams such as historic preservation tax credits and preservation grants programs.

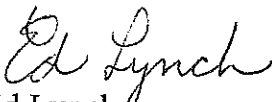
The Post Hospital Building is a uniquely designed structure built in 1904 and has substantial historical significance. It served as a regional military hospital, providing treatment to soldiers from throughout the Northwest, including Alaska. Considered a medically pioneering location, the Post Hospital advanced medical research with new treatment regimens such as heliotherapy. The Post Hospital at Vancouver Barracks exemplifies the development of Army medical services during the period, and incorporated state-of-the-art military medical advancements in its construction. By the end of the Spanish-American War, the need for modern, efficient, and cohesive development at Army posts became apparent. In hospital construction, advancing surgical procedures, clearer understanding of the importance of sanitation, the availability of electricity as well as other technological advances such as the X-ray, led to the international sanitarium movement and significant improvements in hospital design. The construction of the 1904 Post Hospital was a direct result of these modernizing efforts. Because of its superior medical services, the Post Hospital complex at Vancouver Barracks was one of the busiest in the nation during World War I. In addition, it played a crucial role during the influenza epidemic of 1918 as a treatment facility for thousands of troops.

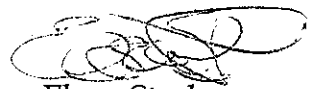
Finally, when the I-5 corridor was created, it severed Downtown Vancouver from the Historic Reserve. The economic and social vitality of Downtown Vancouver and the Historic Reserve are symbiotic. The I-5 corridor continues to be a major impediment to a unified approach to historic and downtown development. A new bridge and I-5 improvement plan brings with it the opportunity to mitigate this damage.

Accordingly, the **Historic Reserve Trust Board supports a widening design that includes a "lid" or cover over I-5, extending from 7th Street to Evergreen Boulevard.** This cover would reconnect the Historic Reserve (which is considered part of the City's Central Park District) and Downtown Vancouver. Further, a cover would positively impact the current noise and visual pollution currently generated by I-5.

While a cover of this section of I-5 will not correct the detrimental impact that occurred when the historic reserve was severed from downtown, it would be appropriate mitigation. It would also set the stage for enhanced economic development and would dramatically improve livability in the downtown core.

Sincerely,


Ed Lynch
Chairman


Elson Strahan
President and CEO

Nov. 23, 2006

What a Comprehensive Columbia Crossing package built around a new Multi-modal Bridge would do. (See attached illustration)

The Multi-Modal Bridge

- Would provide SR14 and downtown Vancouver an extended approach lane to a southbound I-5 on-ramp at Hayden Island.
- Would carry light rail
- Would accommodate local traffic with two arterial lanes.
- Would provide a safe bicycle and pedestrian crossing.
- Would provide clearance for safe barge movements without lifts.
- Would have either a vertical lift or bascule opening span aligned with the existing Green Bridges for the passage of an occasional tall vessel.
- Would have a low profile that would not interfere with air traffic.
- Would not be a visual eyesore in downtown Vancouver because it would not have to fly over the railroad embankment.
- Would be built to withstand a major seismic event.

The Freeway

- Would reduce traffic turbulence and improve safety on the freeway in the bridge area by eliminating five short dysfunctional ramps and replacing them with two long ramps on Hayden Island.
- Would increase freeway capacity by allowing the existing six lanes on the Green Bridges to function as through lanes.

- Would provide greater capacity and safety by reducing the posted speed limit in the entire influence area to 45 MPH.
- Would provide additional lanes in the Marine Drive Interchange.
- Would provide an exclusive unrestricted northbound queue-jump lane to I-5 for trucks coming from Marine Drive and MLK Blvd.
- Would provide Hayden Island direct access to I-5 south and access to I-5 north through an improved Hayden Island Interchange.
- Would greatly decrease the need to open the lift spans.
- Would retain the existing shoulders on the Green Bridges which is similar to those on the I-5 Marquam Bridge.
- Would retain the existing vertical grades which are similar to those on the I-5 Marquam Bridge. However the elimination of the SR14 and downtown on-ramp from the Washington side coupled with a slower posted freeway speed would greatly reduce traffic incidents in this area.
- Would provide a new bridge for local traffic and transit that would meet modern seismic standards. In the event of the "big one", I-5 through Portland and Vancouver would probably not be passable because many overpasses and other freeway structures would probably collapse.

Light Rail

- Would provide light rail (Yellow Line) access to Hayden Island and downtown Vancouver.
- Would provide the opportunity to integrate the Hayden Island station into a creative transit oriented development.
- Would provide frequent, high capacity, reliable and economical bi-state transit service that could seamlessly interface with the CTRAN bus system in downtown Vancouver.

-
- Would extend light rail only to downtown Vancouver but would not preclude the opportunity to extend it further into Clark County in the future.

Local Roads

- Would provide a two lane local road between Hayden Island and downtown Vancouver over the new Multi-modal Columbia River Bridge.
- Would connect Hayden Island Drive and N. Center Avenue on Hayden Island to Columbia Street in downtown Vancouver.
- Would provide Hayden Island with a local road connection south, over a new Portland Harbor Bridge that would carry two lanes of traffic, light rail, bikes and pedestrians.
- Would provide a logical connection to Denver Avenue via a Marine Drive underpass, a new road adjacent to the light rail station and Expo Road.
- Would allow access to Marine Drive via N. Force Avenue. A more direct access could be constructed through the Expo Center's parking lot.

The Railroad Bridge

- Would replace the old short unsafe swing-span on the Railroad Bridge with a longer and better-located lift span.
- Would reduce bridge opening time, thus increase rail capacity.
- Would be one of many infrastructure improvements in this rail corridor needed to provide more efficient freight and passenger service that ultimately would reduce traffic demand on I-5.

Navigation

- Would allow tug and barge tows to make a straight and safe maneuver under the "hump" to the new railroad bridge lift span during most river conditions.
- Would require highway bridge lifts only for the movement of an occasional tall vessel that could be scheduled during off peak hours.

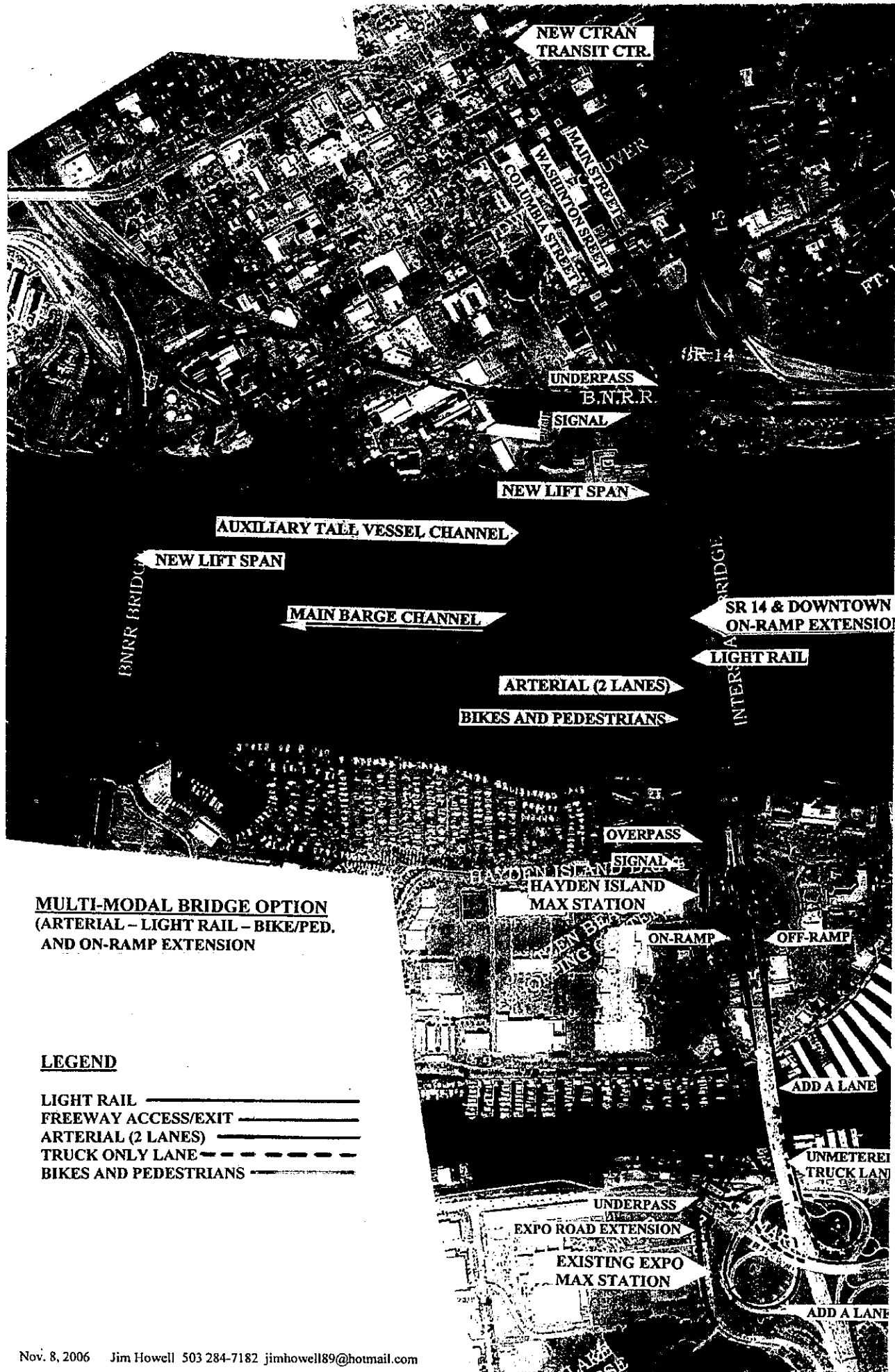
Bicycles and Pedestrians

- Would provide wide and safe bike and pedestrian lanes separated from vehicular traffic.
- Would replace the bike/ped. Lane on the existing Portland Harbor Freeway Bridge with one on the new Multi-modal Portland Harbor Bridge.
- Would provide an uninterrupted bicycle and pedestrian connection between downtown Vancouver, the Marine Drive Trail and the Expo MAX Station.

Costs

- Would cost a fraction of a new freeway bridge and approaches and includes practical solutions to transit, rail, navigation and local traffic.
- Would allow for multiple funding sources. (Federal, state and local highway, transit, railroad and navigational programs.)

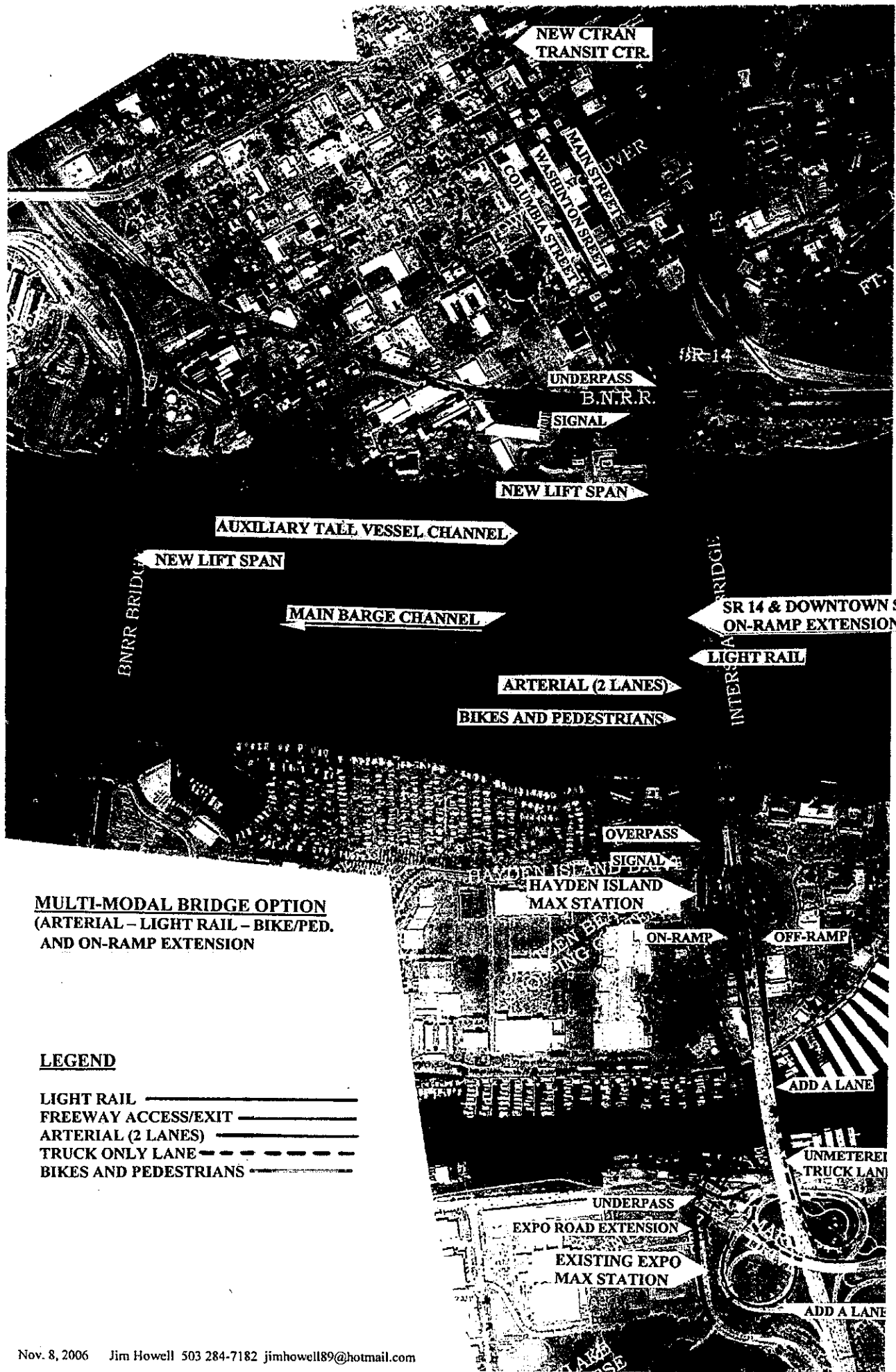
Jim Howell
3325 NE 45th Avenue
Portland, OR 97213
503-284-7182
jimhowell89@hotmail.com



**MULTI-MODAL BRIDGE OPTION
(ARTERIAL - LIGHT RAIL - BIKE/PED.
AND ON-RAMP EXTENSION)**

LEGEND

- LIGHT RAIL —————
- FREEWAY ACCESS/EXIT ————
- ARTERIAL (2 LANES) ————
- TRUCK ONLY LANE - - - - -
- BIKES AND PEDESTRIANS ————



**MULTI-MODAL BRIDGE OPTION
(ARTERIAL - LIGHT RAIL - BIKE/PED.
AND ON-RAMP EXTENSION**

LEGEND

- LIGHT RAIL _____
- FREEWAY ACCESS/EXIT _____
- ARTERIAL (2 LANES) _____
- TRUCK ONLY LANE - - - - -
- BIKES AND PEDESTRIANS _____

Columbia River CROSSING

Memorandum

November 27, 2006

TO: Columbia River Crossing Task Force
FROM: Doug Ficco
John Osborn
SUBJECT: Jim Howell Proposal
COPY:

Following up on the discussion at the October 25 Task Force meeting, we have taken another look at the river crossing component that was identified as RC-22 in our component screening process (see *Draft Components Step A Screening Report, March 22, 2006*). To be certain that we fully understood the author's intent, we invited Jim Howell to review his proposal with the project team as well as interested Task Force members.

A copy of the proposed concept is attached, including minor changes recently incorporated. In brief, the concept includes a new bridge just west of the existing bridges with two LRT tracks, a two-lane roadway linking Vancouver and Hayden Island (and extending south to Marine Drive), a new southbound on-ramp to I-5 from SR-14 that would bring the traffic onto the freeway on Hayden Island, and a bicycle/pedestrian pathway. The new bridge would be low-level and would include a lift span. Other elements of the concept would include an LRT loop through downtown Vancouver, and replacing the opening on the downstream railroad bridge with a new opening closer to the center of the river.

The concept is intended to provide a relatively low-cost crossing, and in that spirit includes some creative, although non-standard, elements (some of which would not meet federal and state design requirements). Although the concept has been updated since the earlier screening, the conclusions reached during the component screening phase are still relevant. The concept fails to meet the project Purpose and Need in several key respects. The concept does not:

- o significantly reduce travel demand or congestion;
- o improve freight movement on I-5; or
- o address many of the known safety issues associated with the river crossing and the adjacent interchanges.

Furthermore, with I-5 traffic remaining on the existing bridges, the seismic vulnerability of the river crossing would not be addressed.

Our review of the concept also included a more detailed analysis of traffic operations and a comparison of the concept to the No-Build Alternative and to Alternative 3—the arterial/LRT crossing carried forward as part of the initial 12 alternatives. The concept would not significantly improve the daily hours of congestion when compared to the No-Build or Arterial alternatives, and would not improve travel speeds crossing the river. Moreover, the proposed configuration of the freeway ramps on Hayden Island would exacerbate the congestion and safety problems for both the northbound and southbound weaving areas between Hayden Island and Marine Drive when compared to the existing ramp configurations. It would also add traffic volumes to the currently congested Marine Drive interchange while reducing its functional capacity by creating a new intersection just west of the interchange.

CRC staff recommends that the prior conclusions and actions by the Task Force (and others) should stand, and that no further action on this concept is warranted.

**Columbia River Crossing
Freight Working Group**

November 28, 2006

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

Subject: Freight Working Group Recommendations Follow-up

Dear Co-Chairs Dengerink and Hewitt,

It became apparent at the last Task Force meeting that there was concern about the Freight Working Group's recommendations outlined in the "Screening of Freight Components" memo. In the interest of continued progress on this extremely critical project, we would like to explain our suggestions.

It is worth noting that the Freight Working Group (FWG) focused on recommending design elements that were best for the project as a whole. Had the FWG been only concerned about improving freight movement, we would not have suggested dropping Component F-1 (Freight Managed Lanes). F-1 would have helped freight movement, but we felt the benefit for freight would be outweighed by the cost and the potential decrease in safety for passenger vehicles as trucks merged across multiple lanes to access the managed lane.

The FWG used our expertise in freight transportation to make recommendations that we felt would improve the Columbia River Crossing project area for all. We made every attempt to be focused, but not myopic. We ask that the Task Force consider our suggestions in the spirit in which they were made.

Mainline Capacity

The FWG brought up the issue of increasing mainline capacity in verbal comments supporting a bridge with six lanes in each direction and in the Screening of Freight Components memo under Component F-6.

Regarding the number of bridge lanes, the FWG has carefully studied the various conceptual design proposals and sees a potential benefit in having three through-lanes plus three lanes that act as auxiliary lanes connecting the major exit/on ramps within the Bridge Influence Area just north and south of the Columbia River. However, the final determination should be made after staff has modeled five lanes vs. six lanes to assess operational and safety concerns. The FWG is optimistic that simulation modeling will illustrate the most effective solution. If five lanes are as effective as six lanes, this becomes a moot point.

Our F-6 recommendations for increased mainline capacity were focused on improving merge and weaving areas. It appears that "mainline capacity" is a poor term, though technically accurate. The FWG did not intend to suggest an increase in capacity for the I-5 system, but rather an increase in the merge and weaving areas near exit/on ramps within the Bridge Influence Area. Since the ramps cannot be extended, we suggest extending the highway lanes (mainline) adjacent to the ramps. This would not lead to an increase in overall system capacity, but would lead to safer and more efficient

merging in an area that is currently far below standard because 68%-75% of the I-5 traffic gets on, gets off, or gets on *and* off within the five-mile project area. Consider also that the accident rate in the project area is over twice the norm, caused substantially by merging problems. The best way to improve this dangerous problem is to improve the ability of vehicles merging and weaving between the exit/on ramps and the through-lanes.

Redundancy of New Component F-6

The FWG worked with Columbia River Crossing staff to create Component F-6 primarily to assure that the designers focus special attention on improvements that would make it safer for trucks, and therefore all vehicles. Task Force members mentioned that it was redundant of other requirements for proper design. While this is a valid point, we need only look at the current situation to see how easily special truck safety needs can be overlooked. If there had been an F-6 before construction of exit/on ramps at Columbia Boulevard, Marine Drive, and State Route 14, some of the problems we have now could have been avoided. Furthermore, had Columbia River Crossing staff not agreed with the need for F-6, the FWG would not have included it.

We ask that the Task Force accept F-6 with the following considerations:

1. The suggestion for increased mainline capacity is in reality a suggestion for safer merging and weaving. Since the project area ramps are spaced too closely together, the only solution is to increase the capacity of the "mainline" adjacent to the ramp. This does not suggest an increase in overall capacity for I-5.
2. The FWG is ideally suited to make recommendations for curves, grades, merge distances, etc. that will prevent unsafe conflicts between trucks and passenger vehicles.
3. The CRC staff worked with the FWG to create F-6 and welcomes the support for safe and effective engineering and design. If there were any conflicts or lack of need, F-6 would not exist.

The project is approaching a point where decision paralysis could set in. The FWG asks that we all work hard to keep this project moving forward with all due speed. Let us air any concerns and work hard to resolve them quickly, fairly, and with the intent to make the Columbia River Crossing a proud monument to community action.

Respectfully,

Columbia River Crossing Freight Working Group

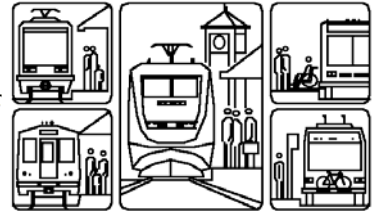
Grant Armbruster, Columbia Sportswear
Steve Bates, Redmond Heavy Hauling
Bryan Bergman, Georgia Pacific
Mark Cash, G&M Trucking
Corky Collier, Columbia Corridor Association
Ken Emmons, United Road Service
Jerry Gaukroger, Boise Building Supply
Lee Johnson, Jet Delivery Systems
John Leber, Swanson Bark
Tracy Whelan, Esco Corporation

Association of Oregon Rail and Transit Advocates

AORTA • P. O. Box 2772 • Portland, Oregon 97208-2772

Also known as OreARP • Oregon Association of Railway Passengers

Phone & Fax: 503-241-7185 • OregonRail@netscape.com • www.aortarail.org



Nov. 29, 2006

To: The Columbia River Crossing Task Force
From: Jim Howell, Director
Re: CRC Environmental Impact Study

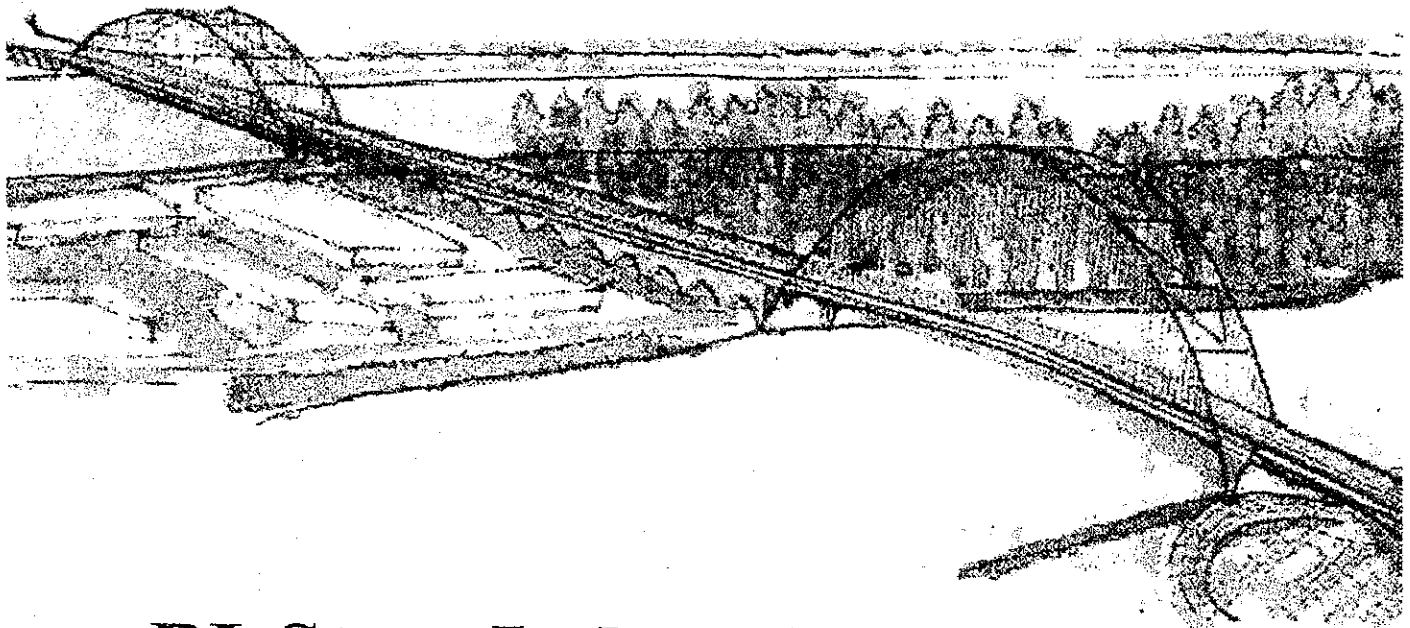
An alternative that retains the existing bridges, in addition to the mandatory No Build Alternative, must be studied in the Environmental Impact phase of this project.

AORTA has shown how such an alternative can address all of the significant problems associated with the current infrastructure. Our first proposal made almost three years ago in February 2004 is still viable with some modifications.

Our simple and practical proposal has been summarily rejected by this project team without even the courtesy of taking the time to understand it, as was evidenced by the inaccurate statements made by the consultant at the last Task Force meeting.

Briefly, our proposal would:

1. Build a Multi-modal Bridge with a lift span, immediately downstream from the existing bridges, that would carry an extended on-ramp from SR-14 and downtown Vancouver separated from two local traffic lanes, bikes and pedestrians by two light rail tracks.
2. Remove five existing dysfunctional ramps in the bridge area and replace them with two long ones on Hayden Island.
3. Build a Portland Harbor Bridge for light rail, local traffic, bikes and pedestrians.
4. Provide a local road connection from the Portland Harbor Bridge to Expo Road, under Marine Drive and through the Expo Center parking lot next to the MAX Station.
5. Provide a new unrestricted truck-only northbound I-5 access lane from Marine Drive and MLK Blvd.

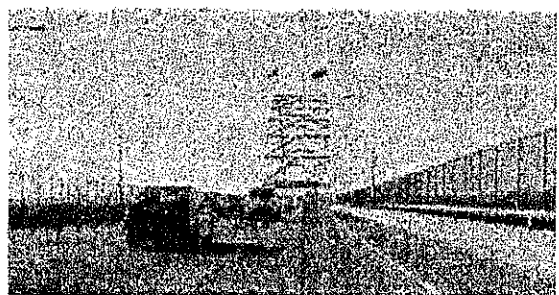
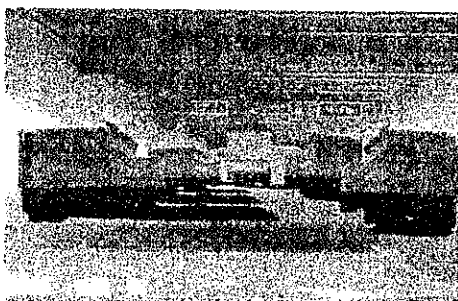


BI-State Industrial Corridor Reduces Congestion

Reduce Congestion on I-5 and connect our 20th century industrial areas with a 21st century transportation system. The proposed arterial would attract traffic off I-5 to a new BI-State Industrial Corridor. The "BIC" (BI-State Industrial Corridor) expressway built next to the BNSF railroad tracks uses mostly vacant and under utilized land. "BIC" will connect all of the major regional industrial areas on one continuous corridor. The current lack of direct access to I-5 from regional industrial areas cost businesses millions of dollars every year. The transportation infrastructure deficiencies cause congestion, pollution, and keeps businesses from locating or expanding in the Portland Metropolitan Area. The corridor's North end starts at Mill Plain and I-5 in Vancouver, has a Multi-modal (Train, truck, vehicle, light rail, bike and pedestrian) bridge from Vancouver to Jantzen Beach and Marine Dr. in Oregon. The corridor upgrades North Portland Rd. continuing to Columbia Blvd. Corridor. At the South end of the corridor is the North Willamette Bridge to HWY 30. The North Willamette Bridge can be reached by using Marine Dr. Corridor or Columbia Blvd. Corridor. "BIC" completes North, South, East and West existing transportation corridors and arterials.

BI-State Industrial Corridor

- *Third bridge between Vancouver and Portland
- *Port to Port connection
- *Truck friendly direct access into regional industrial areas from I-5
- *Reduced congestion on I-5 and in neighborhoods
- *Light rail connection to Jantzen Beach and Downtown Vancouver.
- *Bike and Pedestrian connection to Jantzen Beach, Vancouver and the 40-mile loop.
- *No demolition of Jantzen Beach business district or residential area.
- *Lessens air pollution and removes truck traffic from St. Johns, Kenton and Vancouver Neighborhoods.



Key Highlights

Road

- *Port to Port connection
- *Truck friendly direct access into regional industrial areas from I-5.
- *Direct access from the NW industrial area, to Rivergate, Port of Portland and Vancouver's industrial area.
- *Direct access to Marine Dr. Corridor, Columbia Corridor, St. Helen's HWY. and Mill Plain extension.
- *Upgrading North Portland road to four lanes.
- *Provides Columbia Corridor with a north I-5 freeway entrance.
- *Provides I-5 with an exit from the north to the Columbia Corridor.

Rail

- *A new heavy rail bridge across the Columbia River removes inadequacies in the current system.
- *A new heavy rail bridge increases capacity for freight, commuter, and speedy(?) train.

Transit

- *New bus routes into industrial areas, retail, and entertainment centers.
- *Light rail connection to Jantzen Beach and downtown Vancouver.
- *Commuter rail

Local connection

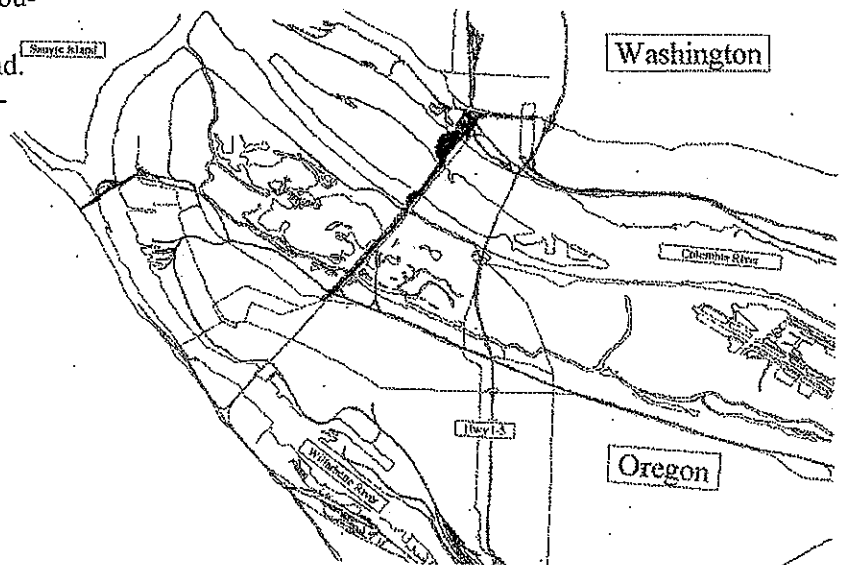
- *Access to downtown Vancouver
- *A second bridge to Jantzen Beach.
- *Bike access from Vancouver to Jantzen Beach, Portland and the 40-mile loop.
- *Pedestrian access from Vancouver to Jantzen Beach, Portland and the 40-mile loop.

Environment

- *Removes truck traffic from St. Johns, Kenton and Vancouver Neighborhoods.
- *Removes street level traffic from Vancouver's Mill Plain Extension
- *Lessens air pollution in St. John's, Kenton, Vancouver and I-5 Neighborhoods.
- *Built next to, not through, Jantzen Beach wet land.
- *No demolition of Jantzen Beach business' or residential areas.
- *No encroachment to Historic Fort Vancouver.
- *No construction or flaggers on I-5

Several studies have pointed out the damaging economic effects of congestion and pollution in the Portland Metropolitan Area. Transportation deficiencies affect the economy of our state and several nearby states. New businesses are not locating here, existing business are not expanding, and some are leaving. Thirty years ago, studies found that a new bridge needed to be built to the North peninsula industrial area to maintain the economic viability of the area. Not only has that bridge not been built but it isn't even in the planning stage. Oregon is losing a billion dollars or more annually from transportation congestion. It does not have the funding to build a transportation system to meet the needs of existing businesses, let alone build a stronger economy. The state of Oregon has decided to allow the creation of private-public partnerships to fund needed transport system improvements. With businesses losing more in congestion costs than the cost to correct the problems, private-public partnerships are a win-win process for the state of Oregon and for businesses

The Economic Transportation Alliance is proposing to raise funds to study, design and build the BI-State Industrial Corridor. This corridor includes multi-modal three tiered bridges with heavy rail on the bottom, truck friendly lanes on the second level and vehicle, light rail, bike and pedestrian lanes plus look outs on the top. The bridges across the Columbia and Willamette Rivers will join the region's major industrial areas on one continual corridor, using existing corridors and arterial connected by new statically placed bridges.





RC-14: New Corridor Crossing Near BNSF Rail Crossing

Staff Recommendation: Not Advance

Step A Question	Pass/Fail	Reasons
Q1. Traffic	See note below ¹	Assuming construction of a new multi-lane tunnel under Mill Plain Blvd. and construction of high capacity interchange ramps between I-5 and Mill Plain Blvd., provides new Columbia River crossing that would serve up to 30,000 daily vehicles with most of these vehicles diverted from I-5. Some I-205 traffic shifts to I-5. By 2020, I-5 traffic demands still increase by at least 15% (by over 20,000 vehicles) over 2005 levels, resulting in 6-7 hours of afternoon/evening peak period congestion.
Q2. Transit	Fail	Does not improve transit service to identified I-5 corridor transit markets, nor does it improve the performance of the existing transit system within the I-5 Bridge Influence Area. Provides transit service along new corridor located approximately one mile west of I-5 to potential non-I-5 travel markets, but is out of direction for I-5 origins and destinations.
Q3. Freight	Pass	Results in 6-7 hours of afternoon/evening peak period congestion on I-5, however provides alternative route linking freight activity centers west of I-5.
Q4. Safety	Fail	Provides new Columbia River crossing located approximately one mile west of I-5 built to current safety standards, but does not address existing non-standard design features within the I-5 Bridge Influence Area. Traffic demands on I-5 within the Bridge Influence Area would increase by at least 15% by 2020 over 2005 conditions, resulting in 6-7 hours of afternoon/evening peak period congestion. <u>Without added I-5 capacity and re-design of the Bridge Influence Area to meet standards, collisions would be expected to increase approximately 40 percent over 2005 conditions.</u>
Q5. Bike/Ped	Fail	Provides new Columbia River crossing with modern bike/ped pathway(s). With a location approximately one mile west of I-5, it is out of direction for users with trip origins and destinations within the I-5 Bridge Influence Area.
Q6. Seismic	Fail	Provides new Columbia River crossing built to current seismic standards, but does not upgrade the existing I-5 bridges serving Interstate traffic and therefore the seismic risk of the I-5 bridges would not be reduced.

¹ May provide some potential benefit in congestion management relative to 2030 No Build conditions.

Note: A variation of this component was introduced at the 3-22-06 Task Force meeting. Staff evaluated the revised component and believes it fails for similar reasons as summarized above.



global climate change

(Report is at: <http://www.nap.edu/catalog/11676.html>)

Surface Temperature Reconstructions for the Last 2,000 Years

Committee on Surface Temperature Reconstructions for the Last 2,000 Years,
National Research Council

From Page 111 (sheet 126) Bold Added:

OVERALL FINDINGS AND CONCLUSIONS

Based on its deliberations and the materials presented in Chapters 1-11 and elsewhere, the committee draws the following overall conclusions regarding large-scale surface temperature reconstructions for the last 2,000 years:

- The instrumentally measured warming of about 0.6°C during the 20th century is also reflected in borehole temperature measurements, the retreat of glaciers, and other observational evidence, and can be simulated with climate models.

- Large-scale surface temperature reconstructions yield a generally consistent picture of temperature trends during the preceding millennium, including relatively warm conditions centered around A.D. 1000 (identified by some as the "Medieval Warm Period") and a relatively cold period (or "Little Ice Age") centered around 1700. The existence and extent of a **Little Ice Age from roughly 1500 to 1850** is supported by a wide variety of evidence including ice cores, tree rings, borehole temperatures, glacier length records, and historical documents. **Evidence for regional warmth during medieval times can be found** in a diverse but more limited set of records including ice cores, tree rings, marine sediments, and historical sources from Europe and Asia, but the exact timing and duration of warm periods may have varied from region to region, and the magnitude and geographic extent of the warmth are uncertain.

- It can be said with a **high level of confidence that global mean surface temperature was higher during the last few decades of the 20th century than during any comparable period during the preceding four centuries.** This statement is justified by the consistency of the evidence from a wide variety of geographically diverse proxies.

- Less confidence can be placed in large-scale surface temperature reconstructions for the period from A.D. 900 to 1600. Presently available proxy evidence indicates that temperatures at many, but not all, individual locations were higher during the past 25 years than during any period of comparable length since A.D. 900. The uncertainties associated with reconstructing hemispheric mean or global mean temperatures from these data increase substantially backward in time

Background

There have been a large numbers of reports, papers, claims and counterclaims about global climate change. Few were more dramatic than a chart showing global temperatures more-or-less stable for 1000 years, then dramatically increasing recently. That chart is frequently called the "hockey stick" chart because of its shape. It was published in paper(s) by Mann et.al. who also made the claim that "the 1990s are likely the warmest decade, and 1998 the warmest year, in at least a millennium". Both claims are discussed in this report.

Comments on the report:

This verifies that there was about a 0.6°C temperature increase during the 20th century (see below)

This re-affirms the existence of a "little ice age"

This re-affirms the probable existence of a warm period before the "little ice age."

Remember the "hockey stick" chart mentioned above? It **DOES NOT** show either the "little ice age" or "medieval warm period". **This omission disproves the "hockey stick" chart and the data/methods used to create it. Much of the climate field uses similar data and methods.**

This is the headline for many newspapers. **Most forgot to mention that the "preceding four centuries" started in the middle of the "little ice age (above). In other words, we are warming up after the little ice age. (Is that bad?)**

through this period and are not yet fully quantified.

● **Very little confidence can be assigned to statements concerning the hemispheric mean or global mean surface temperature prior to about A.D. 900** because of sparse data coverage and because the uncertainties associated with proxy data and the methods used to analyze and combine them are larger than during more recent time periods.

From page 21 (sheet36) Bold Added:

Based on the analyses presented in the original papers by Mann et al. and this newer supporting evidence, **the committee finds it plausible that the Northern Hemisphere was warmer during the last few decades of the 20th century than during any comparable period over the preceding millennium.** The substantial uncertainties currently present in the quantitative assessment of large-scale surface temperature changes prior to about A.D. 1600 lower our confidence in this conclusion compared to the high level of confidence we place in the Little Ice Age cooling and 20th century warming. **Even less confidence can be placed in the original conclusions by Mann et al. (1999) that "the 1990s are likely the warmest decade, and 1998 the warmest year, in at least a millennium"** because the uncertainties inherent in temperature reconstructions for individual years and decades are larger than those for longer time periods, and because not all of the available proxies record temperature information on such short timescales.

We really don't know enough about climate before A.D 900. This suggests that we are incapable of judging today's climate in a proper historical context, considering that there has been 12,000 years of ups and downs since the last ice age. We only know about 10% of this time span to a sufficient degree.

Note that this claim is only "plausible", not likely or probable or "supported by a wide variety of evidence" (see above)

Here is the often heard statement that we are the warmest in 1000 years. It is given "less confidence" than "plausible" (see above). Effectively, it is shown to be baseless.

Thoughts About the Above Report

We believe that the two most gripping claims about global warming have been shown to be wrong. The other major claim, that we are the warmest in 400 years is essentially a statement that we are warming after the "little ice age." Is that bad?

Is This the Cause of the Current Panic?

Stephen Schneider of the **National Center for Atmospheric Research** described the scientists' dilemma this way: "On the one hand, as scientists, we are ethically bound to the scientific method, in effect promising to tell the truth, the whole truth, and nothing but-which means that we must include all the doubts, the caveats, the ifs, ands, and buts. On the other hand, we are not just scientists but; human beings as well. And like most people we'd like to see the world a better place, which in this context translates into our working to reduce the risk of potentially disastrous climatic change. To do that **we need to get some broadbased support, to capture the public's imagination. That, of course, entails getting loads of media coverage. So we have to offer up scary scenarios, make simplified, dramatic statements, and make little mention of any doubts we might have.** This 'double ethical bind' we frequently find ourselves in cannot be solved by any formula. Each of us has to decide what the right balance is between being effective and being honest. I hope that means being both." From: DISCOVER, OCTOBER 1989, Page 47 (Note: Stephen Schneider is founder and editor of the scientific journal Climate Change.)

Further reading

The whole NAP report: www.nap.edu/catalog/11676.html

The Wegman factsheet: http://energycommerce.house.gov/108/home/07142006_Wegman_fact_sheet.pdf

The Wegman report: http://energycommerce.house.gov/108/home/07142006_Wegman_Report.pdf

Website run by Mann: www.RealClimate.org

Website run by critic of the hockeystick: www.ClimateAudit.org



Is Tolling In Our Future? *Exploring Tolling Options in the Bi-State Region*

Sponsored By
The Cascadia Center/Discovery Institute

Hosted by Identity Clark County and the Portland Business Alliance

Tuesday, December 12, 2006

12:30 p.m. - 5:30 p.m.

EB Hamilton Hall at
Vancouver's Historic Reserve
Vancouver, WA

Discovery Institute's Cascadia Center is pleased to co-sponsor with Microsoft another forum as part of our Transportation and Technology Series - this time in Vancouver, WA. The forum is hosted by Identity Clark County and the Portland Business Alliance.

Local and national tolling experts will join a panel of local leaders on national and worldwide tolling trends and practices and explore the future of tolling in the Northwest. Featured speakers include:

Kamran Khan, Wilbur Smith, Chicago
Jack Opiola, Booz Allen Hamilton, London
Kary Witt, Golden Gate Bridge Authority, San Francisco
Harold Worrall, Former Director Orlando-Orange County Expressway, Florida
Don Forbes, HNTB, Salt Lake City
Fred Cummings, TransLink, Golden Ears Bridge Project, Vancouver, BC

The event will be held from 12:30 to 5:30 p.m. on Tuesday, December 12, 2006 at the EB Hamilton Hall at Vancouver's Historic Reserve, 605 Barnes Road, Vancouver, WA.

The forum is free and open to the public. A no-host reception will follow.

To register, please contact Kathy Davis at 360.695.4116 or email kathy@identityclarkcounty.org.

Space is limited - RSVP now!

For more details on the forum, visit www.cascadiaproject.org



CITY OF

PORTLAND, OREGON

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November 29, 2006

Hal Dengerink, Co-Chair
Henry Hewitt, Co-Chair
Columbia River Crossing Task Force
700 Washington St., Suite 300
Vancouver, WA 98660

Subject: **Design Review Process for Columbia River Project**

Dear Co-Chairs Dengerink and Hewitt,

As Task Force members representing the two municipal jurisdictions on each side of the Columbia River along the Interstate 5 corridor, Mayor Pollard and I would appreciate your consideration and support of the Task Force to accelerate the urban design and aesthetics effort for the Columbia River Project. It is important and timely to immediately begin a concerted effort to address urban design and bridge architecture issues of the project.

It is our understanding that a draft work plan for "Architectural Guidelines and Aesthetic Assessment Framework" is being prepared to address vital project issues such as urban design and aesthetics. We are hopeful that this work would also include investigation of the development implications of upstream vs. downstream bridge locations, bridgehead area design impacts, multi-modal accessibility and user experience.

The urban design and bridge architecture aspects of the bridge present tremendous challenges and opportunities for Hayden Island and Downtown Vancouver livability and economic vitality.

For these reasons we suggest that the Task Force representatives from the two cities perform the lead role in a process in coordination with the CRC staff to investigate and prepare recommendations regarding bridge architecture and urban design.

We recommend that an Urban Design Working Group be established, in similar fashion to the Environmental Justice Working Group, to provide stakeholder involvement in this process. The work and outcomes of this process will be reported to the CRC Task Force.

We look forward to your consideration of this proposal.

Sincerely,

Sam Adams, Commissioner
City of Portland

Royce Pollard, Mayor
City of Vancouver

cc: Doug Ficco, Washington Department of Transportation
John Osborn, Oregon Department of Transportation