From: Steve Hughes [mailto:steve@oregonafscme.com]
Sent: Monday, June 23, 2008 3:11 PM
To: Putney, Mandy
Subject: Released from eSafe SPAM quarantine: Oregon AFSCME statement on the CRC

To Whom it May Concern:

The Oregon AFSCME Environmental Caucus respectfully submits the attached statement for the consideration of the Columbia River Task Force. With this statement, we would like to introduce into your deliberations areas which we feel should be adequately addressed as the Task Force moves forward with the CRC project.

Multnomah County Commissioner Jeff Cogen asked that we contact you to facilitate distributing this statement to the Task Force members prior to their meeting tomorrow.

The Oregon AFSCME Council 75 Executive Committee voted to support this statement at its meeting on June 21, 2008. A hard copy will also be made available.

Thank you for your thoughtful consideration. If you have any questions please refer them to Steve Hughes, 503-239-9858 ext. 123, or steve@oregonafscme.com

Sincerely yours,

The Oregon AFSCME Environmental Caucus

Steve Hughes
Organizer, Oregon AFSCME Council 75
Office: 800-792-0045 ext. 123
Cell: 503-412-8041

E-mail: steve@oregonafscme.com

Statement of the Oregon AFSCME Environmental Caucus on the Columbia River Crossing

June 21, 2008

We, the members of the **Oregon AFSCME Environmental Caucus**, work at various public agencies, ranging from Metro, to DEQ, to Multnomah County, and OHSU. We are public employees serving our communities in the planning, environmental, and healthcare fields. As such, we have a professional stake in the decisions being made about the Columbia River Crossing. We are committed to a healthy environment and a high quality of life in our region. As union members *and* environmentalists, we see common interest between those who are fighting for clean air, sensible planning and combating climate change, and those who are fighting for living wage jobs in our region. Additionally, as members of the organized labor movement, we believe that the issues of working people and social equity must be upheld as the debate over the CRC unfolds. Last, we are concerned that the debate about the CRC could devolve into a "jobs vs. the environment" argument. We feel this false choice is relic of a bygone era.

Therefore, if the Columbia River Crossing bridge project becomes a reality, we would like to see the following areas adequately addressed:

1. **Financial risks should be minimized from this publicly-funded project.**
   We believe in the efficient use of public money. As public employees, it is in our best interest to ensure that public revenue is spent wisely and that major investments in infrastructure should demonstrate a rate of return that justifies the expenditure. Our region will be responsible for a significant piece of the CRC's projected $4.2 billion price tag. A recent economic analysis[1] noted that the CRC would be the most expensive public works project in the region's history, financing plans are speculative, federal support likely to be small, would require an unprecedented level of debt, and that we face a multi-billion dollar transportation investment deficit already. Moving forward on a plan without a solid funding plan is irresponsible and will negatively impact our ability to fund other public priorities in the future.

2. **Transportation and economic needs should be balanced with planning and other community needs.**
   We realize that transportation impacts our economy and how our communities develop. We are also sympathetic to the importance of creating family wage jobs in the construction of the CRC. However, we're concerned that a larger, multi-lane bridge will make our jobs as public planners more difficult. We fear that this project will come to be seen as a monument to the pitfalls of disconnecting land use planning from transportation planning. Our transportation problems will only be solved if we consistently apply sustainable planning principles to all projects, big and small.

3. **Public health impacts need to be minimized.**
   As stewards of public health, we are concerned about the impacts of the proposed bridge project on health. A recent Health Impact Assessment completed by the Multnomah County Health Department[2] found that "all of the proposed options for the I-5 bridge expansion (both "build" and "no build" options) have significant potential to affect the health residents of both Multnomah and Clark Counties." Top concerns include toxic air pollution, noise, and obesity (related to increased drive time).

4. **Climate change and greenhouse gas emissions need to be dramatically reduced.**
   We support Oregon's goal of reducing our greenhouse gas emissions to pre-1990 levels in order to avert the worst of predicted climate change. As public employees, we will be responsible for both implementing the directives of the Governor's Climate Change Commission, and managing the consequences of the climate crisis. The changes needed to achieve the state's greenhouse gas emission goals will be difficult as it is. We fear that a larger Columbia River bridge is a step in the wrong direction for meeting these targets.

Therefore, we the members of the Oregon AFSCME Environmental Caucus are calling on our regional leaders to agree on a plan for the CRC that supports the existing statewide goals for greenhouse gas emissions reductions, is protective of public health, and is fiscally responsible. The CRC should balance transportation improvements and the desire to create family wage construction jobs with other planning needs. This project should serve as a symbolic link to a future for our region that is built on smart, sustainable planning; one that our union can be proud of.

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[1] "Financial Risks of the Columbia River Crossing", Joe Cortright. June 2, 2008.
http://smarterbridge.org/sites/default/files/cortright_CRC_financial_risk.pdf

[2] Letter from Multnomah County Health Department director and Health Officer to Columbia River Crossing dated June 9th, 2008.
http://www.co.multnomah.or.us/health/documents/CRC_%20DEIS_response.pdf

Oregon Chapter
American Society of Landscape Architects
P.O. Box 40709
Portland, OR 97240-0709
Phone 503 227-6156

24 June 2008

Members of the CRC Task Force
700 Washington Street, Suite 300
Vancouver, WA 98660

Re: Interstate 5 Columbia River Crossing
Draft Environmental Impact Statement

Dear Members of the Task Force,

We, the American Society of Landscape Architects (ASLA) Oregon Chapter Executive Committee, are concerned about the Columbia River Crossing (CRC) alternatives as outlined in the current Draft Environmental Impact Statement (DEIS). As our region's largest public works project in history, the outcome of the CRC project will impact our region for generations to come.

In this age of diminishing natural resources, unprecedented fuel costs, and an unquestionable global warming trend, the alternatives presented in the DEIS will exacerbate auto dependence and sprawling development patterns. A shift is occurring among the people of the United States: we are changing our transportation choices and decreasing our rates of driving. Now is the time for major public investments like the CRC to encourage alternative modes of travel.

The twelve-lane automobile facilities described in the CRC DEIS would result in more single occupancy vehicles on the road, a greater quantity of global warming emissions, increased pollution and greater health risks for area residents.

The residents of Oregon and Washington would be expected to contribute two-thirds of the estimated $4.2 billion dollar project cost. The local money earmarked for the CRC construction is crucial to funding other transportation needs. We are gravely concerned about the impact of the CRC expenditure on essential regional transportation projects for decades to come.

We implore you to consider an incremental approach to the CRC design and to meet the following criteria in designing the CRC project:

- Prioritize the construction of world-class public transit facilities connecting Clark County and the Trimet system

- Provide world-class bicycle and pedestrian facilities connecting the Clark County and Multnomah County pedestrian and bicycle circulation systems

- Immediately implement tiered price tolling on the I-5 and I-205 bridges to begin congestion reduction.

- Provide HOV lanes. Tolls, transit and HOV lanes are proven methods of reducing driving and congestion

-Reduce overall single occupancy vehicle VMTs to ensure long-term benefits to freight movement.

- Protect regional air quality and the health of residents of the surrounding communities

- Uphold our regional planning and greenhouse gas reduction goals

The fiscal investment in this project should provide equitable public value. Please ensure that our public money is spent wisely by requiring a CRC design that prioritizes alternative transportation, meets our global warming reduction goals, and provides long-term benefits to this region.

Respectfully,

Jennifer B. Richmond, President
The Oregon Chapter Executive Committee
American Society of Landscape Architects

BUCKMAN COMMUNITY ASSOCIATION

c/o Southeast Uplift 3534 SE Main Portland, OR 97214 (503) 236-2214

June 12, 2008

Oregon Department of Transportation
Washington State Department of Transportation
METRO
Southwest Washington Regional Transportation Council
City of Portland
City of Vancouver

Dear Friends,

This letter is to share the thoughts of the Buckman Community Association with the decision makers for the Columbia River Crossing (CRC).

The Columbia River Crossing will be the single largest public works project in the history of the Pacific Northwest. It will determine what the future transportation systems in the Portland/Vancouver area will be. There are a range of options being considered for the Columbia River Crossing, from "no build" to building a new bridge with 12 traffic lanes plus light rail, with the 12-lane build-out seeming to be the most likely choice.

But the regional context is changing dramatically, even as the CRC decision is being considered.

- The price of gas and diesel has skyrocketed since the CRC was first proposed, and shows no signs of returning to historic lower prices. The number of cars crossing the I-5 bridge has already dropped recently. The CRC may be building highway capacity that will never be needed.
- The impact of global warming is becoming more and more apparent and Oregon and Washington have resolved to cut future carbon emissions. But the auto-oriented CRC proposals will increase, not cut carbon emissions.

The 12-lane bridge is proposed to be funded by charging tolls. Perhaps charging tolls on the existing bridge would validate the concept that there are enough drivers willing to pay the toll to justify increasing the number of lanes. But it may also show that existing congestion can be relieved and the need for new lanes reduced just by charging tolls now.

The CRC decision is being rushed to meet a deadline for Federal funds for highway construction. But a new administration in Washington D.C. may make it easier to receive Federal funds for alternatives to highway construction.

For all the reasons cited above, we ask that the Columbia River Crossing project not proceed with a major increase in the automobile capacity of the I-5 bridge at this time.

Respectfully,

Buckman Community Association Board

6/~~17~~24/08
Burkholder
Recommendations

Columbia River CROSSING

Columbia River Crossing Project
Supplemental Positions for Future Project and Regional Consideration

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

- The continued development of a mitigation plan
- The continued development of a sustainability plan
- Further study and analysis to determine the appropriate number of auxiliary lanes necessary for safety and functionality in the project area, consistent with minimizing impacts
- The continued commitment to provide enhancements within potentially impacted communities
- Continued work to design interchanges in the project area that meet the safety and engineering standards and requirements of the Federal Highway Administration, the departments of transportation for Oregon and Washington and the cities of Portland and Vancouver, consistent with minimizing impacts
- Continued work to ensure freight sensitive interchanges provide enhanced mobility, consistent with minimizing impacts
- Imposing tolls on the existing I-5 bridge as soon as legally and practically permissible to reduce congestion by managing travel demand as well as to provide an ongoing funding source for the project
- A public vote where applicable regarding the funds required to implement the light rail line
- The development of an ~~aesthetically pleasing~~inspirational design/landmark that is a, sustainable and cost efficient river crossing that provides a gateway to Vancouver, Portland and the Northwest
- Designing the project- river crossing, transit, and pedestrian and bicycle facilities- to be a model of sustainable design and construction that serves both the built and natural environment
- The development of light rail stations that meet the highest standards for operations and design. These stations would be designed to be safe and accessible to pedestrians, bicyclists, and people with disabilities.
- Continued development of a "world class" bicycle and pedestrian facility as part of the construction of a replacement river crossing
- Ensure that the preferred alternative solves the significant safety, congestion and mobility problems in the project area while meeting regional and statewide goals to reinforce density in the urban core and compact development that is both

pedestrian friendly and enhances mobility throughout the project area and the region

- Development of an innovative transportation demand management (TDM) program that is likely to be an effective means of encouraging more efficient use of limited transportation capacity
- Independent validation of the greenhouse gas and climate change analysis conducted in the Draft Environmental Impact Statement to determine the project's effects on air quality, carbon emissions and vehicle miles traveled per capita
- The inclusion of strategies aimed at reducing greenhouse gases and reducing vehicle miles traveled per capita. The Oregon Global Warming Commission or the Washington Climate Action Team should advise the CRC project on project related aspects that will help achieve the greenhouse gas reduction goals set for 2020 and 2050.
- The development of a more detailed draft finance plan after the LPA is selected to define the funding and financing sources for this project from federal, state and local resources, while ensuring financial equity within the region
- Independent review of the project's feasibility and risks, including the project's relationship to funding other transportation projects in the region

For Regional Consideration:
There are system-wide transportation concerns that can only be resolved on a regional level and not by the Columbia River Crossing project. The Columbia River Crossing Task Force supports:

- Revisiting the remaining recommendations outlined in the *Strategic Final Plan* of the I-5 Transportation and Trade Partnership Study, dated September 2002
- Evaluating other bottlenecks within the system (eg. I-405 / I-5 split, Rose Quarter, etc.)
- Developing a regional plan for traffic demand management in the bi-state Portland-Vancouver region that promotes a reduction in vehicle miles traveled per capita
- Evaluating the effectiveness of a regional high occupancy vehicle (HOV) system
- Developing a regional plan for freight that considers the work of the I-5 Transportation and Trade Partnership and the CRC project's work with the CRC Freight Working Group
- Developing a web-based transit trip planning resource to plan transit trips in the Portland-Vancouver region

CITY OF

PORTLAND, OREGON

Tom Potter, Mayor
Sam Adams, Commissioner
Nick Fish, Commissioner
Randy Leonard, Commissioner
Dan Saltzman, Commissioner

June 18, 2008

CRC Task Force Co-Chairs Hewitt and Dengerick
Columbia River Crossing
700 Washington Street
Vancouver, WA 98660

Dear CRC Task Force Co-Chairs Hewitt and Dengerick:

The purpose of this letter is to document the direction the City of Portland is providing to its delegate on the Columbia River Crossing (CRC) Task Force prior to the scheduled vote to advance a Locally Preferred Alternative for the CRC project to sponsoring agencies.

The City of Portland has long pursued policies that promote sustainable transportation options, compact urban form, economic vitality, environmental justice, neighborhood livability, and the wise use and conservation of our limited natural resources.

Any Locally Preferred Alternative (LPA) and Columbia River Crossing project must satisfy these council priorities, supporting their implementation now and in the future. The City of Portland supports an LPA that meets the need and purpose statements of the CRC, including freight mobility, transit, bicycle and pedestrian options, and above all the safety of the people that use Oregon's transportation system. We also feel strongly that the I-5 bridge over the Columbia River should be a beautiful, iconic structure, appropriate for the gateway to Oregon and Washington. The CRC project should provide the highest model of sustainability design including stormwater management.

In considering these policies and purposes, we have considerable concerns that will need to be addressed in adopting an LPA. Our support of an LPA is contingent on an alternative that provides, among other elements, 1) Light rail transit extended to Hayden Island and Vancouver, Washington; 2) a Replacement Bridge with three through lanes with the number of auxiliary lanes to be determined through a subsequent public process that includes approval by all CRC sponsoring agencies; 3) Tolls and tolling policy designed to manage travel demand as well as provide an ongoing funding source for bridge capital, operations and maintenance, and 4) adoption of Urban Design Guidelines established by the committee co-chaired by Mayor Pollard and Commissioner Adams.

The planning process proscribed and funded primarily by the United States Department of Transportation limits the decisions before the Task Force and the local agency sponsors. These elements are of paramount importance to the City of Portland. The project will have an impact on our city for generations to come. Portland, and the other sponsoring agencies,

must review and approve 1) the size, location, design and aesthetics of the bridges and highway facility in the project area; 2) the size, design and location of the bicycle and pedestrian facilities in the project area; and 3) the location and design of the light rail transit facility including stations. The City of Portland and ODOT should agree on the design of the Marine Drive and Hayden Island interchanges. Furthermore, the sponsoring agencies should have a project oversight role and should agree on tolling policies, transit station area planning and project design.

Adoption of any LPA by the City Council shall include conditions ensuring these issues receive the input and oversight by the City of Portland and other sponsoring agencies in an appropriate manner. Our detailed recommendations on the LPA are attached.

Tom Potter
Mayor

Sam Adams
Commissioner

Randy Leonard
Commissioner

Dan Saltzman
Commissioner

Nick Fish
Commissioner

City of Portland Recommendations on Columbia River Crossing Locally Preferred Alternative (LPA)

Locally Preferred Alternative Recommendations

LPA 1. The Replacement Bridge is recommended as the river crossing component of the LPA

LPA 2. Light Rail Transit (LRT) is recommended as the high-capacity transit component of the LPA

LPA 3. Further technical analysis and public involvement is needed to determine the "appropriately sized" bridge for all multi-modal components.

The City of Portland understands that the size bridge analyzed in the DEIS is a maximum-impact design for the purpose of NEPA and not a commitment on bridge size. The City of Portland recommends that the next phase focus on the smallest bridge possible to meet project needs.

LPA 4. The highest quality architecture for the project allowable by engineering limitations/reasonable cost shall be employed for both the Columbia River span and the Portland Harbor span.

Reconsider the constraints on bridge design related to navigation and airspace.

LPA 5. The project shall include a "World-Class" facility for pedestrians and bicyclists crossing the Columbia River and throughout the project area.

LPA 6. The CRC project shall provide the highest model of sustainability design and construction applications for a bridge of its proposed size and scale, including a comprehensive stormwater strategy.

LPA 7. A comprehensive transportation demand management (TDM) strategy shall be developed including the use of variable-priced tolling in perpetuity.

LPA 8. The CRC project should contribute to a reduction of vehicle miles traveled (VMT) per capita in the bi-state metropolitan area.

LPA 9. The I-5 Columbia River Crossing project shall consider long-range plans for freight movement; both truck and rail, including improvements to the nearby rail bridge over the Columbia River and the connecting rail facilities in Vancouver and Portland.

LPA 10. The CRC project shall develop a detailed financing plan showing costs and sources of revenue. The financing plan shall indicate how the use of the identified federal, state and local (if any) revenues would impact the financing of other potential transportation projects in the region. Any Oregon State gas tax revenues used to finance the CRC project shall come from the State's share of new gas tax revenues thereby not reducing the share of new gas tax revenues allocated to the counties and cities.

LPA 11. The CRC project shall contract for an independent analysis of the greenhouse gas and induced automobile travel demand forecasts for the project.

Hayden Island Interchange Recommendations

HI 1. The CRC project must provide an ultra high-quality LRT station on Hayden Island that provides a community focal point. Safe, attractive and accessible pedestrian and bicycle facilities shall be incorporated into the station area design.

HI 2. CRC project arterial streets providing access to the interchange shall also serve community needs, and provide bicycle and pedestrian facilities and street trees. Smaller scale arterial streets than currently indicated in the DEIS should be considered.

HI 3. The western termini of the CRC project arterial street improvements on Hayden Island Drive and Jantzen Beach Drive should be extended to the planned primary north-south future public street (approximately 600 feet west of the freeway ramp intersections).

HI 4. The extension of Tomahawk Drive under the freeway shall be designed as a community main street highlighting the needs of pedestrians and bicyclists and local traffic access. Design issues to be resolved include the provision of acceptable vertical and horizontal clearances, property access, storm water management and creating an attractive and safe environment under the freeway.

HI 5. The CRC project should participate and allow for the re-use of areas north of Hayden Island Drive that are disrupted by construction or used for construction activities, for open space, storm water management and habitat restoration.

HI 6. The CRC project, ODOT and the City shall work cooperatively in the development and adoption of the required Interchange Area Management Plan (IAMP). The IAMP shall consider the principles of IAMP standards balanced with current and future property access and in coordination with a master street plan for Hayden Island.

Marine Drive Interchange Recommendations

MD 1. The next phase of the CRC project development process should continue to evaluate the interchange design alternatives presented in the DEIS.

The evaluation should recognize that this is a freight priority interchange and also consider potential future land use opportunities, the current and future needs of Expo and the protection of the Vanport wetlands.

MD 2. Implement a network of pedestrian and bicycle facilities to improve connectivity in the interchange area, and connecting to Bridgeton and to Hayden Island under all interchange design options.

MD 3. The CRC project should include an extension of the pedestrian and bicycle facilities to Bridgeton including a first phase construction of the Bridgeton Trail.

MD 4. Under all interchange design options the potential for a local street connection (non-freeway) to Kenton should be evaluated.

MD 5. The CRC project, ODOT and the City shall work cooperatively in the development and adoption of the required Interchange Area Management Plan (IAMP).

Pedestrian Bicycle Facilities Recommendations

PB 1. A multi-use facility should provide for three separated facilities and space dedicated for southbound bicycle travel, northbound bicycle travel, and pedestrians adjacent to the high-capacity transit facility. This facility should meet or exceed standards set by 'World class' facilities.

PB 2. Bicycle and pedestrian facilities on the river crossing bridges should provide for occasional rest areas and look out points.

PB 3. The multi-use facility on the river crossing should be of continuous design and connect to the Hayden Island transit station and the EXPO station.

PB 4. An urban standard pedestrian facility shall be provided on the east side of the Portland Harbor bridge connecting Bridgeton to Hayden Island.

PB 5. Implement the pedestrian and bicycle improvements identified for the recommendations for the Hayden Island and Marine Drive interchanges.

Urban Design Recommendations

UD 1. Engineering refinements for the bridges should be undertaken to produce a signature distinctive design given physical limitations and cost considerations.

UD 2. An alternative reconfiguration of the Marine Drive interchange should be considered to strengthen the adjacent publicly-owned properties' relationship to the North Portland Harbor waterway and provide redevelopment opportunities.

UD 3. The new Hayden Island interchange and transit station functions must be carefully integrated in design and be supportive of the Hayden Island Concept Plan recommendations.

UD 4. Iconic design elements over North Portland Harbor could be analogous to those used at the future iconic Evergreen Street "lid" north of State Route 14 in Vancouver.

Environmental Justice Recommendations

EJ 1. The CRC project shall assess the impact of tolls on low-income people, including toll avoidance and limited access to technology for payment of tolls.

EJ 2. The CRC project should assess the impact of the project on low income and minority populations in the region regarding access to affordable housing and employment.

EJ 3. The CRC project should address project impacts on populations at or below the poverty level.

Process Recommendations post LPA

PR 1. The City of Portland supports the formation of a Local Oversight Committee (LOC) consisting of the six local and regional project sponsors (City of Portland, City of Vancouver, Metro, RTC, TriMet and C-Tran) who shall participate with ODOT and WSDOT in major post-LPA decisions including:

- The size, location, design and aesthetics of the bridges and highway facility in the project area
- The size, design and location of the bicycle and pedestrian facilities in the project area
- The location and design of the light rail transit facility including stations

The decisions of the LOC shall be reached by consensus. The Portland City Council shall conduct public hearings on major post-LPA decisions.

ODOT and the City of Portland shall agree on the design of the Hayden Island and Marine Drive interchanges.

The LOC shall review and comment on post-LPA studies and plans, including:

- Reconsideration of bridge design constraints related to navigation and airspace (see LPA 4)
- CRC project finance plan (see LPA 10)
- An independent analysis of greenhouse gas and induced automobile travel demand forecasts (see LPA 11)

The City of Portland believes it essential that the financial, greenhouse gas and review of design constraints be immediate priorities of the Oversight Committee. The Oversight Committee will need the results of this analysis to adequately consider revisions to the project and insure that these revisions can be completed in a timely manner. The City of Portland recommends that this be considered in the decision, scope and schedule of work to be determined by the Governors and the Committee.

PR 2. The existing advisory groups for freight, pedestrians/bicycles, urban design and environmental justice should continue their roles for post-LPA activities. The CRC project process should also consider assembling a combined design advisory group.

PR 3. A process agreement should be established between the City and CRC project management to outline an on-going review, approval, and public hearing role for City Council for post-LPA activities.

PR 4. The Bi-State Coordinating Committee should continue to review post-LPA project recommendations and comment at important milestones. This group should also consider updating their land use accord to assure a stronger role in land use/transportation coordination matters particularly for high-capacity transit planning between the states.

C-TRAN

BOARD RESOLUTION BR-08-015

FOR THE PURPOSE OF PROVIDING CLARK COUNTY PUBLIC TRANSPORTATION BENEFIT AREA AUTHORITY (C-TRAN) BOARD OF DIRECTORS DIRECTION TO ITS DELEGATE TO THE COLUMBIA RIVER CROSSING TASK FORCE CONCERNING KEY PRELIMINARY DECISIONS LEADING TO A FUTURE LOCALLY PREFERRED ALTERNATIVE DECISION (LPA) FOR THE PROPOSED COLUMBIA RIVER CROSSING (CRC) PROJECT

RECITALS

WHEREAS, the Clark County Public Transportation Benefit Area Authority (dba C-TRAN), as a municipal corporation organized under RCW 36.57A, is empowered to provide public transportation services; and

WHEREAS, C-TRAN is authorized under RCW 81.104, to plan, develop, and implement High Capacity Transit (HCT) services; and

WHEREAS, the I-5 Interstate Bridge is one of only two Columbia River crossings between Vancouver, WA and Portland, OR and approximately 150,000 people rely on crossing the I-5 Bridge daily by car, transit, bicycle and on foot; and

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

WHEREAS, HCT does not currently connect Vancouver and Portland, and the bicycle and pedestrian paths do not meet current standards; and

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

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

WHEREAS, the CRC Task Force advised development of the project's Purpose and Need Statement, alternatives development, and narrowing of the alternatives to five that would be studied in a Draft Environmental Impact Statement; and

WHEREAS, the CRC project is committed to implementing the principles of sustainability into project planning, design and construction in order to improve the natural environmental and the regional economy whenever possible; and to minimize effects related to climate change; and

WHEREAS, the CRC project published a Draft Environmental Impact Statement (DEIS) on May 2, 2008 disclosing the environmental and community impacts and potential mitigation of the five alternatives; and

WHEREAS, the CRC project received public comments on the DEIS, held two open houses and two public hearings during the comment period, and received advice from the Task Force on Key Decisions needed to advance the project to a Locally Preferred Alternative; and

WHEREAS, the Oregon State Department of Transportation, Washington State Department of Transportation, Metro Council, Regional Transportation Council, TriMet and C-TRAN, as sponsor agencies, are co-lead agencies in the development of the Draft Final Environmental Impact Statement; and

WHEREAS, the Task Force's endorsement of an LPA is one "narrowing" step in a multi-step process and an important opportunity for the C-TRAN Board of Directors to articulate its concerns which will be weighed at this and subsequent steps; and

WHEREAS, the C-TRAN Board of Directors will vote directly on several subsequent steps in this multi-step process including the LPA itself and therefore wishes to signal now what its considerations will be as the project proposal evolves.

NOW, THEREFORE, BE IT RESOLVED that the C-TRAN Board of Directors recommends the following policy guidance to its CRC Task Force representative as:

1. RIVER CROSSING: A replacement bridge on two structures of three through lanes in each direction with a minimum number of auxiliary lanes needed for functionality.

2. HIGH CAPACITY TRANSIT MODE: Light rail transit between the Expo Center and the northern HCT terminus in Clark County.

3. HIGH CAPACITY TRANSIT TERMINUS: Clark College in Clark County.

BE IT FURTHER RESOLVED by the C-TRAN Board of Directors, that, incorporating all of the above by reference:

1. The HCT terminus, station placement, alignment and design in Clark County, must be flexible and provide for easy (direct) conditions for future HCT lines.

2. The HCT alignment must permit local bus route access along the HCT alignment in downtown Vancouver.

3. Capital financing of the HCT component of the CRC Project shall be structured in such a way that C-TRAN is not required to ask voters for capital construction dollars.

4. Any means chosen to finance operations of the HCT component of the CRC project shall be submitted to impacted (applicable) C-TRAN voters for approval.

5. Initiation of HCT service in Clark County should provide a net service benefit to existing C-TRAN patrons, without diverting existing revenues from C-TRAN's current operating and capital costs.

6. CRC Project construction and maintenance costs should be divided between Washington and Oregon according to the proportion of the project within each state. For HCT capital, maintenance, and operation costs the proportions shall be calculated by dividing the length of the HCT corridor in Washington and the length in Oregon, as determined by the DOT acknowledged state line in the Columbia River, by the total length of the corridor from the Expo Center station to the terminus in Clark County.

7. Highway, bridge, and HCT design and construction should reflect principles of sustainability, cost efficiency and context sensitivity.

ADOPTED at the regular session of the Board of the Clark County Public Transportation Benefit Area Authority, this 10th day June of 2008.

AYES: Linda Dietzman, Bill Ganley, Jim Irish, Betty Sue Morris, Jeanne Stewart, Steve Stuart, Chair Tim Leavitt

NAYS: Marc Boldt, Jeanne Harris

ABSENT:

Tim Leavitt, Chair

Attest:

June Berry, Clerk of the Board

6/12/2008 dj/jeb
Board:BR CRCproject direction.doc

DIVERSIFIED MARINE, INC. **("DMI")** serves the local maritime and waterfront industries from property it owns at 1801 N. Marine Dr. and the adjoining two-plus acres, which it leases on a long term basis from ODOT. DMI provides the following services:

Marine services	Non-marine services
Repairs and conversions of vessels	Mechanical contracting
New vessel construction	Piping
Towing, salvage and drydocking	Structural fabrication
Pile driving and waterfront construction	Construction of shoreside facilities
Associated diving services	

History and Value to the Maritime Community

Kurt Redd created DMI in 1984 with $500 and a small tugboat. He began moving houseboats. Soon after, he acquired barges, a derrick crane and additional equipment to do more in- water and near shore work. As the demand for these services grew, he hired workers with special skills and expertise and started working on waterfront facilities such as tank farms, paper mills and the like. DMI built its first new self-powered vessels in 1995; others soon followed.

Showing construction of 80' 3800 hp tug in 2004

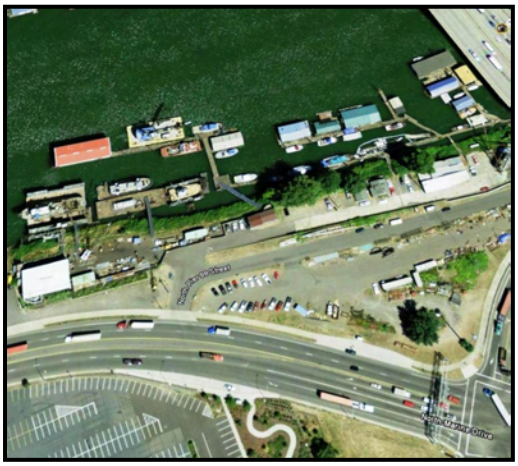
DMI is one of two businesses in the region that builds for and services the tug and barge industry. The following list includes some of the major vessels that DMI has built.

Year	Client	Type vessel	Description
1994-1999	**Shaver Transportation**	**Eight (8) steel floats**	10' x 750' x 4' floats
1995	**Tridon Marine, Guam**	**Four (4) work vessels**	2 tugs 1-26' x 14' twin screw; 1-20' x 8' single screw; 2 barges 10' x 40' x 5'
1996	**Clackamas County**	**Canby Ferry**	36' x 88' electro-hydraulic
1997-1998	**QAYAQ Marine, Alaska**	**Two (2) landing craft**	150' x 50' triple screw vessels
1999	**Ross Island Sand & Gravel**	**Two (2) tug boats**	36' twin screw
1999	**US Fish & Wildlife Service**	**Cattle Barge**	32 ' x 90' x 7' with wear deck & fencing
2001 - 2005	**Brusco Tug & Barge**	**Two (2) ship assist tugs**	Two 70' 3600 HP tractor tug
2003-2004	**Olympic Tug & Barge**	**Two (2) ship assist tugs**	Two 80' 3800 HP tractor tugs
2007-08	**Port of Portland**	**Dredge tender**	50' dredge tender
2008-09	**Crowley Maritime**	**Two (2) shallow draft tugs**	**Two 76' tugs**

Annual gross sales at DMI have grown to more than $8 million. DMI continues to build new boats and to refurbish and repair vessels. It now is taking orders for ship building and repair work through 2012, including contracts to build several tugs valued between $6 and $9 million. Advance planning is critical to the business.

Kurt purchased the site at 1801 N. Marine Drive in 1991. That site is unique, because it adjoins deep, calm water in the North Portland Harbor that is accessible by large land-based cranes. Such features are critical to the ship-building and repair process, which typically involves building a vessel hull in sections on the upland portion of the site and then lifting sections by crane into a drydock in the harbor below.

Dockside repairs can be done for vessels up to 100 feet wide and 300 feet long. Drydocking services can be provided for vessels up to 650 tons, 120 feet long and 65 feet wide.



Bird's eye view looking northeast showing DMI site in upper left and leased storage yard in center-right. Marine Drive & Expo parking is at bottom. Curved path at bottom center leads to Expo Max Station.

In addition to extensive materials and supplies, the company maintains the following vessels and major equipment at and adjoining its Marine Drive site:

Floating Equipment
60' 1740 hp triple screw tug "Tiger"
42' 450 hp single screw tug "Negotiator"
45' 525-hp tug "Crown Z"
43' 220-hp tug "Mary Jane"
20' 165-hp single screw tug "Macadam Bay"
32' 220-hp single screw tug "Jeffrey G"
78' 1120-hp landing craft "Sandwick"
32' aluminum crew boat
125' x 36' x 8' 78-ton derrick crane
100' x 45' 25-ton derrick crane
124' x 36' x 9' flat deck barge
12' x 40' x 4' work barge
12' x 30' x 4' work barge

Shore-Based Equipment
100-ton Lima crawler crane
15-ton Grove Rough Terrain crane
22,500-pound fork lift
6000-pound fork lift
Four (4) scissor lifts
Two (2) hydraulic man lifts
40 welders
2-ton C600 truck
Two (2) Drott cranes
1-ton flatbed truck
Pickup truck(s)
Four (4) heavy machining apparatus

DMI now employs about 30 highly qualified and experienced full-time staff people: helpers, welders, fitters and supervisors. DMI pays its staff well, befitting their skill. Annual salaries range from $46,000 to $100,000. This makes DMI a valuable employer as well as a critical supplier of services and vessels to the local maritime community.

The Threat

Although Kurt supports the Columbia River Crossing project, including transit lines, that project threatens the very survival of his company. Project uncertainties already pose a risk to the future of our business even if nothing gets built.

In each of the alternative CRC plans that include transit, the transit line crosses through the DMI owned or leased site. There is no practical way for the business to operate if a transit line divides the shipyard or storage facility or prevents access to or between those areas. A transit structure would conflict with the tall cranes used in the business.

Even the CRC plans that do not include the transit lines call for significant grading of Marine Drive adjoining the DMI site, effectively denying direct vehicular access to the site and storage yard, especially for semi-trailers that often bring lengthy supplies and large prefabricated parts to the site. Either way, DMI is gone. The DEIS for the project omits mention of this.

The Solution

In concept the solution to the problem described above is to find a way for DMI and the CRC plans to coexist, consistent with the goal of the CRC project to "[ensure] the fair distribution of benefits and adverse effects of the project for the region, communities, and neighborhoods adjacent to the project area." (Task Force *Vision and Values Statement*, adopted 10-12-05)

Existing I-5/Marine Drive Interchange

More specifically the solution is to design the transit lines so that they do not cross or significantly impede use of or access to DMI's site or storage yard. To do that, the transit line must be situated adjoining the bridge, and it must extend south along the I-5 right of way instead of veering west to the Max Station that is situated east of the Expo Center parking lot.

The transit line should extend to a new Max Station in what is now the I-5/Marine Drive interchange. This will enable the transit line to stay between the bridge and DMI's site/storage yard, and it will maintain the DMI site as a contiguous whole.

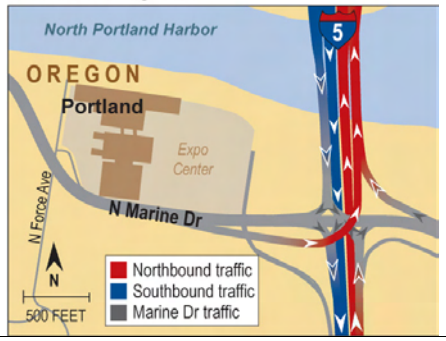
To achieve this result, the project must realign Marine Drive and rebuild the I-5/Marine Drive interchange, freeing-up land in the existing large interchange area for a new Max Station. The picture above illustrates the large interchange area that now exists and that will remain if the CRC implements any of the CRC "standard" plans for the south end of the bridge(s).

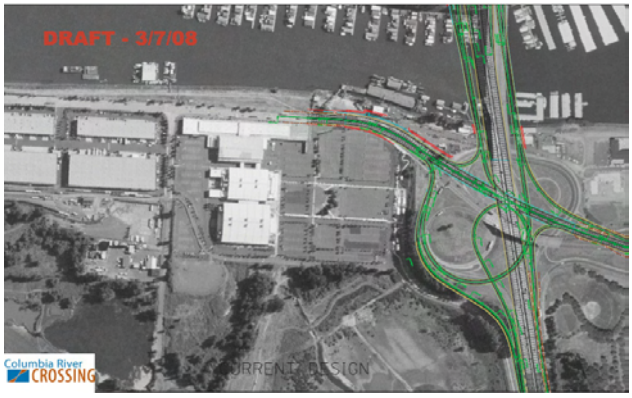
A more creative alternative is available and results from the work of the Urban Design Advisory Committee chaired by Portland Mayor-Elect Sam Adams and Vancouver Mayor Royce Pollard. It is called the "**Southern Marine Drive Realignment**."

A concept plan of the Marine Drive Realignment, reprinted on the right, is from p. 2-26 of the DEIS.

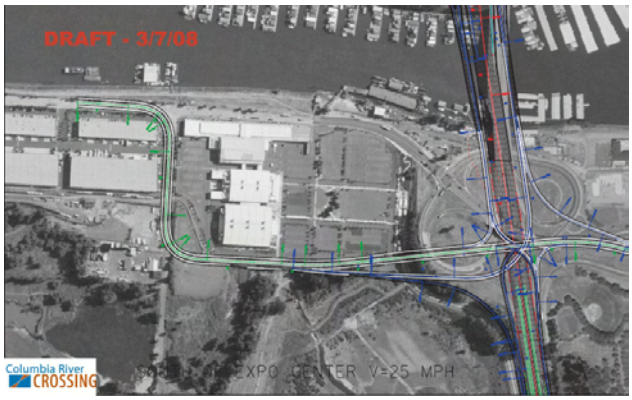
The next page of this memo shows the "standard plan" for the south end of the bridge and three versions of the draft Marine Drive Realignment as drawn by CDC staff.

Southern Realignment

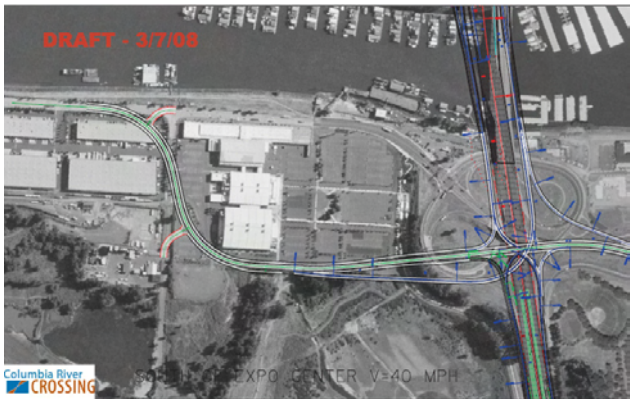




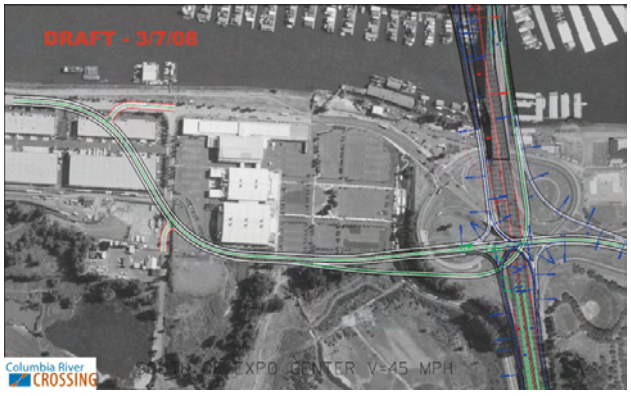
The picture on the left shows the "standard plan." It consumes the most land. It also is the cheapest to build, because it does not realign Marine Drive. But it has a **fatal impact on DMI**. If it includes transit (which is not shown), the transit route to the existing Max Station at the east edge of the Expo Center parking lot will divide DMI's site. If it does not include transit, grading of Marine Drive (the red lines) will prevent any practical means of access to DMI from Marine Drive.



This picture illustrates the Southern Marine Drive realignment with two 25-mph curves in it. Any of the Marine Drive realignment plans will be more expensive than the "standard plan." But each of them also preserves the DMI site as a unit, maintains access to it and creates vacant land for a new Max Station in the former interchange area. The low speed curves in this plan will slow truck traffic. By eliminating a traffic signal at the existing I-5/Marine Drive ramp, congestion is relieved.



This picture illustrates the Southern Marine Drive realignment with two 40-mph curves in it. This preserves the DMI site as a unit and provides access to it. The moderate speed curves have a marginal effect. By eliminating a traffic signal at the existing I-5/Marine Drive ramp, congestion is relieved. The north curve will "clip" a corner of a Schnitzer Corp. warehouse, making this alignment more costly than the plan with 25-mph curves.



This picture illustrates the Southern Marine Drive realignment with two 45-mph curves in it. This preserves the DMI site as a unit. The curves would not slow truck traffic. The elimination of a traffic signal at the existing I-5/ Marine Drive ramp will reduce existing congestion. This alignment would be the most costly of the Southern Marine Drive realignment routes, because it would affect or remove two Schnitzer Corp. warehouses.

Alternative sites for DMI

Given the higher cost to the project of the solution described above, it is reasonable to ask whether DMI could operate practicably on another site. However DMI has been unable to find such a site after an exhaustive two-year search for one. As noted above, DMI requires a relatively unique set of circumstances. Such sites simply are not available.

(1) It must have an adequate upland area for its shipyard and room for in-water equipment.
(2) The adjoining harbor must be deep to allow for the sinking and raising of their drydocks;
(3) The adjoining water must be calm and protected from wakes and other influences to enable exacting work to combine vessel sections.
(4) The shoreline must be relatively narrow so that cranes on the shore can reach over the bank to convey vessel sections from the shipyard into a drydock in the water below.

Even if there is such a site, the cost of moving would be catastrophic. According to DMI's lawyers, it is unlikely that DMI would be compensated, among other losses, for: (a) the loss of its leased storage yard; (b) lost income during the move to and refitting of another site; (c) the cost of in-water facilities that would have to be abandoned and rebuilt elsewhere; (d) disruption to and loss of work during the move; or (e) the cost to obtain permits at the new site. These uncompensated costs will be prohibitive. Also even the temporary disruption of work would lead to the loss of the key technical personnel and relationships on which the business depends.

Conclusions

Diversified Marine, Inc. is a vital and important star in Portland's maritime universe. Its loss would be significant and would unduly and inequitably place the burden of a small piece of the CRC project on one existing business, contrary the adopted values of the project.

Assembled before our main building, DMI staff ask for your help

Unless the CRC project varies from its standard plan for the I-5/Marine Drive interchange, particularly for the connection of transit to the Expo Center Max Station, DMI will not survive. There is no practical alternative site for DMI.

It is feasible and practicable for the CRC project to realign Marine Drive and to build a new Max Station to save DMI, even though at a little higher cost than the standard plan. A spur in the transit line can continue to serve the Expo Max Station. The realignment can keep truck traffic moving at reasonable speeds onto the bridge while reducing existing congestion.

Given the $4.2 billion cost of the project, preserving DMI better serves the purposes of the CRC project than does blindly following the standard plan just because such a plan is cheaper. It is time to commit to realigning Marine Drive as part of the Locally Preferred Alternative or finding another realistic alternative that saves DMI at its existing site.

-----Original Message-----
From: LLM@iinet.com [mailto:LLM@iinet.com]
Sent: Monday, June 23, 2008 1:38 PM
To: Francis, Carley
Subject: Support for Light Rail Option

Hi Carly,

Thank you for taking the time to talk with me today on the phone regarding the CRC project.

As we discussed on the phone, my comments to the EIS were sent via US Mail and should arrive today or tomorrow. Unfortunately, this is too late to be included in the comments summary that the task force will review for tomorrow's recommendation meeting.

I know that there has been significant vocal opposition against including light rail option in the project.

I'd like the Task Force to be aware that there is support among some Vancouver/Clark County residents for the light rail option. My feeling is that an interconnected transit system is key to building a strong and vital regional economy.

BRT requires more transfers and therefore more chances of missing connections and increasing wait times. Short trips and dependable trip times are required to ensure a consistent ridership.

Thank you.

Lisa Menachof
LLM@iinet.com
Vancouver, WA 98664

Health Department
Office of the Director
MULTNOMAH COUNTY OREGON

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Portland, Oregon 97204
(503) 988-3674 phone
(503) 988-4117 fax

June 9, 2008

Mr. Doug Ficco, Co-Director
Mr. John Osborn, Co-Director
Columbia River Crossing
700 Washington Street, Suite 300
Vancouver, WA 98660

Dear Mr. Ficco and Mr. Osborn:

This letter provides Multnomah County Health Department's response to the Columbia River Crossing (CRC) Draft Environmental Impact Statement (DEIS) issued on May 2, 2008. We are submitting a number of recommendations for further analysis and look forward to your response.

As an agency committed to improving the health and well-being of our residents, Multnomah County Health Department (MCHD) has an interest in promoting those bridge and highway improvement features that enhance the health of our communities and avoid or mitigate negative health impacts. We believe that all of the proposed options for the I-5 bridge expansion (both "build" and "no-build" options) have significant potential to affect the health of residents of both Multnomah and Clark Counties. Consequently, we have examined the draft Environmental Impact Statement (DEIS) for this project through a public health lens to understand the scope and magnitude of these potential health effects.

It appears that the DEIS has been crafted to meet federal standards outlined in the National Environmental Policy Act (NEPA) of 1969, which requires a DEIS to "promote efforts that will prevent or eliminate damage to the environment and biosphere, and stimulate the health and welfare of man." [1] To satisfy NEPA requirements, the CRC project has focused on meeting minimum standards set by federal and state governments for air quality and noise. We believe CRC staff has an opportunity to not simply meet minimum standards, but to plan a project to maximize positive impacts on regional health. This will require project staff to go beyond the health scope of DEIS precedents, examine current scientific literature, and, in some instances, to set standards that are stricter than current federal and state requirements when they do not adequately safeguard the public's health.

Public Health
Prevent. Promote. Protect.

It is our hope that after considering our remarks the Columbia River Crossing (CRC) staff, members of the public, and all decision-making entities will give public health effects significant weight in evaluating the relative merits of the bridge alternatives. We also hope that health impact will be used as an evaluation criterion in other transportation projects in our county. The primary goal of this work is to ensure that public health is a priority concern in the DEIS process.

This memo is divided into two major sections. The first addresses potential health impacts of the proposed I-5 bridge alternatives. The second outlines our recommendations for improving the health impacts associated with the CRC project. Within each section, transportation, safety, air quality, noise and environmental justice issues are addressed.

1) Potential health impacts of proposed I-5 bridge alternatives

a) Transportation

i) Traffic volumes in 2030 and beyond are likely to affect human health through air quality, noise pollution, obesity, and unsafe conditions.

The population growth in the region and the demand for use of the I-5 bridge are likely to continue beyond 2030. It will only be a matter of time before an expanded highway bridge again reaches capacity and congested conditions occur. According to the DEIS the traffic volumes that the replacement bridge will accommodate are 26% higher during AM peak hours and 39% higher during the PM peak hours than present day conditions. If population growth in the region continues at a similar rate beyond 2030, we can expect 30,240 vehicles attempting to cross the bridge southbound during the AM peak, and almost 40,000 northbound during the PM peak by the year 2055. The motor vehicle congestion that the CRC project is designed to address will be alleviated only temporarily during the lifespan of the new bridge. With an increase in the volume of vehicles in the bridge area, congested conditions are likely to yield more severe health impacts from air pollution, noise, and motor vehicle collisions than the present day conditions.

Increasing incentives and capacity for single occupancy vehicle (SOV) use may contribute to the problem of obesity in the region. Public health research shows that the amount of time spent in cars has an inverse relationship with physical activity and a direct relationship with obesity. In one study, every extra 30 minutes of commuting time per day was associated with a 3% greater likelihood of obesity.[2] In another study, each additional hour spent in a car per day was associated with a 6% increase in the likelihood of obesity.[3]

ii) Bridge alternatives that encourage the use of mass transit or bicycles instead of cars will have a positive effect on health by increasing physical activity and reducing obesity.

Obesity and related conditions are a serious problem in the United States and have reached epidemic proportions. In the Portland-Vancouver Metropolitan Area, 24% of residents are obese, and an additional 37% are overweight. Physical activity can contribute to a decreased risk of obesity, heart disease, high blood pressure, diabetes, and some types of cancer.[4]

A growing body of research shows that certain features in the built environment can help people attain the daily minimum requirements for physical activity by encouraging participation in active modes of transportation including cycling, walking, and using mass transit.[5-8] The Centers for Disease Control's (CDC) Guide to Community Preventive Services states that improving access to non-motor vehicle transportation can increase the number of people who are physically active 3 times a week by 25%.[4] Walking to public transit also helps people meet physical activity recommendations.[8] In the US walking and bicycling levels fell 67% between 1960 and 2000, while obesity levels increased 241%.[9] States with the highest levels of cycling and walking have a greater percentage of the population meeting the recommended 30-plus minutes a day of physical activity.

MCHD commends CRC staff for including options that expand the transportation alternatives available to commuters traveling between Washington and Oregon to include light rail or bus rapid transit. We are also pleased to note the inclusion of options for safer bike and pedestrian facilities that will also encourage physical activity and provide health benefits.

iii) The inclusion of increased options for public transportation will improve the mobility of vulnerable populations.

Public transportation is a preferable alternative to SOV trips. In addition to alleviating traffic congestion and counteracting the problem of overweight and obesity, public transportation plays a significant role in the lives of many vulnerable groups including the elderly, people with disabilities, and members of our community who cannot afford or do not have access to a car. The provision of accessible, safe public transportation options is necessary to provide equitable access to regional resources for all segments of the population. From the perspective of providing greater access to an array of public transportation options for vulnerable populations all of the "build" alternatives of the CRC project are laudable as they all expand mass transit options.

iv) The introduction of a toll on the I-5 bridge together with quality public transportation will have a beneficial impact on health to the extent that a toll would encourage travelers to shift from using SOVs to public transportation.

The health benefits of using public transportation including increasing physical activity and reducing obesity have been discussed above. The institution of a toll or any commuter trip reduction policy that creates an incentive for travelers to use

public transportation options rather than motor vehicles will result in better health for our communities.

v) *Light Rail Transit (LRT) is substantially more beneficial to health than Bus Rapid Transit (BRT).*

We strongly support the addition of LRT over BRT. LRT has the potential to be more convenient and accessible, and have greater overall health benefits. LRT produces less air pollution and noise than BRT, and is less subject to congestion problems. In addition, the benefits that use of public transportation may have on overall physical activity rates could be maximized due to the speed and higher capacity of LRT (7,250 daily users in the Replacement option as compared with 6,100 on BRT), which would likely increase attractiveness and encourage higher rates of use. The DEIS also indicates that safety concerns with LRT have been successfully mitigated in Portland with simple improvements (traffic control, signage, etc.).

b) Safety

i) *Bridge alternatives that provide opportunities for more cars to travel faster may increase the number and severity of collisions.*

Research has established that the severity of collisions increases with speed and volume, both of which will increase with the "build" alternatives. The probability of an injury versus a serious injury versus a fatality can be calculated based on the speed of travel. Reduction in speeds of 2 to 9 mph has reduced the number of fatalities between 6 and 34%, and in a crash with an impact speed of 50 mph, the likelihood of death is 20 times greater than with an impact speed of 20 mph.[10]

Increases in speed also increase the likelihood of collisions. A meta-analysis found a 2% decrease in the number of crashes for every 1km/h (0.6 mph) reduction in average speed at levels above 50km/h (31 mph), and that the risk of crash at least doubles for each 5km/h (3 mph) increase over 60 km/h (37 mph).[10] Interstate highways, with faster speeds, comprise 1% of all road nationally but contribute a disproportionate 14% of all road fatalities.[11]

The DEIS analysis of safety considers only the frequency of collisions. It shows that during the study period (2002-2006), the crash rates in the project area were twice the rate of average collisions on other urban interstate highways. While the frequency of crashes is expected to decline with the proposed bridge alternatives, the severity of the crashes may increase given the higher speeds of travel projected.

Motor vehicle accidents are a serious public health concern as they comprise the leading cause of death in people ages 1-44 in the United States.[12] In 2003, there were 42,643 fatalities and almost 3 million injuries on roads in the United States,[13] and the number has increased in recent years. There are 500,000 hospitalizations and four million emergency department visits each year due to motor vehicle crashes. The economic burden of motor vehicle-related injuries and fatalities costs the United

States over $150 billion each year.[12] The National Traffic Safety Administration (NHTSA) calculates the economic impact of motor vehicle crashes in 2000 at $230.6 billion. This includes $61 billion for loss of productivity, $59 billion for property damage, $32.6 billion for medical expenses, and $25.6 billion travel delay.[14]

ii) Wider bicycle and pedestrian paths separated from the freeway, adequate signage and lighting, and increased connectivity of routes in the project area will decrease the number of crashes involving cyclists and pedestrians.

Bikes and pedestrians suffer a disproportionate amount of injury and fatality due to crashes with motor vehicles. This is evidenced in the project area, where 100% of the fatalities in the study period were to cyclists and pedestrians. Nationally, 12.6% of traffic fatalities were pedestrians.[15] Above 35 mph, most crashes resulting in pedestrian injury are fatal.[16] Pedestrians involved in a motor vehicle crash have an 80% risk of being killed at 31 mph, and a 10% risk at 19 mph.[10]

Roadway width and design affect the risk of injury to pedestrians.[15] Given the potentially disastrous consequences of crashes with motorists, the Health Department supports the widening of bicycle and pedestrian routes across all of the bridge alternatives to a minimum of 20' per route as recommended by the Bicycle Transportation Alliance. We also support physical separation from motorists on the road and specific plans for better signage, lighting and access to the bridge from local streets.

c) Air quality

i) Air pollution has the potential to affect a large proportion of the population in the project area and should be a major criterion in the final selection of the bridge.

Approximately 77% of air pollution in Multnomah County comes from mobile sources.[17] In terms of illness and premature death, the toll of increased exposure to traffic-related air toxics is of concern for residents of the Portland-Vancouver area, for the families of those who are affected, and for the economy of the area.

Based on the Federal Highway Administration (FHWA) guidance the DEIS states that there will be a reduction of 30 to 90% in emissions associated with gas or diesel engines in the study area due to cleaner fuels and new combustion and emission control technology by 2030. However, a recent report by the Health Effects Institute (HEI) cautions that the alternative fuels and emissions control technology being adopted may themselves contribute to increases in other mobile source air toxics (MSATs) and particulate matter.[18] For example, the report states that it is likely that acetaldehyde concentrations will rise as a result of increased use of ethanol. Another example is provided by the increase in ambient levels of formaldehyde associated with an increase in the number of vehicles fuelled by compressed natural gas.

While new fuels and emission control technologies will greatly reduce particulate matter in newer engines, older diesel vehicles will continue to pose a health risk until they are phased out. The HEI report urges readers to evaluate the exhaust from the newer engines "in particular to ensure that possible new emission species will not cause new adverse effects on human health".[18]

Given that any new bridge alternative will be designed to last several decades, we urge the CRC staff to consider the potential environmental and health effects of alternative fuels beyond 2030. This particularly supports alternatives that maximize the use of LRT.

ii) Significant improvements in health are possible if air pollution levels are reduced well below the National Ambient Air Quality Standards. Project alternatives that lower air toxics below the federal standards should be given greater consideration.

The DEIS projects that none of the bridge alternatives will result in a violation of National Ambient Air Quality Standards and that air toxics that meet the maximum levels allowed by state and federal law (NAAQS) need not be examined further. However, peer reviewed scientific articles indicate that even a small reduction in certain air toxic levels *below* the federally set maximum allowable levels results in a significant decrease in premature mortality and illness associated with air pollution. Even at levels below federal standards, higher levels of air pollution lead to increasingly adverse health risks. Specifically, a reduction in the NAAQS for particulate matter (PM 2.5) from 15 to14 $\mu g/m^3$ is estimated to result in 1,900 fewer premature deaths, 3,700 fewer non-fatal heart attacks, and 2,000 fewer emergency room visits for asthma per year.[19] We ask CRC staff to examine such evidence and use standards for emissions that are more stringent than federal or state requirements in determining which of the proposed alternatives has the least harmful impact on human health. In addition, The DEIS states that federal maximum acceptable levels have not been set for MSATs. However, the state of Oregon Department of Environmental Quality has Ambient Benchmark Concentrations for MSATs. These can be used as a guideline in the absence of federal standards.

iii) The cumulative effect of criteria pollutant and mobile source air toxics has the potential to cause health problems for community members.

Clearly, residents of urban areas are exposed to multiple air pollutants simultaneously rather than a single air pollutant. Thus, health risks are a result of exposure to the total air toxics level in any given area. Further, the bridge influence area in Portland includes industrial and airport emissions in addition to pollution from mobile sources. Bridge alternatives that raise cumulative ambient levels of air toxics will increase the risks posed to human health. Considering the impacts of the CRC project in isolation does not take into account the contribution the project makes to the overall levels of air toxics already present. Conversely, options which minimize air toxics will have positive impacts on human health.

d) Noise

i) Harmful noise levels from traffic are associated with increases in chronic diseases and cognitive functioning. Bridge options and mitigation strategies that decrease the number of residents exposed to transportation noise as well as the level of noise will avoid these adverse health outcomes.

Thirty million people in the United States are exposed to harmful noise levels daily.[20] Of particular concern is the finding that increases in transportation noise are associated with increases in hypertension and cardiovascular disease.[21-24] Noise is of particular concern where children are present, as it interferes with children's concentration, cognitive development, learning, and reading comprehension.[25-28] Other common complaints from noise include sleep disturbances and annoyance.[29-32]

The FHWA noise abatement criteria require mitigation for highway project noise impacts that exceed 67 dBA in sensitive areas outdoors (residences, parks, and schools), and 72 dBA for developed areas, such as commercial centers. According to the DEIS there are 234 locations in the CRC study area that exceed acceptable noise thresholds. With the "no build" alternative, this increases to 268. With the "build" alternatives, this increases to 329-334 without mitigation. With the inclusion of sound walls and residential improvements, the "build" alternatives potentially reduce the unacceptable noise impacts to 52 locations.

The health risks of noise occur at lower levels than the FHWA thresholds. While the FHWA recommends mitigation for residences, schools and parks above 67 dBA, the thresholds at which health effects occur are actually much lower. In a review of the state of the existing evidence of noise impacts on health around the world, the World Health Organization (WHO)[22,26] estimated that sleep disturbances occur over 30dB, annoyance is associated with 50dB, heart disease and hypertension are associated with noise in the 65-70 dB range, and hearing impairment over 75 dB. The WHO recommended outdoor acceptable noise level for health is 55 dB. This is substantially lower than the FHWA guidelines used in this project (67 dBA). Using the lower noise threshold would result in identification of a greater number of areas at unacceptable noise levels that increase the risk of adverse health impacts on area residents.

Providing alternatives to motor vehicle use, such as public transportation or safe and accessible bike and pedestrian facilities have been examined in depth in the DEIS and provide an alternative to driving for a significant number of people. Tolling would also reduce the incentives to drive and thus reduce motor vehicle volumes. All alternatives that decrease motor vehicles on the highway and local streets could reduce noise and avoid negative health impacts.

e) Environmental justice

The CRC project poses the potential for disproportionate adverse health impacts on susceptible populations as a result of all of the concerns stated above. The CRC

project area includes neighborhoods with high proportions of populations of color, low income residents, and populations with disabilities. Therefore, it is possible that the health impacts due to air pollution and excessive noise will be felt most acutely by these susceptible populations.

Previous regional studies have shown that the air and noise pollution in these neighborhoods are directly attributable to traffic on I-5.[33-34] Although the CRC project has conducted extensive public outreach with stakeholders, and has engaged a Community and Environmental Justice advisory group and tribal liaisons to assist with the analysis, some concerns remain.

i) Air pollution

In the Portland Neighborhood Survey, 32% of North and Northeast Portland residents reported that the air quality in their neighborhoods was sometimes or always bad.[35] The Portland Air Toxics Assessment (PATA) report issued in 2006 suggests that the health effects of certain criteria air pollutants and MSATs disproportionately affect communities in the I-5 corridor in North and Northeast Portland.[33] These areas include higher percentages of low-income residents and populations of color. The pattern of distribution clearly showed that the higher concentrations of these toxics were attributable to pollution from I-5. Although levels of certain air toxics from motor vehicles may decline by 30 to 90% in the coming years, concerns about the negative health impact of other air pollutants are warranted as outlined in the air quality section above (part c). These air pollutants are likely to have the same disproportionate impact on communities in North and Northeast Portland that is described in PATA. The subarea analysis in the DEIS was not sensitive enough to uncover the neighborhood variations in air toxics in the project area found in the PATA report. We, therefore, request that you consider the PATA report in your analyses.

ii) Noise

The larger 23-mile geographic area examined in the Transportation section of the DEIS includes several Environmental Justice populations that currently bear the unequal impact of noise from the I-5 corridor, but are not included in the noise analysis. In the North Portland Noise Study, the City of Portland examined noise impacts in 21 neighborhoods in North and Northeast Portland.[36] These neighborhoods currently experience excess noise from I-5, as well as from the Portland International Raceway and railways. Thus, the cumulative effects of environmental noise in these neighborhoods are large. Although the CRC project is not responsible for mitigating noise impacts from other sources, CRC staff should consider the portion of the overall noise levels that is attributable to the new bridge and how this contributes to human health.

In addition to noise measurements, a survey was conducted in North and Northeast Portland neighborhoods in 2006. The four Portland neighborhoods in the CRC project area that were included in the survey (Kenton, Bridgeton, Hayden Island, and East

Columbia) reported that they were more affected by noise than residents of other study neighborhoods. Overall, 45% of residents said they were affected by noise, and 37% said they were most aware of it when they were outdoors. Further, 75% of residents said that they spend at least a couple of days a week outdoors in their yard.[34]

The locations that do not meet criteria for mitigation of noise impacts in the "build" alternatives include 36 residences, apartment buildings and a hotel in downtown Vancouver, and a hotel in Portland that all house low income and minority residents.

2) Recommendations for improving the health impacts of the Columbia River Crossing project

In making our recommendations to the CRC project staff and the decision-making agencies, the goal of this Health Department is to encourage the development of bridge characteristics that improve the health of our residents while simultaneously minimizing the potential for harmful health consequences. Based on our assessment of the health impacts of the proposed bridge alternatives Multnomah County Health Department makes the following recommendations to the CRC project staff and decision-making agencies:

Support the following project components:

- Maximize use of Light Rail Transit
- Transit alignments that serve low income and minority populations without severing community cohesion
- Roadway and interchange improvements that increase safety
- Safe and accessible bike and pedestrian facilities
- Tolling to discourage motor vehicle use, particularly single occupancy motor vehicle use
- Alternatives that do not increase SOV capacity on the roadway, especially during peak periods

Conduct additional analysis in the following areas:

a) Transportation

i) Use population and freight traffic projections well beyond 2030 in forecasting the number of trips across the I-5 bridge, duration of travel, length of peak congestion periods, etc.

Conducting such analysis is likely to reveal significant information on how long it will be before the new bridge no longer meets the CRC goals of alleviating traffic congestion and safety problems and facilitating the efficient movement of freight along I-5. It will also allow the selection of a locally preferred alternative with a clearer understanding of the long term needs of our community.

b) Safety

i) Include analysis of predicted collision rates and the impact of increased speed and volume on collision severity and associated injuries.

ii) *Ensure that routes through North Portland and downtown Vancouver on local streets are well connected, accessible and safe.*

Adequate accessibility to the bridge by bike or foot involves safe connections to the bridge from local neighborhoods in Portland and Vancouver. The Bike and Pedestrian Advisory Committee has identified problem areas for the connectivity of routes.

iii) Widen bridge bicycle and pedestrian paths beyond the dimensions presented in the proposed alternatives and incorporate better separation of these from motorized vehicles and High Capacity Transit.

c) Air Quality

i) Include analysis of possible unanticipated increase of air toxics that have not been considered in the air quality analysis of the DEIS.

We urge the CRC staff to follow the recommendations of the Health Effects Institute by considering the effects on air quality and on human health of alternative fuels and emission control technologies that are likely to be implemented in the coming decades. We encourage CRC staff to take a proactive approach in analyzing the impacts on air quality instead of focusing solely on air toxics that are of current concern.

ii) Include analysis of the health impacts of cumulative exposure to air toxics emitted by vehicles.

We strongly recommend a more complete analysis of the project's impact on human health which requires a higher standard than merely an examination of whether individual federal and state air quality standards will be met. This is particularly important in the areas identified to currently experience unsafe levels of air pollution.

d) Noise

i) Analyze the impacts of traffic noise of the proposed bridge alternatives using a lower threshold for noise levels than the current federal standard.

Health consequences of noise including heart disease and hypertension occur at noise levels that are lower than the federal threshold. We recommend an analysis of the effects of noise using the WHO recommended outdoor noise threshold of 55 dBA.

ii) *Re-examine mitigation measures for 35 locations that will not meet noise standards with the build alternatives as a way of protecting the health of residents in these areas.*

e) Environmental Justice

i) *Analyze the effects of noise, air quality, and safety in the area of impact used for the transportation analysis.*

The populations in the 23-mile project area used in the transportation analysis will experience air quality and noise impacts from both the I-5 and the increased vehicles on local streets accessing the bridge. The health and safety of bikes and pedestrians on local streets will also be impacted by this traffic. The air quality, noise, and safety analyses should use this expanded area of analysis. Otherwise, environmental justice populations are not consistently considered throughout the DEIS.

f) Establishing health-based standards for the CRC project

g) *In evaluating the merits of proposed bridge alternatives set standards (e.g. for acceptable air toxic and noise levels) that are more stringent than federal or state standards where there is scientific evidence that this is necessary to protect the health of the public.*

As we have pointed out in the air quality and noise sections some federal standards do not protect human health adequately. We urge the CRC staff to examine available peer-reviewed literature to determine whether stricter standards are necessary to prevent harmful health impacts in our community rather than simply following NEPA requirements.

In closing, Multnomah County Health Department recognizes that the CRC project staff is facing a considerable challenge in balancing environmental, economic, and health and safety considerations in designing an alternative to the current I-5 bridge. Once again, we commend the inclusion in the proposed bridge alternatives of those characteristics that support the health of our communities. The protection of public health is at the heart of the law that requires this environmental assessment and we encourage you to incorporate our suggestions as the project moves forward.

Sincerely,

Lillian Shirley

Lillian Shirley, BSN, MPH, MPA
Director

Gary Oxman, MD, MPH
Health Officer

cc: Columbia River Crossing Task Force
Sustainable Development Commission

Analysis conducted by: Nancy Goff, Maya Bhat, and Sandy Johnson
Health Assessment and Evaluation
Multnomah County Health Department

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CITY OF PORTLAND, OREGON
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June 24, 2008 Draft

Mayor Potter and Members of Portland City Council
Portland City Hall
1221 SW Fourth Avenue
Portland, OR 97204

Dear Mayor Potter and Members of Portland City Council:

On behalf of the Portland Planning Commission, thank you for the opportunity to share our recommendations with you as you consider moving forward with the proposed Columbia River Crossing (CRC) preferred alternative.

The Planning Commission heard briefings in earlier stages of CRC planning several times during 2006 and early 2007. More recently, we were briefed on CRC alternatives March 11, 2008 and April 8, 2008. A public hearing was held before the Planning Commission on May 13, 2008, and we subsequently received additional written testimony.

In evaluating the proposed CRC alternatives, we have considered the project from both a City and a regional perspective. We have based our evaluation and conclusions upon public testimony, our questions, subsequent answers from the CRC team, and our discussion.

As it has been presented to the Planning Commission, the question that City Council will vote on is whether to approve a replacement bridge with light rail and tolls as the locally preferred alternative. Our understanding is that all other decisions about the design and size of the bridge remain on the table.

Based on the information and testimony we have received, we believe that a replacement bridge will best meet the safety, seismic, and congestion mitigation and freight movement goals for the Bridge Impact Area. However, we have serious concerns about the bridge design we have seen to date, and how it would impact the Portland metro area.

Below we have outlined our considerations and concerns. Additionally, we have included Attachment A that modifies a PDOT staff recommendation and constitutes, along with this letter, a detailed Planning Commission's recommendation to you.

1. **As your colleagues at Metro did in Resolution 08-3938B and Exhibit A, condition your approval on the creation of an oversight committee that includes representatives of Portland, Vancouver, the Metro Council and R.T.C, and the affected transit agencies.**

   Decisions should be unanimous and should include, but not be limited to: 1) the total number of lanes including "auxiliary" lanes; 2) the size and design of bike/pedestrian facilities; 3) light rail and station design and 4) bridge design aesthetics worthy of its regional significance and gateway nature which may include revisiting presumed design constraints.

   A schedule and scope of work for the oversight committee should prioritize the following three activities so the results are available to help guide the actual bridge design:

   A. Hire an independent analyst to evaluate the financial risks of the project and incorporate the results of that audit to guide decisions as bridge design decisions move forward. Urgent consideration should be given to introducing tolls as a financing option as soon as legally permissible.

   B. Contract for an independent analysis of greenhouse gas emissions and induced automobile demand. This analysis should also consider the costs of a formal carbon market.

   C. Critically consider the design constraints of Pearson Airfield and the navigation channel beneath the railroad bridge to the West of the new bridge.

   City Council should ensure that Portland's representative to the oversight committee participate actively, with the goals of supporting the emerging vision of the Portland Plan and reducing financial risk to the City.

2. **Ensure that the ultimate design of a replacement bridge is a beautiful, "signature" gateway structure for Oregon and Washington. Reconsider the airfield and railroad bridge as constraints that compromise the ultimate design of the CRC**

3. **Insist that a new bridge project achieve the VMT reduction levels necessary to meet state climate change goals.**

4. **Insist on a written (if draft) funding plan for the bridge, so the City and its citizens clearly understand the proposed sources of money for the project. State funds should not reduce Portland's allocation of local gas tax revenues.**

River has decreased by at least 3 percent since February 2008. In addition, gas consumption on a per capita basis has decreased to 1966 levels and vehicle miles traveled (VMT) in Oregon are down, while transit use has increased." (Letter from Portland Sustainable Development Commission to Portland City Council; June 2, 2008).

In the face of these factors, the Planning Commission believes it would be imprudent not to consider possible long-term changes in driver behavior as decisions about the size, cost, and design of the bridge are considered.

3. **Steadily declining gas tax revenues have resulted in a serious and pervasive transportation funding shortfall at the state and city levels.**

   If the new bridge is to be funded in any part by statewide gas taxes, that funding presents several levels of risk – both to the project funding itself and to other as-yet-unfunded transportation priorities in the Portland region.

   A gas tax-based project has particular financial risk and volatility. Any reduction in state gas tax revenues (based on improved technology or on driver response to rising fuel costs, or both) means the project could consume a greater percentage of a potential gas tax increase than anticipated. In turn, this could further reduce the already insufficient gas tax revenues available to the City of Portland to meet the growing backlog of transportation investment needs. Given the importance of the CRC to the state as a whole, we believe any Oregon gas tax funding for the project should come from the state's share of gas tax revenue.

   As you know, the City of Portland and PDOT are already making changes to address these realities. In a recent statement, Mayor-elect Sam Adams pledged that the City, in order to deal with reduced transportation revenues and increasing fuel costs, will 1) *evaluate all capital projects to ensure recent price increases are included;* and 2) *examine opportunities to reduce fuel consumption.* We urge you to do the same for this project.

Planning Commission Recommendation

Understanding the risk inherent in these issues goes to the heart of our concern that we as a city and region build the *right* bridge. To this effect, the Planning Commission recommends that the City Council approve a replacement bridge – but *only* if items (A-H) above are adequately addressed.

To do this, we respectfully recommend that you do the following:

sharpened in light of warning signals raised by public testimony, community partners, testimony of the CRC staff, and other regional advisory and governing bodies.

Those warning signs include the following convergence of factors:

1. **Climate change has emerged as a critical issue for Oregon and the City of Portland.**

The state of Oregon has adopted the goal of a 75% reduction in greenhouse gas emissions below 1990 levels by 2050. Achieving that goal in the transportation sector will require a significant reduction in VMT. While the CRC preferred alternative does address VMT through tolling and light rail, the massive size and capacity increase of the highway bridge reduces the potential transit mode split as it seeks to accommodate an assumed 33% VMT increase (Traffic Technical Report, Exhibit 4-31 Replacement Bridge Option with Tolling).

As stated by the Portland Sustainable Development Commission in their June 2 letter to you,

> *"[T]he City and County are currently updating their joint climate-protection plan, and the initial analysis shows that the region must reduce vehicle miles per day to less than half of 2006 levels by 2050. We are concerned that such an extensive project as the CRC preferred alternative may not help us to achieve that goal, and may, in fact, increase our emissions overall despite the proposed provision of enhanced bike, pedestrian and transit features."* (Letter from Portland Sustainable Development Commission to Portland City Council; June 2, 2008).

2. **Oil and fuel prices are rising steeply, resulting in a significant potential change in driving behavior.**

The 2005 assumptions upon which CRC demand projections were based include oil and gas price projections for 2030 that have already been exceeded – in some cases more than doubled – in today's market. While fuel prices are only one factor in predicting travel demand, the scale of this increase has already changed driving behavior in the short term.

Again in their June 2 letter, the Sustainable Development Commission offered the following caution:

> *"[W]e are concerned that the data underpinning the CRC preferred alternative may be outdated or flawed... We believe fundamental changes in behavior are occurring over a relatively short period of time because citizens are reacting to both high gas prices as well as a general increase in awareness of climate change. For example, bridge traffic over the Columbia*

Essential elements of a new bridge

The Planning Commission believes that any replacement bridge should meet the following criteria:

A. It should include light rail.

B. It should be conditioned on permanent tolling to minimize "induced demand" and sprawl, and to maximize freight mobility.

C. It should be a fiscally responsible project that provides the lowest possible risk to the city and region - both in regard to actual bridge financing and to its "opportunity cost" impact on transportation projects over the next 30 years.

D. It should be beautiful, with superior quality design appropriate for a gateway to Oregon and Washington.

E. It should provide a comprehensive, long-term solution to freight movement as opposed to a temporary solution based on providing more capacity in the shorter term. That solution should include simultaneous improvements to the rail freight infrastructure in the region, as outlined in the I-5 Transportation and Trade Partnership *I-5 Rail Capacity Study*. This could include improvements to the railroad bridge over the Columbia west of the proposed new bridge site. A comprehensive solution should also consider HOV lanes that convert to freight-only lanes during non-peak hours.

F. It should include "world class" bicycle and pedestrian facilities that meet or exceed standards set by other projects in the Portland metro area and elsewhere.

G. In addition to addressing the localized emissions resulting from traffic congestion, any new bridge should help Oregon achieve our stated greenhouse gas reduction goals by also reducing Vehicle Miles Traveled (VMT) in the region. The project must be more than a congestion management tool for the five miles of the Bridge Influence Area. To that end, a comprehensive Transportation Demand Management plan should be developed to manage sprawl and shift trips to transit.

H. It should comprehensively address the health of the surrounding community, and equity issues associated with low and minority populations in the city and the region.

The Planning Commission is concerned that the proposed preferred alternative, as currently configured, does not meet the goals articulated above. Our concerns have

5. **Insist the next phase of the EIS process comprehensively address equity issues associated with low income and minority populations.**

6. **Insist that bridge construction address the highest achievable levels of sustainable design including a comprehensive stormwater management strategy.**

7. **Incorporate recommendations contained in the PDOT staff report (Attachment A), including further analysis of the interchanges at Hayden Island and Marine Drive. Assure that local agencies have influence over interchange design.**

In closing, the Planning Commission commends the CRC team, with special thanks to PDOT and Bureau of Planning staff, for their long and difficult work on this project. We have taken seriously our responsibility to analyze potential impacts of the CRC on the city beyond those anticipated within the confines of the 5-mile project area. Our recommendations arise out of this responsibility.

Again, thank you for the opportunity to review this project.

Sincerely, and on behalf of the Portland Planning Commission,

Don Hanson, President
Portland Planning Commission

Substitute Resolve #4

The Task Force supports the formation of a Local Oversight Committee (LOC) consisting of the six local and regional project sponsors (City of Portland, City of Vancouver, Metro, RTC, TriMet and C-Tran) who shall review and approve, with ODOT and WSDOT, on major post-LPA decisions including:

- The size, design, location, and aesthetics of the bridges and highway facility in the project area.
- The size, design, and location of the bicycle and pedestrian facilities in the project area.
- The location and design of the light rail transit facility including stations.

The decisions of the LOC shall be reached by consensus. The individual member jurisdictions of the LOC shall conduct public hearings on major post-LPA decisions.

The LOC shall review and comment on post-LPA studies and plans, including:

- Reconsideration of bridge design constraints related to navigation and airspace.
- CRC project finance plan.
- An independent analysis of greenhouse gas and induced automobile travel demand forecasts.

The scope and schedule of work shall be determined by the Governors and the Local Oversight Committee.

WSDOT and the City of Vancouver and ODOT and the City of Portland shall develop a process that leads to agreement on the design of interchanges in their respective jurisdictions.

Resolve #5:

The Freight Working Group, the Pedestrian and Bicycle Advisory Committee, the Urban Design Advisory Group, and the Environmental Justice Working Group shall continue their advisory roles for refinement of the LPA. These advisory groups shall report findings and recommendations to the Local Oversight Committee.

721 NW 9th Ave.,
Suite 350
Portland, OR 97209
Ph: 503-823-7222

MULTNOMAH COUNTY

June 2, 2008

Mayor Tom Potter
Commissioner Sam Adams
Commissioner Randy Leonard
Commissioner Dan Saltzman

RE: Columbia River Crossing

Dear Mayor and Commissioners:

On behalf of the Sustainable Development Commission (SDC), we write to express several concerns about the proposed Columbia River Crossing (CRC) preferred alternative.

The SDC's charge to "develop and advocate for programs, policies, and actions by government, citizens, and businesses leading to sustainable communities in the Portland metropolitan area" compels us to draw your attention to potential conflicts of the CRC preferred alternative with local policies on sustainability and climate change. We also note that we do not have the expertise to speak to the safety or seismic issues associated with the existing bridge or the preferred alternative, and therefore those issues will not be addressed in this letter.

While we respect the long and difficult work of the CRC task force and staff, we are concerned that the data underpinning the CRC preferred alternative may be outdated or flawed. We base this opinion on the testimony of CRC staff to the SDC as well as on our observation of the changes in driver behavior and gas consumption over the past few months.

We believe fundamental changes in behavior are occurring over a relatively short period of time because citizens are reacting to both high gas prices as well as a general increase in awareness of climate change. For example, bridge traffic over the Columbia River has decreased by at least 3 percent since February 2008.[1] In addition, gas consumption on a per capita basis has decreased to 1966 levels[2] and vehicle miles traveled (VMT) in Oregon are down, while transit use has increased.[3]

During their presentation, CRC staff told the SDC that the regional data they used to predict the need for more lanes on the bridge used gasoline prices well below what we are currently experiencing. Because of this, we respectfully recommend that an independent panel be appointed by the City to review the analysis and data used for the CRC modeling. We would like to see updated modeling that uses current gas prices (and takes into consideration that many predict gas prices to rise on a sustained basis consistent with the Peak Oil Task Force findings). It is our hypothesis that if gas prices continue to rise, VMT will fall more quickly than the CRC staff findings show, and that this might allow the region to scale back the project, saving taxpayer dollars and reducing greenhouse gas emissions.

One other critical policy issue was not addressed by CRC staff, and that is the likelihood of carbon regulation with the advent of a new administration in Washington, D.C. We believe that the emergence of a formal carbon market—nationally and/or regionally—will drive further reductions in VMT and an array of other changes that may well affect the scale of this project. In fact, we strongly believe that every transportation project undertaken now and into the future must

be viewed through the lens of our efforts to fight climate change and reduce greenhouse gas emissions 75 percent below 1990 levels by 2050, as required by Oregon law. This means a reduction well below current levels, and not simply a reduction below a forecasted business-as-usual future scenario.

As you know, the City and County are currently updating their joint climate-protection plan, and the initial analysis shows that the region must reduce vehicle miles per day to less than half of 2006 levels by 2050. We are concerned that such an extensive project as the CRC preferred alternative may not help us to achieve that goal, and may, in fact, increase our emissions overall despite the proposed provision of enhanced bike, pedestrian and transit features.

We want to communicate to you our strong support for the inclusion of the following into the CRC, no matter what the size and scope of the final project:

- Light rail transit (as opposed to bus rapid transit)
- Two 14-foot bike/pedestrian lanes (one line each way, rather than a single lane for bikes and pedestrians)
- Tolling and congestion pricing based upon time of day and frequency of use
- Wider area sustainable stormwater management

Finally, given the rapidly changing landscape of climate-related policies at the local, state and federal level, it would be helpful to explicitly consider the option of starting with a preliminary bridge toll prior to any construction. This user-pay approach would start generating revenues targeted for needed improvements, would yield additional insight for trip modeling and would allow more time for comprehensive transportation and land use plans to be developed to meet our climate change policies.

At a minimum, we respectfully request that an independent panel -- with expertise in, among other things, climate policy, greenhouse gas emissions modeling, and oil price/supply volatility -- review the data and analysis of the CRC project prior to the City Council vote scheduled for July 9, 2008.

Best regards,

Leslie Carlson
Co-chair

Justin Yuen
Co-chair

[1]"Bridge Traffic Down," the *Vancouver Columbian*, May 7, 2008.
[2]"Braking News: Gas Consumption Goes Into Reverse," The Sightline Institute, April 2008
[3]"Portland Mass Transit Fills 'Er Up," the *Oregonian*, May 11, 2008

cc:
Jeff Cogen, Multnomah County Commissioner
Portland Planning Commission
Metro Council
CRC Task Force

Columbia River CROSSING

Task Force Meeting

June 24, 2008

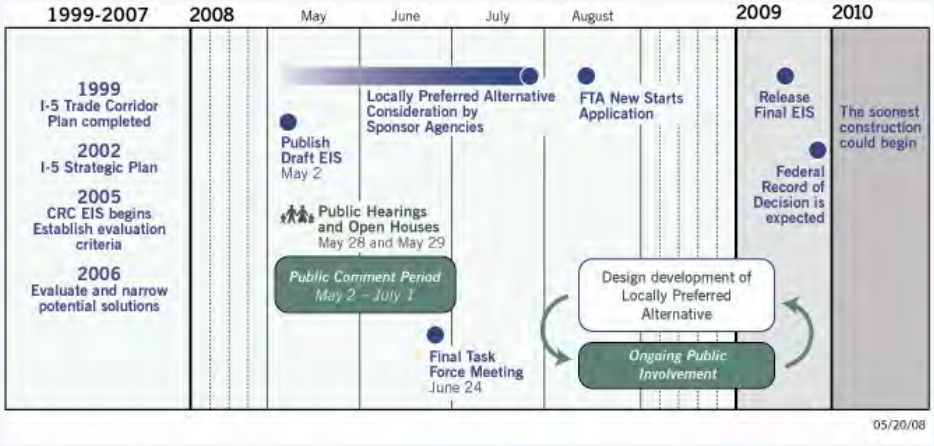
Columbia River CROSSING

Welcome

Columbia River CROSSING

January 2008 Meeting Summary Approval

Project Schedule



Columbia River CROSSING

Locally Preferred Alternative

- Replacement or supplemental bridge
- Bus rapid transit or light rail
- Transit terminus
  - Kiggins Bowl
  - Lincoln
  - Clark College minimum operable segment
  - Mill Plain minimum operable segment

Columbia River CROSSING

Project Sponsor Council

- 2 Citizen Co-Chairs
- Washington State Department of Transportation
- Oregon Department of Transportation
- Portland
- Vancouver
- Metro
- RTC
- TriMet
- C-TRAN

Columbia River CROSSING

Columbia River CROSSING

Public Involvement

4:30 – 4:45 p.m.

Draft EIS Public Outreach

- 425 attendees at May open houses and public hearings
- Four Q and A sessions to discuss findings
- More than 90 community presentations since April 2008
- Postcard to about 57,000 addresses
- Monthly e-mail updates to over 3,000 recipients
- Entire document and technical reports online for review and comment
- Fact sheets and notification in English, Vietnamese, Russian and Spanish

Columbia River CROSSING

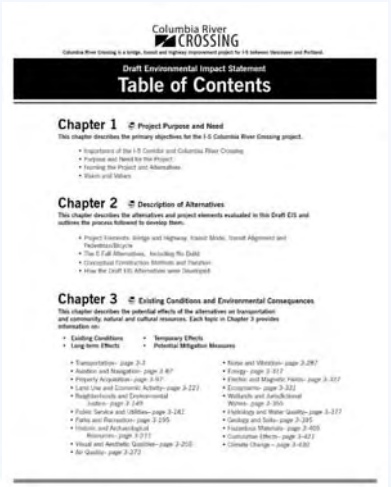
Draft EIS Informational Materials


Columbia River CROSSING

Draft Environmental Impact Statement Guide

Why was the Draft EIS Developed?

What Happens Next?


Columbia River CROSSING

Draft Environmental Impact Statement

Table of Contents

Chapter 1 Project Purpose and Need

Chapter 2 Description of Alternatives

Chapter 3 Existing Conditions and Environmental Consequences

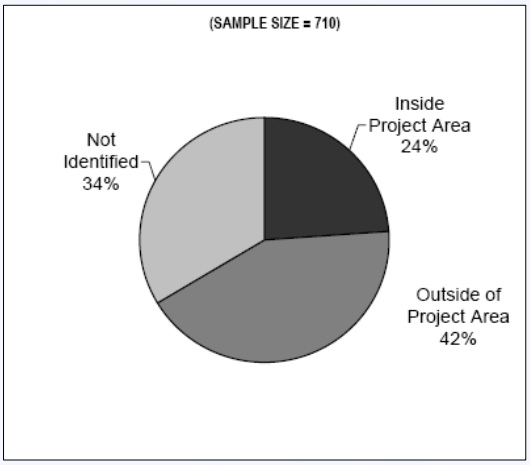
Columbia River CROSSING

Draft EIS Comments

- Over 700 comments received during first six weeks of comment period
  - 426 comment forms (web and printed)
  - 154 e-mails
  - 84 people provided testimony at hearings
  - 37 letters (mail or e-mail)
  - 17 people spoke to court reporters at open houses

Columbia River CROSSING

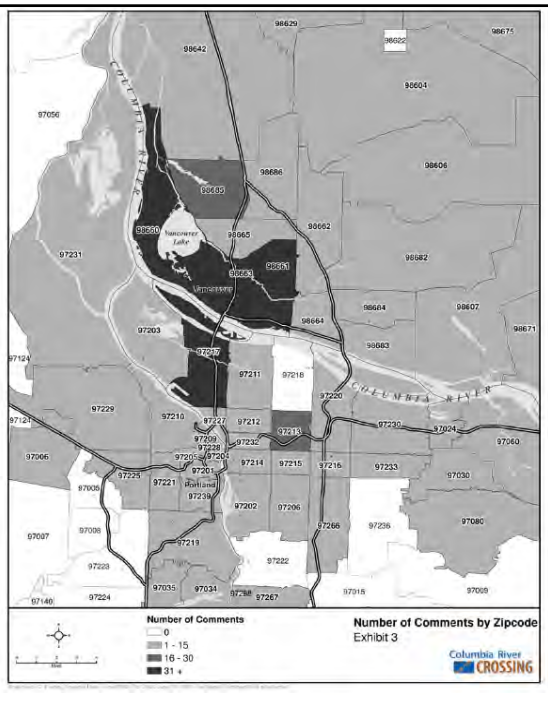
Residential Locations of Commenters*



*"Inside the project area" includes those that listed one of the following zip codes: 98660, 98661, 98663, 98666, 98668, 97217. The "not identified" category includes those that did not identify a zip code.

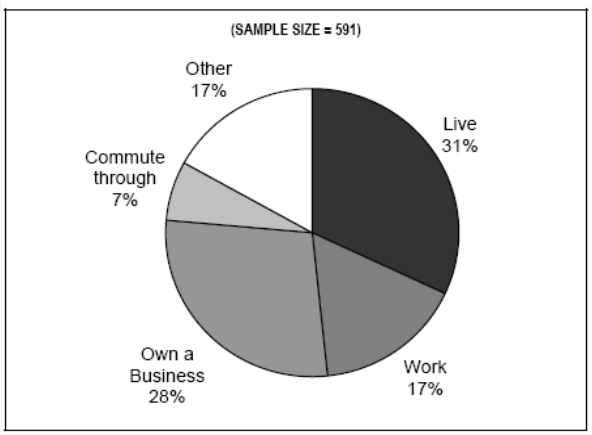
Columbia River CROSSING

Number of Comments by Zip Code



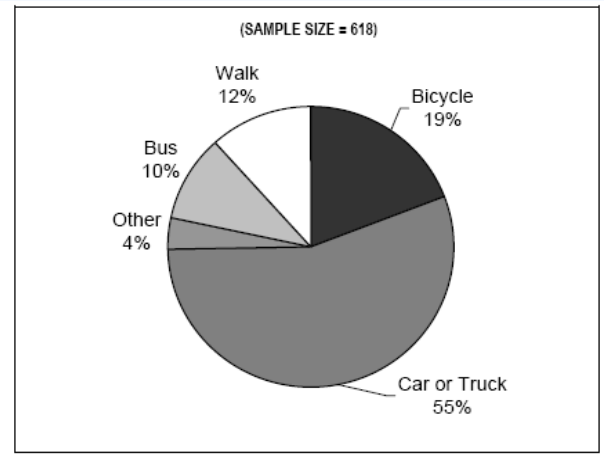
Columbia River CROSSING

Commenter Relationships to the Project Area



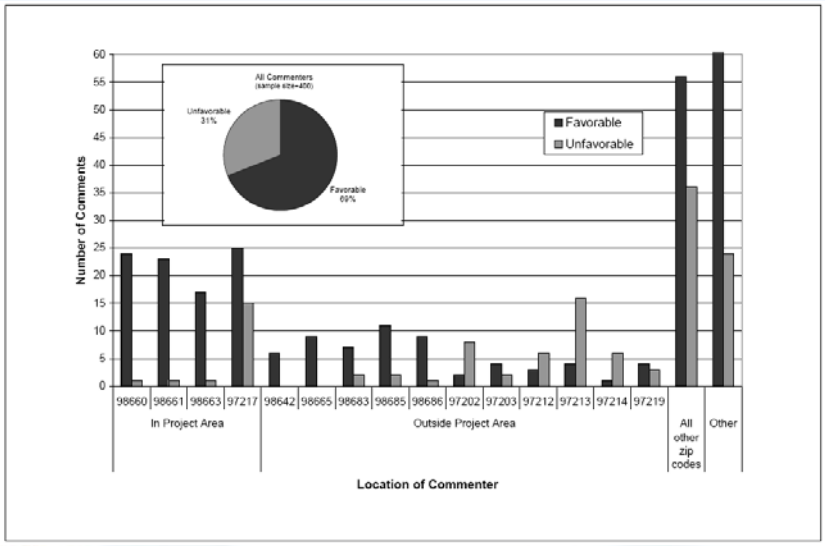
Columbia River CROSSING

Commenter Mode of Transportation in Project Area



Columbia River CROSSING

Replacement Bridge Preference by Zip Code



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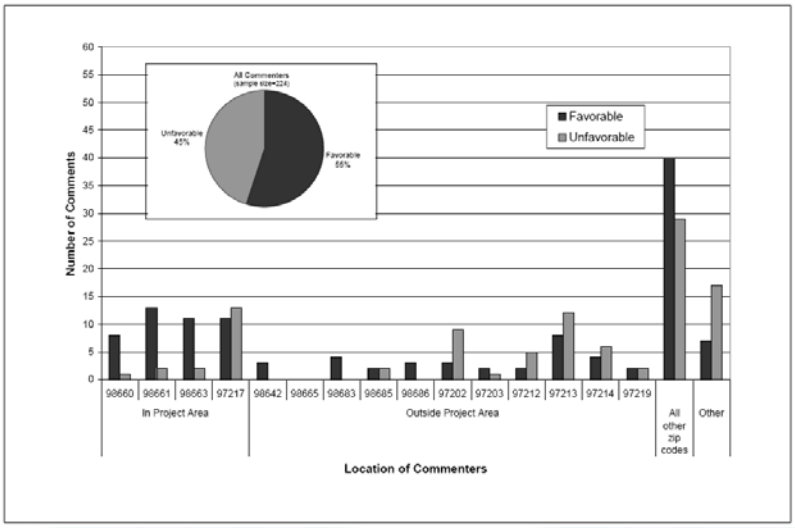
Supplemental Bridge Preference by Zip Code



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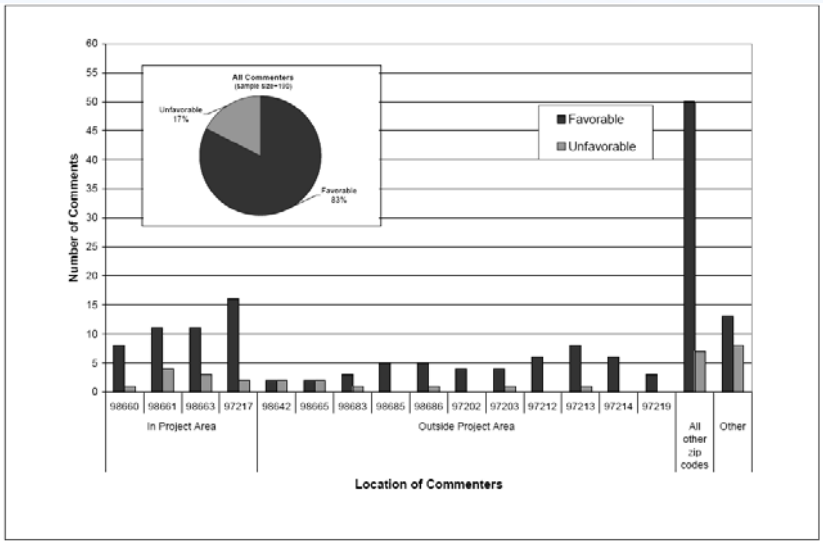
Bus Rapid Transit Preference by Zip Code



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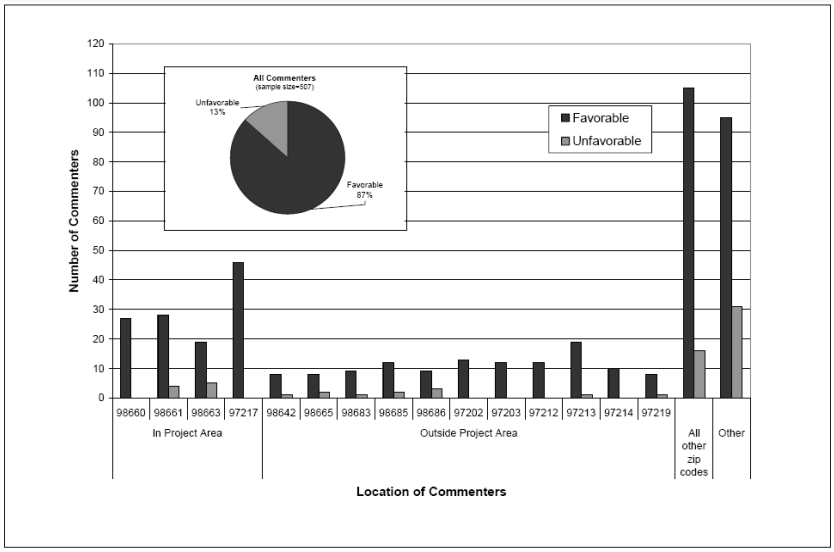
Light Rail Preference by Zip Code



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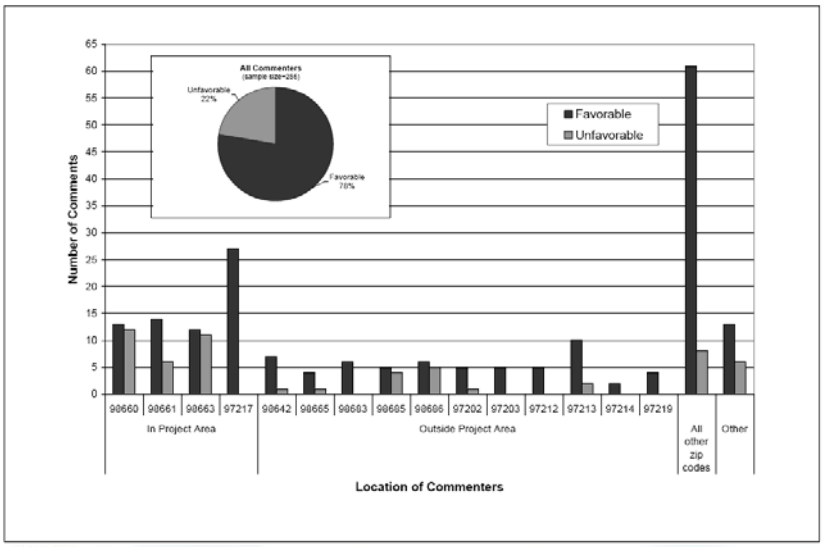
Lincoln Terminus Preference by Zip Code



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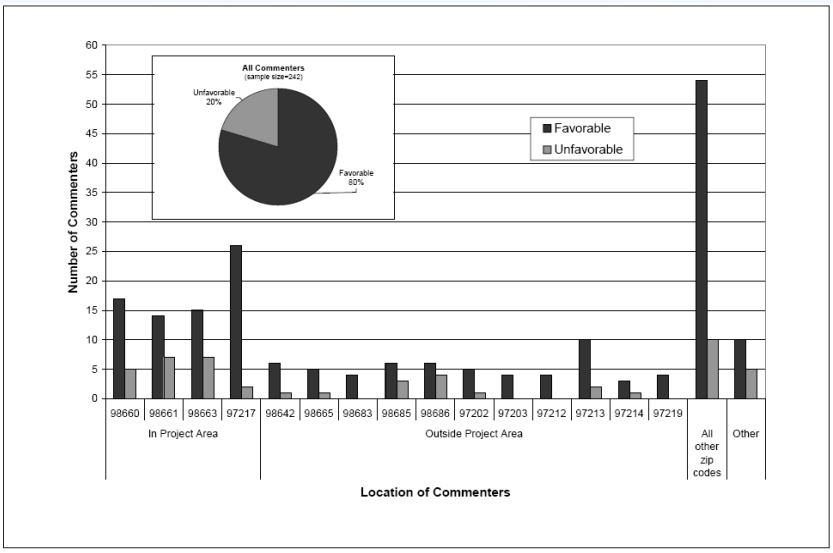
Kiggins Bowl Terminus Preference by Zip Code



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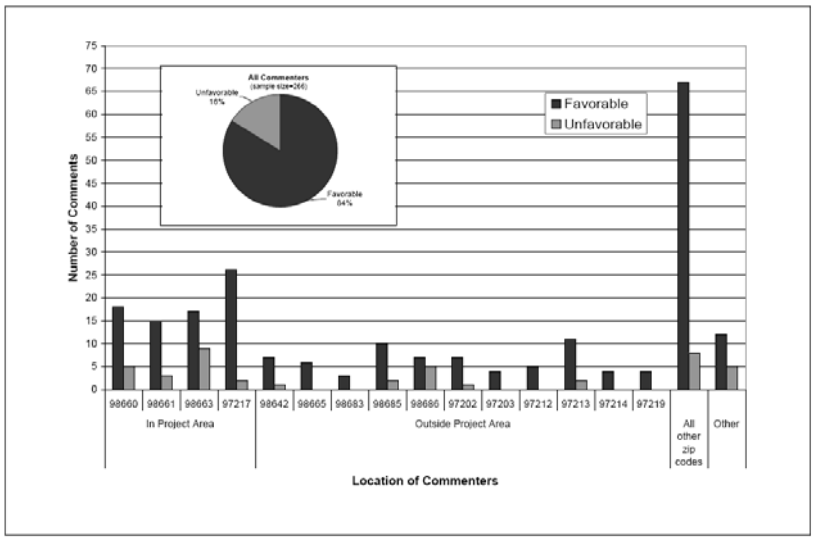
Clark College MOS Preference by Zip Code



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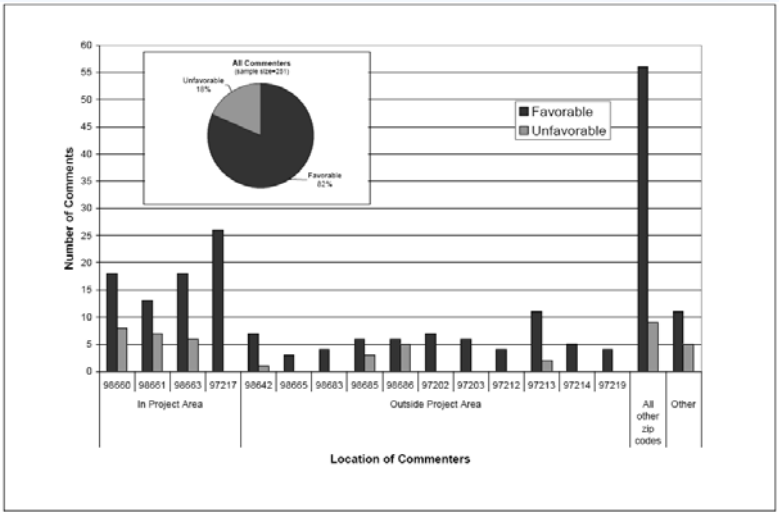
Mill Plain MOS Preference by Zip Code



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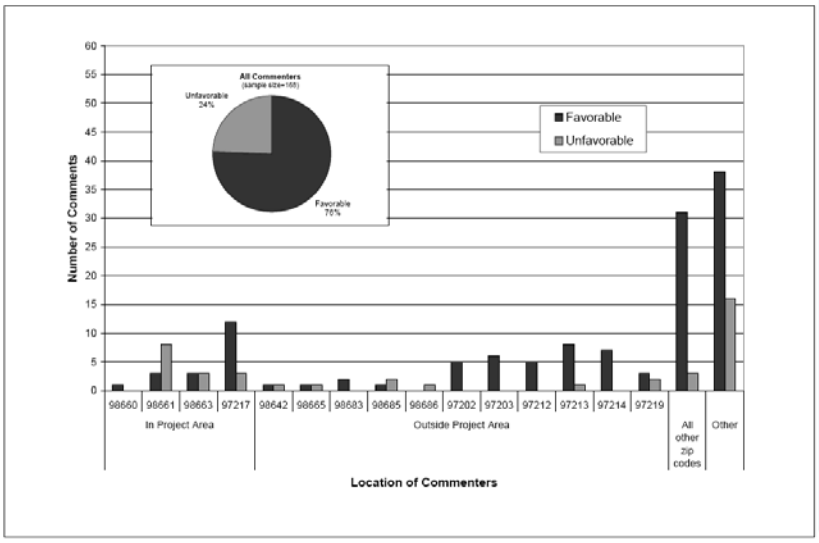
Tolling Preference by Zip Code



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Public Comment

4:45 – 5:45 p.m.

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Locally Preferred Alternative

5:45 – 7:30 p.m.

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Appreciation and Closing Remarks

7:30 – 7:45 p.m.

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