

APPENDIX R

Index

- 7th Street pedestrian overpass 3-193
 - 17th Street
 - bike and pedestrian improvements 2-36
 - 29th Street overpass
 - bike and pedestrian improvements 2-36
 - 33rd Street overpass
 - bike and pedestrian improvements 2-36
 - 303(d)-listed waterways 3-337
 - 1917 Interstate Bridge
 - minimizing harm to 5-66
 - 2000 U.S. Census 3-124
 - Walker Slough wetland
 - existing conditions 3-357
-
- A**
- acquisition in fee 3-88
 - acquisitions
 - cumulative effects 3-434
 - acquisitions and displacements
 - existing conditions 3-80, 3-83
 - Hayden Island 3-88
 - long-term effects comparison 3-83
 - mitigation 3-93
 - new information since DEIS 3-79
 - temporary effects 3-90
 - add/drop lanes 2-6, 2-11
 - air quality 3-273
 - construction effects 3-281
 - cumulative effects 3-439
 - DEIS comments 6-18
 - existing conditions 3-276
 - indirect effects 3-281
 - long-term effects 3-277
 - long-term effects comparison 3-278
 - mitigation 3-283
 - Alcoa/Evergreen West site 2-53, 3-92
 - alternative corridors evaluated 2-73
 - alternatives analyzed in the DEIS
 - DEIS comments 6-24
 - alternatives description
 - No-Build Alternative 2-54
 - annual pollutant load estimates 3-341
 - aquatic habitat
 - construction effects 3-392
 - existing conditions 3-373
 - long-term effects 3-390
 - mitigation 3-396
 - archaeological resources
 - cumulative effects 3-450
 - Washington shore investigations 3-245
 - archaeological sites 3-241
 - area of potential effect 3-214
 - asbestos-containing materials 3-425
 - auxiliary (add/drop) lanes S-20, 2-6, 2-11
 - aviation 3-69
 - direct effects comparison 3-75
 - existing conditions 3-73
 - long-term effects 3-74
 - mitigation 3-76
 - safety 3-73
 - temporary effects 3-76

avoidance alternatives 5-60

avoidance and minimization
impacts to historic resources 3-252

A-weighted dB scale 3-288

B

bald eagles
in project area 3-380

Barracks Post Hospital 3-235
Determination of Adverse Effect, historical 3-255
Section 4(f) considerations 5-38

bicycle
access 3-200
improvements 3-200
trails 3-200

bicycle and pedestrian
existing facilities 3-18
facilities, key findings 2-66
issues S-8
mitigation 3-64
mobility during construction 2-50
proposed facilities 3-18

bicycle and pedestrian improvements S-25
DEIS comments 6-31

bird hazards
aviation protection zone 3-76

Bi-State Industrial Corridor 2-73, 5-60

bi-state task force S-4
Final Strategic Plan S-4

BNSF Railroad Bridge
shipping channels 3-71

Boat of Discovery Monument 3-198

braiding
definition 2-12

bridge aesthetics
DEIS comments 6-31

bridge piers
hydrologic effects 3-342
long-term habitat effects 3-390
river fill 3-364
water quality effects 3-345

Bridgeton Trail 3-193

bridge traffic
hours of congestion 2-65
peak commute periods 2-65

build alternatives
DEIS S-13

Burnt Bridge Creek
construction effects 3-347, 3-394
existing conditions 3-339, 3-375
hydrologic effects 3-343
Total Daily Maximum Loads 3-337
trail 3-190
water quality effects 3-340

Burnt Bridge Creek wetlands
existing conditions 3-359
habitat 3-378
long-term effects 3-363
traditional food and medicinal sources 3-385

bus rapid transit 2-55
DEIS comments 6-10, 6-26
key findings 2-68
preferences by zip code 6-10

bus route changes 2-28

C

capital costs
key findings 2-68, 2-69

capital finance plan 4-12
scenarios 4-17

capital revenue options 4-6

carbon dioxide emissions 3-440

carbon monoxide
existing conditions 3-276
intersection-level long-term effects 3-279
maintenance plan 3-275

casting
air quality effects 3-282
water quality effects 3-348
yard 2-50

casting yards
no Section 4(f) use 5-3

census demographics 3-129, 3-130, 3-137, 3-138

City of Vancouver
drinking water treatment 3-424
groundwater treatment 3-424

- Clark College
 - long-term impacts 3-180
- Clark College MOS
 - preferences by zip code 6-13
 - terminus DEIS comments 6-11
- Clark College Recreation Fields 3-190, 3-199
 - de minimis* findings 5-53
- Clark College trees
 - permanent removal 3-199
- Clark Park and Ride 2-26
- Clark Public Utilities office 3-88
- Clean Air Act
 - mobile source air toxics 3-273
- Clean Energy Act of 2007 3-441
- Clean Water Act 3-353
- Climate Action Plan 3-443
- climate change
 - cumulative effects 3-439
 - DEIS comments 6-19
 - mitigation 3-445
- cofferdam 2-44, 3-346
- co-lead agencies S-3
- collector-distributor
 - definition 2-18
- collision analysis 3-19
 - corridors 3-24
 - locations 3-24
- Columbia Crossings Jantzen Bay moorage 3-88
- Columbia Park and Ride 2-26
- Columbia River
 - construction effects 3-345, 3-393, 3-394
 - existing conditions 3-338, 3-374
 - fill 3-364
 - hydrologic effects 3-342
 - long-term riparian habitat effects 3-391
 - mitigation 3-367
 - potential sediment contamination 3-424
 - shipping channels 3-71
 - soil profile 2-45
 - Total Daily Maximum Loads 3-337
 - water quality effects 3-340
- Columbia River bridges S-18, 2-6
 - air traffic clearance 2-6
 - bicycle and pedestrian improvements 3-39
 - bike and pedestrian improvements 2-32
 - design 2-6
 - DEIS design comments 6-31
 - Determination of Adverse Effect, historical 3-254
 - existing clearances 3-71
 - frequency of use 3-72
 - number of bridges 2-83
 - number of lanes 2-83
 - pier locations 2-8
 - river traffic clearance 2-6
 - vertical clearance requirements 3-72
 - visual effects 3-263
- Columbia River Crossing project *See* CRC project
- Columbia Slough
 - construction effects 3-392, 3-394
 - existing conditions 3-338, 3-374
 - hydrologic effects 3-343
 - long-term riparian habitat effects 3-391
 - scenic waterway 3-194
 - Total Daily Maximum Loads 3-337
 - water quality effects 3-340
- Columbia Way
 - detours 3-205
- Community and Environmental Justice Group 3-144
- community cohesion 3-145
- Community Connector
 - bike and pedestrian improvements 2-36
- community resources 3-131
- comparison of alternatives 2-64
- comparison of effects
 - public services and utilities 3-179
- comparison of LPA and DEIS alternatives S-14
- Confluence Land Bridge 3-198, 5-23
- congestion
 - definition 3-3
 - DEIS comments 6-20
 - existing travel times 3-13
 - impact on freight 3-111
- construction
 - activities 2-44
 - air quality effects 3-281
 - bicycle mobility during 2-50
 - casting yard 2-50, 3-91
 - construction noise criteria 3-291
 - cumulative effects 3-459
 - duration 2-41
 - economic effects 3-119
 - employment impacts 3-120
 - energy demand 3-325
 - energy use 3-325
 - haul routes 2-49
 - land use effects 3-119

- light rail 2-48
- methods 2-41
- noise 3-300
- pedestrian mobility during 2-50
- sequence 2-41
- sequence and duration S-29
- staging sites 2-50, 3-91
- temporary easements for 3-90
- vibration 3-302
- construction effects
 - bicycle and pedestrian 3-57
 - DEIS comments 6-28
 - electromagnetic fields 3-330
 - geology and soils 3-410
 - groundwater 3-424
 - habitat 3-392
 - hazardous materials and sites 3-423
 - historic and archaeological resources 3-249
 - noise and vibration 3-299
 - traffic impacts 3-52
 - transit 3-60
 - Troutdale Sole Source Aquifer 3-424
 - visual and aesthetics 3-268
 - water quality 3-344, 3-424
 - wetlands 3-365
- construction staging
 - effects on river navigation 3-77
- constructive use 5-2
- constructive use of Section 4(f) resource 5-59
- consulting parties 3-211
- Cost Estimate Validation Process
 - response to DEIS comments on project costs 6-21
- cost reduction measures 2-85
- crashes
 - Oregon 3-20
 - vehicular 3-19
 - Washington 3-20
- crash rates 3-19
- CRC project S-1
 - agency coordination process S-4
 - bicycle and pedestrian improvements S-25
 - bicycle improvements 2-30
 - capital costs 4-4
 - co-lead agencies S-3
 - Columbia River bridges S-18
 - construction S-29
 - construction methods 2-41
 - construction sequence and duration S-29
 - how to get involved S-39
 - interchange improvements S-19
 - lead federal agencies S-3
 - light rail alignment and stations S-21
 - list of associated agencies S-3
 - list of associated Indian Tribes S-3
 - more information S-39
 - next steps S-38
 - North Portland Harbor bridges S-18
 - operating characteristics S-21
 - pedestrian improvements 2-30
 - previous studies S-4
 - problems addressed S-5
 - project elements 2-39
 - public outreach S-8
 - Steel Bridge improvements S-25
 - sustainability S-37
 - Task Force 1-12
 - tolling 2-37
 - tolling scenarios in DEIS 2-38
 - transit improvements S-21
 - values 1-12
 - vision and values 1-12
 - Web site S-39
- CRC Travel Demand Model Review Report
 - response to DEIS comments on congestion 6-21
 - response to DEIS comments on induced demand 6-23
- CRC Urban Design Advisory Group
 - visual planning 3-257
- crime prevention through environmental design 3-270
- criteria pollutants
 - list of 3-274
- C-TRAN
 - bus routes S-25
 - bus route changes 2-28
- cultural landscapes 3-236
- cultural resources
 - long-term effects comparison 3-227
- Cultural Resources/Section 4(f) Workgroup 3-429
- cumulative effects 3-429
 - archaeological resources 3-450
 - construction 3-459
 - ecosystems 3-452
 - electromagnetic fields 3-447
 - energy use 3-447
 - geology and soils 3-456
 - habitats 3-452
 - hazardous materials 3-458
 - historic resources 3-451
 - hydrology 3-456
 - noise 3-449
 - parks and recreation 3-451
 - past actions 3-429
 - peak oil 3-447
 - species 3-452
 - vibration 3-449
 - visual and aesthetics 3-452

water quality 3-456
wetlands 3-457

D

- day-night equivalent sound level 3-289
- decibels 3-287
- DEIS
- alternatives evaluated 2-55
 - non-preference comments 6-15
 - preference comments 6-8
 - transit terminus options 2-55
 - transit terminus preferences 6-11
- DEIS commenters
- by zip code 6-6
 - delivery methods 6-5
 - demographics 6-5
 - number of 6-5
 - relationships to main project area 6-7
 - residential locations 6-5
 - transportation modes 6-7
- DEIS comments
- actions in response 6-33
 - overview 6-7
- DEIS public comments
- overview 6-5
- DEIS public review
- goals and objectives 6-2
- de minimis* findings
- Clark College Recreation Fields 5-53
 - historic resources 5-44
 - Kiggins Sports Field 5-55
 - Leverich Community Park 5-54
 - Marine Drive Multi-use Trail 5-56
 - Normandy Apartments 5-46
 - Oregon Slough Levee 5-45
 - parks and recreation resources 5-52
 - Steel Bridge 5-44
- de minimis* impact 5-2, 5-44
- demographics
- city and county 3-128
 - project area 3-127
- demolition
- noise levels 3-300
 - old bridges 2-45
- Department of Transportation Act 5-1
- detours and road closures 2-43
- development of alternatives 2-71
- Discovery Historic Loop Trail 3-190
- Discovery Middle School
- long-term impacts 3-180
- displacements
- cumulative effects 3-434
 - proposed mitigation 3-166
 - relocation assistance 3-93
- displacements of homes and businesses
- DEIS comments 6-17
- downtown Vancouver
- access impacts 3-89
- Draft EIS S-13
- comments S-38
 - review process 6-3
- due diligence 3-421

E

- earthquake *See* seismic hazard
- East Delta Park 3-190
- Federal Lands-to-Parks Program 3-194
- economic effects
- construction 3-119
- economics
- cumulative effects 3-435
- ecosystems 3-371
- cumulative effects 3-452
 - DEIS comments 6-35
 - long-term effects comparison 3-387
- EJ
- existing conditions 3-125, 3-135
 - final determination of impacts 3-169
 - mitigation 3-166
 - summary of impacts 3-169
 - temporary effects 3-165, 3-166
- EJ populations
- direct effects comparison 3-147
 - mitigation for temporary effects 3-168, 3-169
 - new information since the DEIS 3-123
- electromagnetic fields
- construction effects 3-330
 - existing conditions 3-329
 - exposure guidelines 3-328
 - indirect effects 3-330

- long-term effects 3-329
- mitigation 3-330
- proposed transit substations 3-330
- standards and guidelines 3-328
- electronic toll collection S-27
- emergency access routes 3-180
- emergency services 3-177
- emissions
 - LPA temporary effects 3-460
- employment
 - impact to service industry jobs 3-160, 3-161
- employment impacts of construction 3-120
- energy 3-319
 - analysis of 3-322
 - indirect effects 3-324
 - long-term effects 3-322
 - mitigation 3-325
 - national energy demand 3-320
 - new information since Draft EIS 3-319
 - Oregon energy demand 3-320
 - petroleum supply 3-321
 - study area energy demand 3-321
 - temporary effects 3-325
 - Washington energy demand 3-320
- energy analysis
 - macro scale 3-322
 - micro scale 3-322
- energy demand
 - existing conditions 3-320
 - national 3-320
- energy use
 - cumulative effects 3-447
 - long-term effects 3-323
 - LPA temporary effects 3-460
- English proficiency
 - demographics 3-141
- environmental justice 3-123
 - cumulative effects 3-436
 - DEIS comments 6-21
- EO 12898 3-146
- equivalent sound pressure level 3-289
- erosion
 - construction effects 3-347
 - hazards 3-407
 - mitigation 3-411
- Esther Short Park 3-190
- eulachon (Pacific smelt)
 - construction effects 3-394
 - in project area 3-381
 - long-term effects 3-386
- Evaluation Framework S-13, 2-74
- Evergreen Boulevard
 - bike and pedestrian improvements 2-36
 - community connector 2-36
 - scenic roadway 3-194
 - temporary closures 3-206
- Evergreen Community Connector 3-255
- Executive Order 12898 3-146
- Executive Order on Environmental Justice 3-146
- existing conditions
 - acquisitions and displacements 3-80, 3-83
 - air quality 3-276
 - aquatic habitat 3-373
 - aviation 3-73
 - bicycle and pedestrian 3-16
 - Burnt Bridge Creek 3-339, 3-375
 - Columbia River 3-338, 3-374
 - Columbia Slough 3-338, 3-374
 - daily traffic levels 3-10
 - economics 3-98
 - EJ 3-125, 3-135
 - electromagnetic fields 3-329
 - energy demand 3-320
 - Fairview Creek 3-339, 3-376
 - geology and soils 3-402
 - groundwater 3-402
 - habitat 3-373
 - hazardous materials and sites 3-415
 - historic and archaeological resources 3-214
 - hydrology 3-334, 3-337
 - land use 3-98
 - mineral resources 3-402
 - neighborhoods 3-125, 3-135
 - noise 3-296
 - North Portland Harbor 3-375
 - parking 3-25
 - parks and recreation 3-190
 - peak traffic 3-14
 - peak traffic demand 3-11
 - person throughput 3-14
 - public services 3-177
 - riparian habitat 3-373
 - river navigation 3-70
 - seismic hazards 3-402
 - stormwater 3-338
 - terrestrial habitat 3-376
 - Total Daily Maximum Loads 3-337
 - traffic congestion 3-13
 - transit 3-24
 - transportation 3-5
 - Troutdale Sole Source Aquifer 3-403

- utilities 3-177
 - visual and aesthetics 3-259
 - volcanic hazards 3-402
 - water quality 3-334
 - wetlands and waterways 3-354
 - wildlife passage 3-377
- Expo Road wetland
- existing conditions 3-357
 - habitat 3-377
-
- F**
- Fairview Creek
- construction effects 3-347
 - existing conditions 3-339, 3-376
 - hydrologic effects 3-343
 - long-term riparian habitat effects 3-391
 - Total Daily Maximum Loads 3-337
 - water quality effects 3-341
- federal discretionary funds 4-8
- Federal Lands-to-Parks Program 3-194
- financial analysis
- background 4-1
 - capital costs 4-4
 - capital finance plan 4-12
 - capital revenue options 4-6
 - DEIS comments 6-21
 - federal discretionary funds 4-8
 - federal financing programs 4-9
 - federal formula funds 4-8
 - funding sources assumptions 4-13
 - implementation issues 4-34, 4-35
 - O&M costs 4-26
 - O&M costs, highway 4-26
 - O&M costs, transit 4-29
 - O&M funding options 4-31
 - state funding options 4-9
 - toll bond proceeds 4-9
- fire stations 3-177
- floating home community
- DEIS comments 6-34
- floating homes 3-88
- DEIS comments 6-17
 - displacement of 3-149
 - LPA displacement of 3-81
 - relocation assistance 3-94
- floodplains
- long-term effects 3-342
- flyover ramp
- possible deferral 2-14
- focused site assessments 3-423
- Fort Vancouver 3-222
- Fort Vancouver National Historic Site 3-234
- Section 4(f) considerations 5-36
- Fort Vancouver National Reserve
- noise effects and mitigation 3-304
- Fort Vancouver National Trust
- visual impacts 3-264
- Fort Vancouver Village 3-193, 3-198, 3-225, 5-23
- Fourth Plain Boulevard
- improvements 2-20
- Fourth Plain Boulevard Interchange 2-20
- bike and pedestrian improvements 2-36
- freight
- economic conditions 3-105
 - economic impact of congestion 3-111
 - from ports 3-111
 - tolling 3-112
- freight mobility
- DEIS comments 6-30
- funding sources
- assumptions 4-13
- future projects
- Bradwood Landing Liquid Natural Gas 3-433
 - East and South Barracks 3-433
 - Jantzen Beach Redevelopment 3-434
 - Riverwest 3-433
 - Vancouver Waterfront 3-433
 - West Barracks 3-433
- future waterfront development
- key findings 2-68
-
- G**
- geologic hazards and resources
- long-term effects comparison 3-404
- geology and soils
- construction effects 3-410
 - cumulative effects 3-456
 - existing conditions 3-402
 - long-term effects 3-404
 - mitigation 3-411
 - new information since Draft EIS 3-401
- greenhouse gas emissions 3-439
- DEIS comments on climate change 6-19
 - LPA and No-Build comparison 3-444

greenhouse gases 3-439
 long-term effects 3-443

green sturgeon
 in project area 3-381
 long-term effects 3-386

Gresham/Fairview Trail 3-201

ground-borne vibration 3-294

ground penetrating radar 3-213

groundwater
 construction effects 3-347, 3-424
 existing conditions 3-402
 hazardous materials 3-422
 long-term effects 3-409
 mitigation 3-409

groundwater hazards and resources
 long-term effects comparison 3-404

H

habitat

construction effects 3-392
 existing conditions 3-373
 in project area 3-377, 3-379
 indirect effects 3-392
 long-term effects 3-385
 mitigation 3-396
 resource protection
 wetlands 3-377

habitats

cumulative effects 3-452

HAL

criteria 3-23

Hayden Island

acquisitions and displacements 3-88
 air quality construction effects 3-281
 air quality long-term effects 3-279
 bicycle and pedestrian improvements 3-39
 bike and pedestrian improvements 2-32
 Columbia Crossings Jantzen Bay moorage 3-88
 electromagnetic fields 3-329
 existing land use 3-99
 groceries 3-149
 indirect neighborhood effects 3-154
 Jantzen Beach Moorage, Inc. 3-88
 neighborhood cohesion 3-154
 neighborhood effects 3-159
 noise effects and mitigation 3-304
 response to DEIS comments on construction 6-28
 Safeway store 3-88, 3-94

Hayden Island Drive
 improvements 2-16

Hayden Island interchange 2-16
 design refinement 2-82
 improvements 2-16

hazardous materials 3-413
 cumulative effects 3-458
 effects on construction 3-427
 long-term effects comparison 3-420
 mitigation 3-426
 new information since Draft EIS 3-413

hazardous materials and sites 3-413
 construction effects 3-423
 existing conditions 3-415
 groundwater 3-422
 long-term effects 3-420
 property acquisition concerns 3-421
 spills and leaks 3-422
 water quality 3-422

HBC Village 3-193

health impacts

air quality construction effects 3-282
 DEIS comments 6-30
 electromagnetic fields 3-328, 3-329
 long-term effects 3-276

Heritage Apple Tree 3-209

Section 4(f) considerations 5-37

High Accident Corridor 3-23

High Accident Location 3-23

highway

O&M costs 4-26
 O&M revenue and finance plan 4-31

highway and interchange improvements 2-11

highway bottlenecks

DEIS comments 6-22

highway projects

associated indirect effects 3-116

historical archaeology 3-225

historic and archaeological effects

Ruby Junction Maintenance Facility 3-233

historic and archaeological resources 3-211

archaeology sites 3-224
 archaeological effects in Washington 3-242
 construction effects 3-249
 existing conditions 3-214
 long-term effects 3-227
 mitigation 3-252
 new information since the DEIS 3-213

Steel Bridge 3-231
 temporary effects 3-248

historic buildings and sites 3-227

historic resources
 cumulative effects 3-451
de minimis findings 5-44
 long-term effects 3-229
 potential Section 4(f) uses 5-4

home sale prices 3-80

Hood River Off-Channel Reconnection Project 3-368

horizontal clearance
 existing bridges 3-71

hot spot analysis 3-279

houseboats *See* floating homes

Hudson's Bay Company Village
 visual impacts 3-265

hydrology 3-333
 cumulative effects 3-456
 existing conditions 3-334, 3-337
 indirect effects 3-344
 mitigation 3-345
 new information since the Draft EIS 3-334

I

I-5 bridge design
 DEIS comments 6-29

I-5 bridges
 visual impact of removal 3-263

I-5 corridor 1-1

I-5 Trade and Transportation Task Force 1-2
 Final Strategic Plan 1-2

I-5 traffic congestion 3-31

I-205
 CRC effects on vehicle crossing 3-28
 traffic levels 3-29

impaired freight movement S-6

impervious surfaces
 summary of 3-343

independent review panel 2-79

Indian Tribes S-3

indirect effects
 air quality effects 3-281
 associated with highway projects 3-116
 electromagnetic fields 3-330
 energy demand 3-324
 groundwater 3-410
 habitat 3-392
 hazardous materials and sites 3-423
 hydrology 3-344
 noise and vibration 3-298
 public services and utilities 3-182
 seismic hazards 3-410
 visual and aesthetics 3-267
 water quality 3-344
 wetlands 3-364

induced demand
 DEIS comments 6-23

induced development
 DEIS comments 6-23

initial screening process 2-73

Integrated Multimodal Finance Plan 4-12

InterCEP 1-10

Interchange Area Management Plan 3-115

interchange improvements S-19

Intergovernmental Panel on Climate Change 3-445

intersection levels-of-service 3-6

Interstate Access Modification Request 3-115

irreversible and irretrievable commitments of resources
 3-458

J

Jantzen Beach Moorage, Inc. 3-88
 noise effects and mitigation 3-304, 3-312

Jantzen Drive
 improvements 2-16

jurisdictional waters 3-353
 defined 3-353
 long-term impacts 3-360
 mitigation 3-367

K

Kanaka Village

Fort Vancouver 3-225

key findings 2-65

bus rapid transit 2-68

light rail transit 2-68

Kiggins Bowl

long-term impacts 3-180

Kiggins Bowl Park *See* Kiggins Sports Fields

Kiggins Bowl Terminus

DEIS comments 6-11

preferences by zip code 6-13

Kiggins Bowl wetland

existing conditions 3-358

long-term effects 3-363

Kiggins Sports Fields/Stadium 3-190

de minimis findings 5-55

L

lahars 3-407

lamprey

construction effects 3-394

in project area 3-381

Land and Water Conservation Fund Act

Section 6(f) 3-194

land use

cumulative effects 3-437

existing uses 3-99

Hayden Island 3-99

key findings 2-69

Vancouver 3-99

land use and economic activity 3-97

adopted land use plans 3-100

consistency with state plans 3-112

existing conditions 3-98

indirect effects 3-116

long-term effects 3-106

long-term effects comparison 3-106

Metroscope 3-118

mitigation 3-120

new information since the DEIS 3-97

Portland-Vancouver region, economic importance of 3-105

regional conditions 3-105

summary of impacts 3-110

temporary effects 3-119

language spoken at home 3-141

lead federal agencies S-3

leaking underground storage tanks 3-415

Leverich Community Park 3-189, 3-190

de minimis findings 5-54

Lewis and Clark National Historic Trail 3-189, 3-190

response to DEIS comments 6-33

Lewis River Confluence Side Channel Restoration Project 3-369

lift towers

Pearson Field hazard 3-73

light rail

DEIS comments 6-26

east-west alignment 2-26

key findings in selection of 2-68

terminus station 2-26

light rail alignment

Clark College refinement 2-84

Downtown Vancouver refinement 2-84

east-west refinement 2-84

Hayden Island refinement 2-83

light rail alignment and stations S-21, 2-22

downtown Vancouver 2-23

Oregon 2-23

light rail construction 2-48

Vancouver S-30

light rail transit 2-55

DEIS comments 6-10

preferences by zip code 6-10

light rail vibration mitigation 3-315

limited-English proficiency 3-144

Lincoln Terminus

DEIS comments 6-11

preferences by zip code 6-12

listed wildlife species

in project area 3-382

Local Action Plan on Global Warming 3-442

local bus route changes S-25

locally preferred alternative *See* LPA

local street network 3-7

local street performance 3-36

Portland 3-16

Vancouver 3-15

local street system 3-6

Portland 3-7

Vancouver 3-7

long-term effects
 acquisitions and displacements 3-83
 air quality 3-277
 aviation 3-74
 electromagnetic fields 3-329
 energy 3-322
 energy use 3-323
 floodplains 3-342
 geology and soils 3-404
 greenhouse gases 3-443
 groundwater 3-409
 habitat 3-385
 hazardous materials and sites 3-420
 historic and archaeological resources 3-227
 historic resources 3-229
 hydrology 3-342
 jurisdictional waters effects 3-360
 mineral resources 3-408
 noise and vibration 3-296
 parks and recreation 3-196
 public services and utilities 3-178
 river navigation 3-74
 seismic hazards 3-405
 steep slopes 3-407
 transportation 3-26
 Troutdale Sole Source Aquifer 3-409
 visual and aesthetics 3-261
 volcanic hazards 3-407
 wetlands 3-360

long-term effects comparison
 acquisitions and displacements 3-83
 cultural resources 3-227
 hazardous materials 3-420

loss of employment
 proposed mitigation 3-168

Lower Columbia River Water Trail 3-190

LPA S-10
 adoption 2-78
 community community effects summary S-35
 consistency with state plans 3-112
 construction sequence and duration 2-41
 cost reductions 2-85
 effects on parks and recreation resources 3-197
 environmental effects summary S-35
 extension of MAX Yellow Line 2-22
 highway phasing options 2-5
 improvements included S-10
 O&M costs 4-26
 O&M funding options 4-31
 over-water construction 2-44
 peak oil impact reductions 3-448
 permanent acquisitions and displacements 3-84
 proposed mitigation S-35
 refinement 2-79
 road closures and detours 2-43
 transit alignment 3-43

LPA and DEIS alternatives
 comparison S-14
 key features S-15

LPA selection
 key findings 2-65

LPA with highway phasing 2-4

Luepke Senior Center
 Section 4(f) considerations 5-42

M

macro scale energy analysis 3-322

maintenance and operation costs
 key findings 2-69

maintenance costs
 key findings 2-68

Marine Drive interchange
 design refinement 2-82
 flyover ramp 2-13
 improvements 2-13
 Martin Luther King Jr. Boulevard 2-13
 SPUI 2-13

Marine Drive Multi-use Trail 3-190
de minimis findings 5-56

marine navigation safety
 key findings 2-67

Marshall Community Center
 Section 4(f) considerations 5-42

Marshall Community Center and Park 3-190
 Federal Lands-to-Parks Program 3-194
 Section 4(f) considerations 5-42

MAX Yellow Line
 LPA extension of 2-22

McLoughlin Boulevard
 bike and pedestrian improvements 2-36

measures to minimize harm 5-62

medical centers 3-177

Memorandum of Agreement
 Section 106 3-254

Metro
 2040 Growth Concept 3-102
 Metroscope 3-118

Metroscope 3-118

micro scale energy analysis 3-322

migratory birds
 construction effects 3-395
 in project area 3-380
 long-term effects 3-391
 mitigation 3-398

Mill Park and Ride 2-26

Mill Plain Boulevard
 improvements 2-19

Mill Plain Boulevard interchange 2-19
 bike and pedestrian improvements 2-36

Mill Plain MOS
 preferences by zip code 6-14

Mill Plain MOS Terminus
 DEIS comments 6-11

mineral resources
 existing conditions 3-402
 long-term effects 3-408

minority populations 3-135

mitigation
 acquisitions and displacements 3-93
 air quality 3-283
 aviation 3-76
 bicycle and pedestrian 3-64
 climate change 3-445
 community resources 3-167
 construction effects on businesses 3-121
 economic impacts 3-120
 EJ 3-166
 electromagnetic fields 3-330
 energy 3-325
 erosion 3-411
 geology and soils 3-411
 groundwater 3-409
 habitat 3-396
 hazardous materials 3-426
 historic and archaeological resources 3-252
 hydrology 3-345
 jurisdictional waters 3-367
 long-term effects 3-120
 navigation 3-76
 neighborhood cohesion 3-167
 neighborhoods 3-166
 noise and vibration 3-303
 parks and recreation 3-207
 public services and utilities 3-186
 seismic hazards 3-411
 steep slopes 3-411
 transit 3-62, 3-64
 transportation 3-60
 Troutdale Sole Source Aquifer 3-409
 visual and aesthetics 3-269
 water quality 3-345
 wetlands 3-366

mobile source air toxics
 analysis of 3-276
 construction effects 3-281
 defined 3-276
 DEIS comments on air quality 6-18
 existing conditions 3-277
 regional long-term effects 3-277
 subarea long-term effects 3-279

Mobile Vehicle Emissions Simulator 3-322

mode split 3-24

multi-use paths 3-200

N

National Ambient Air Quality Standards
 analysis of 3-275
 construction effects 3-281
 defined 3-274
 existing conditions 3-276
 intersection-level long-term effects 3-279
 regional long-term effects 3-279
 subarea long-term effects 3-279

national energy demand 3-320

National Historic Preservation Act 3-211

National Park Service 3-212

National Register of Historic Places
 4(f) provisions 3-212

Native American
 archaeological sites 3-224, 3-241
 traditional food and medicinal sources 3-385

natural environment impacts
 key findings 2-67

navigation
 mitigation 3-76
 temporary effects 3-76

neighborhood plans 3-131

neighborhoods 3-123, 3-125
 cumulative effects 3-438
 direct effects comparison 3-147
 existing conditions 3-125, 3-135
 mitigation 3-166
 mitigation for temporary effects 3-168, 3-169
 new information since the DEIS 3-123
 temporary effects 3-165, 3-166

neighborhoods and EJ
 coordination 3-143
 effects guidelines 3-145

New Starts Funds 4-13

No-Build Alternative S-13, 2-54
 EJ effects 3-149, 3-159
 neighborhood effects 3-159
 neighborhoods effects 3-149
 Section 4(f) uses 5-26

No-Build effects
 parks and recreation resources 3-197

noise 3-287
 cumulative effects 3-449
 impacts on historic properties 3-239

noise and vibration
 analysis 3-287
 construction effects 3-299
 existing noise levels 3-296
 long-term effects 3-296
 mitigation 3-303
 noise abatement criteria 3-290

noise and vibration impacts
 long-term impacts comparison 3-296

noise walls 3-304

non-preference comments 6-15

Normandy Apartments
de minimis findings 5-46

North Portland
 air quality construction effects 3-281
 air quality long-term effects 3-279
 bicycle and pedestrian improvements 2-30, 3-38
 bike and pedestrian improvements 2-30
 impacts to neighborhoods 3-153
 local street performance 3-153
 noise effects and mitigation 3-304

North Portland Harbor
 arterial bridge S-19, 2-9
 bridge renovation 2-46
 bridges S-18, 2-9
 DEIS comments 6-17
 existing conditions 3-375
 neighborhood effects 3-150

Northwest Wellness Center 3-145

number of bridges
 refinement 2-83

number of lanes
 DEIS comments 6-29
 refinement 2-83

O

ODOT permit center 3-88

ODOT SPIS locations 3-23

Officers Row
 Section 4(f) considerations 5-40

oil dependence
 DEIS comments 6-22

Old Apple Tree Park 3-190
 Federal Lands-to-Parks Program 3-194
 Heritage Apple Tree 3-209
 Section 4(f) considerations 5-37

old I-5 bridges
 demolition 2-45

O&M costs 4-26

operating characteristics S-21

operations & maintenance *See* O&M

Oregon Commodity Flow Forecast 3-111

Oregon Slough Levee 3-231, 5-65
de minimis findings 5-45

Oregon's Statewide Planning Goals 3-98, 3-102

Oregon State Historic Preservation Office 3-212

outreach efforts
 summary 3-143

P

park and recreation resources
 potential Section 4(f) uses 5-4

park and rides 2-26
 existing locations 3-9
 noise effects 3-298
 stations S-24

parking
 existing conditions 3-25
 on-street parking impacts 3-48

parks and recreation 3-189
 cumulative effects 3-451
 DEIS comments 6-33
 existing conditions 3-190
 long-term effects 3-196
 LPA effects 3-197

- mitigation 3-207
- new information since DEIS 3-189
- No-Build effects 3-197
- project area listing 3-190
- temporary effects 3-203
- parks and recreation resources
 - de minimis* findings 5-52
 - potential Section 4(f) uses 5-27
- participating agencies 1-9
 - list of 1-9
- past actions
 - cumulative effects 3-429
- peak oil
 - cumulative effects 3-447
 - defined 3-448
 - LPA impacts 3-448
 - U.S. Department of Energy predictions 3-448
- Pearson Field
 - bird protection 3-76
 - DEIS comments 6-27
 - historic resources 3-224
 - lift towers hazard 3-73
 - LPA effects on 3-73
 - protected airspace intrusion 3-73
 - Section 4(f) considerations 5-38
- pedestrian
 - access 3-200
 - improvements 3-200
 - trails 3-200
- Pedestrian and Bicycle Advisory Committee (PBAC)
 - DEIS comments on bicycle and pedestrian facilities 6-31
- peregrine falcons
 - construction effects 3-395
 - in project area 3-380
 - long-term effects 3-386
- permanent acquisitions and displacements
 - LPA 3-84
- Phase I Environmental Site Assessment 3-421
- Pier 99 Building 3-231
 - Determination of Adverse Effect, historical 3-254
 - Section 4(f) considerations 5-34
- police stations 3-177
- Port of Vancouver
 - Alcoa/Evergreen West site 2-53
 - Parcel 1A site 2-51, 3-91
- poverty rates
 - project area 3-136
- pre-contact archaeology 3-225
- pre-historic archaeology 3-225
- priority hazardous material sites
 - DEQ 3-414
 - Ecology 3-414
- project alternatives
 - community and environmental comparison S-32
 - comparison of 2-64
 - considered but rejected 2-70
 - development and screening process 2-70
 - early development 2-71
 - evaluated in DEIS 2-55
 - evaluation criteria 2-72
 - initial component screening 2-72
 - low-level bridge 2-75
 - packaging of 2-75
 - streetcar 2-75
 - transportation and cost comparison S-31
 - tunnel 2-75
- project area
 - car ownership 3-128
 - children 3-128
 - disabilities 3-127
 - listed wildlife species 3-382
 - map 2-2
 - neighborhood demographics 3-127
 - over age 65 3-128
 - protected aquatic species 3-382
 - recent development 3-431
 - recent transportation projects 3-431
 - special-status plant species 3-384
- project funding
 - response to DEIS comments 6-21
- Project Need 1-5
 - bicycle access 1-8
 - congestion 1-5
 - impaired freight movement 1-7
 - pedestrian access 1-8
 - public transit 1-7
 - seismic vulnerability 1-8
 - traffic safety 1-8
- Project Purpose 1-1, 1-5
- property acquisition
 - hazardous materials concerns 3-421
- property acquisitions and displacements 3-79
 - DEIS comments 6-17
- proposed bridge type 2-6
- proposed mitigation
 - displacements 3-166
 - loss of employment 3-168

protected aquatic species
in project area 3-382

protected species 3-380

prudent and feasible alternative 5-2, 5-60

public art installations 3-258

public involvement 6-1
DEIS public comment overview 6-5
Draft EIS review process 6-3

public outreach
neighborhoods and EJ 3-144

public services 3-175, 3-177
cumulative effects 3-439
existing conditions 3-177
locations 3-176
new information since DEIS 3-175
summary of effects 3-179

public services and utilities
comparison of effects 3-179
indirect effects 3-182
long-term effects 3-178
mitigation 3-186
temporary effects 3-182

public transportation issues S-6

Purpose and Need 1-5
DEIS comments 6-25
development of 1-2

R

ramp braiding
Victory Boulevard interchange 2-12

reasonably foreseeable future projects 3-432

recreation facilities 3-189

Red Lion at the Quay Hotel site 2-51, 3-91

regional economy 3-111

regional MSAT emissions 3-278

Regional Transportation Council 3-102

relocation assistance 3-93

rental rates
existing conditions 3-80

replacement bridge
DEIS comments 6-8
preferences by zip code 6-8

replacement crossing 2-55
upstream 2-77

riparian habitat
construction effects 3-394
existing conditions 3-373
long-term effects 3-391
mitigation 3-396

river navigation 3-69
direct effects comparison 3-75
existing conditions 3-70
long-term effects 3-74
safety 3-70

Rockwood Neighborhood
displacements 3-162

Ross Park and Ride
no longer considered 2-78

Ruby Junction
acquisitions and displacements 3-89
area vacancy rates 3-82
demographics 3-161
displacements 3-82
expansion 2-28
facility expansion effects 3-153
neighborhood impacts 3-161

Ruby Junction Maintenance Facility S-24
air quality effects 3-281
expansion 3-90
groundwater 3-410
hazardous materials and sites 3-423
historic effects 3-233
mineral resources 3-410
no 4(f) use 5-3
noise and vibration effects 3-298
seismic hazards 3-410
volcanic hazards 3-410

runways
bird protection zone 3-76

S

SAFETEA-LU 1-9
participating agencies 1-9

safety
aviation 3-73
issues S-6
river navigation 3-70
stacked transit/highway bridge 3-186

safety and security
traffic 3-19

- Safety and Security Management Plan (SSMP)
 - response to DEIS comments on safety 6-26
- Safety Priority Index System 3-22
- Safeway store 3-94
 - bottle return center 3-161
 - displacement impacts 3-149, 3-159
 - finding of no EJ impact 3-170
 - Hayden Island 3-88
- salmonids
 - construction effects 3-393
 - indirect effects 3-392
 - in project area 3-380
 - long-term habitat effects 3-390
 - long-term water quality effects 3-390
 - mitigation 3-367
- Schmeer Slough wetland
 - existing conditions 3-377
 - habitat 3-377
 - traditional food and medicinal sources 3-385
- schools 3-177
- sea lions
 - construction effects 3-394
 - in project area 3-381
 - long-term effects 3-386
- Section 4(f) 3-189
 - determination of use 5-2
- Section 4(f) property 5-1
- Section 4(f) resources
 - constructive use of 5-59
 - least overall harm criterion 5-2
 - overview of 5-4
 - temporary use of 5-57
 - use of 5-26
 - VNHR 5-19
- Section 4(f) uses 5-1
 - historic resources 5-4
 - LPA 5-26
 - No-Build Alternative 5-26
 - park and recreation resources 5-4, 5-27
- Section 6(f) *See* Land and Water Conservation Fund Act
- Section 106 3-211
 - Memorandum of Agreement 3-254
- seismic hazards
 - existing conditions 3-402
 - long-term effects 3-405
 - mitigation 3-411
- seismic safety
 - DEIS comments 6-22
- seismic vulnerability S-8
- selection of LPA
 - related outreach 6-36
- Senate Bill 100 3-102
- shipping channels
 - BNSF Railroad Bridge 3-71
 - Columbia River 3-71
- short-term mitigation
 - traffic 3-63
- South/North Corridor Project S-5, 1-2
 - Draft Environmental Impact Statement S-5
- special-status plant species
 - in project area 3-384
- species
 - common 3-384
 - cumulative effects 3-452
 - nuisance 3-385
 - protected 3-380
- Spill Prevention Control and Countermeasures Plan 3-345
- spills and releases 3-425
- SR 14 interchange 2-17
 - improvements 2-17
- SR 500 interchange 2-21
 - improvements 2-21
- SR 500 interchange
 - bike and pedestrian improvements 2-37
- staging
 - air quality effects 3-282
 - noise effects 3-302
 - sites 2-50
 - water quality effects 3-348
 - wetlands effects 3-365
- staging areas
 - no Section 4(f) use 5-3
- State Ambient Air Quality Standards 3-274
- Steel Bridge
 - de minimis* findings 5-44
 - finding of no effect on historic resource 3-231
 - LPA modifications 2-29
- Steel Bridge improvements S-25, 2-29
- steep slopes
 - long-term effects 3-407
 - mitigation 3-411
- stormwater
 - conceptual design 3-349
 - existing conditions 3-338
 - long-term effects 3-340

Stormwater Pollution Prevention Plan 3-345

study area
 EJ populations 3-135
 minority populations 3-136
 poverty rates 3-137

Sundial site 2-53, 3-92

supplemental bridge
 DEIS comments 6-9
 preferences by zip code 6-9

supplemental EIS
 DEIS comments 6-25

supplemental river crossing 2-55

supply of homes for sale 3-80

T

taxes
 existing 3-106

tax revenues 3-106

TDM
 committee 2-39
 definition 2-38

TDM

temporary construction easements 3-249

temporary effects
 acquisitions and displacements 3-90
 aviation 3-76
 EJ 3-165, 3-166
 historic and archaeological resources 3-248
 land use and economics 3-119
 navigation 3-76
 neighborhoods 3-165, 3-166
 parks and recreation 3-203
 public services and utilities 3-182
 transportation 3-52
 visual and aesthetics 3-267

Temporary Erosion and Sediment Control Plan 3-345

temporary impacts
 acquisitions and displacements 3-95

temporary occupancy 5-57

temporary use of Section 4(f) resource 5-57

terrestrial habitat
 construction effects 3-395
 existing conditions 3-376

long-term effects 3-391
 mitigation 3-396

Thunderbird Hotel site 3-91

Thunderbird Hotel site on Hayden Island 2-52

tolling S-27
 authority to toll highways 2-38
 bond proceeds and revenue 4-9
 DEIS comments 6-14, 6-21, 6-33
 economic impact 3-112
 effects on EJ populations 3-164
 preferences by zip code 6-15
 proposed mitigation 3-169

Tomahawk Island Drive 2-16

Total Maximum Daily Loads 3-337

Traditional Cultural Properties 5-25

traffic
 crashes 3-19
 existing daily levels 3-10
 peak hours 3-14
 peak hours existing 3-11
 peak hours with LPA 3-30
 safety and security, existing 3-19
 safety under LPA 3-35
 vehicle volumes 3-27

traffic congestion
 hours of 3-31

traffic modeling
 DEIS comments 6-20

traffic safety
 key findings 2-66

trails 3-189

transit
 alignments no longer considered 2-77
 construction impacts 3-60
 improvements S-21
 magnetic field strength 3-329
 market locations 3-44
 markets 3-8
 mitigation 3-64
 noise and vibration effects and mitigation 3-312
 noise and vibration impact criteria 3-292
 O&M costs 4-29
 O&M revenue and finance plan 4-31
 operation and maintenance costs 3-24
 ridership and mode split 3-42
 safety and security with LPA 3-46
 travel times 3-24
 travel times with LPA 3-45

transit ridership
 key findings 2-69

transit safety and security
 DEIS comments 6-26

transit system
 operation and maintenance costs 3-25

transit termini
 DEIS comments 6-11
 key findings 2-69
 options evaluated in DEIS 2-55

transponder S-27

transportation 3-3
 analysis zone 3-4
 demand management S-28, 2-38, 3-47
 existing conditions 3-5
 long-term effects 3-26
 long-term effects table 3-28
 mitigation 3-60
 new information since the DEIS 3-4
 temporary effects 3-52

Transportation demand management
 definition 2-38

transportation infrastructure
 adaptability to post-peak oil 3-449

transportation sector
 transportation sector defined 3-440

transportation system management S-28, 2-38, 3-47

travel demand and congestion S-5

travelshed characteristics 3-143

travel times and reliability
 key findings 2-68

trees
 replanting 3-208

Troutdale Sole Source Aquifer
 construction effects 3-424
 existing conditions 3-403
 long-term effects 3-409
 mitigation 3-409

TSM
 definition 2-38

typical noise levels 3-289

U

Uniform Relocation Assistance and Real Property Acquisition Policies Act 3-79, 3-93, 6-17

upstream replacement crossing 2-77

Urban Design Advisory Group (UDAG)
 response to DEIS comments on design 6-31

U.S. Department of Energy
 peak oil predictions 3-448

utilities 3-175
 cumulative effects 3-439
 existing conditions 3-177
 fiber optic 3-178
 in study area 3-177
 lines 3-178
 long-term effects 3-182
 natural gas 3-178
 new information since DEIS 3-175
 telephone 3-178
 television 3-178
 water main 3-178

V

vacancy rates
 existing conditions 3-80

Vancouver
 acquisitions and displacements 3-88
 air quality construction effects 3-281
 air quality long-term effects 3-279
 bicycle and pedestrian improvements 3-41
 bike and pedestrian improvements 2-35
 effects on neighborhoods 3-155
 electromagnetic fields 3-329
 existing land use 3-99
 impact on neighborhoods 3-157
 light rail construction S-30
 local street performance 3-157
 noise effects and mitigation 3-304, 3-312
 plans and visions 3-103
 vibration effects and mitigation 3-315

Vancouver Downtown Transportation System Plan 3-104

Vancouver Landing 3-189, 3-190
 Boating Facilities Program 3-195

Vancouver National Historic Reserve 3-190, 3-222, 3-234, 5-19, 5-23, 5-70
 cultural effects 3-254
 effects on historic resource, visual 3-255
 Section 4(f) considerations 5-35

Vancouver neighborhood
 cohesion effects 3-159

Vancouver Way potential wetland 3-357

Vanport Wetlands
 existing conditions 3-357
 habitat 3-378
 traditional food and medicinal sources 3-385

variable toll S-27

VCPRD trees
 permanent removal 3-199

vertical clearance
 existing bridges 3-71

vibration 3-287
 cumulative effects 3-449

Victory Boulevard interchange 2-12
 improvements 2-12

Victory interchange wetlands
 existing conditions 3-357
 long-term effects 3-363

viewshed
 definition 3-259

vision and values 1-12

visual and aesthetics 3-257
 cumulative effects 3-452
 existing conditions 3-259
 indirect effects 3-267
 long-term effects 3-261
 mitigation 3-269
 new information since the DEIS 3-257
 temporary effects 3-267

visual effects
 Clark Park and Ride 3-264
 Columbia Park and Ride 3-266
 Columbia River 3-263
 during construction 3-267
 historic resources 3-265
 Mill Park and Ride 3-266
 North Portland Harbor 3-264
 Ruby Junction Maintenance Facility 3-267
 Steel Bridge 3-267
 Vancouver 3-263

visual quality 3-261

visual resources
 long-term effects comparison 3-262, 3-264

VNHR
 archaeological sites 5-22
 Historic District 3-222, 5-22
 historic resources 5-22
 historic village reconstruction 5-23
 long-range plans 5-23
 resources and facilities 5-22
 Section 4(f) resources 5-19

volcanic hazards
 existing conditions 3-402
 long-term effects 3-407

W

Walker Slough Wetland
 habitat 3-377

Washington Department of Archaeology and Historic
 Preservation 3-212

Washington's Growth Management Act 3-98

Waterfront Park 3-190
 neighborhood impacts 3-157
 Section 4(f) considerations 5-40

Waterfront Renaissance Trail 3-190
 planned extension 3-193
 Section 4(f) considerations 5-41

water quality 3-333
 construction effects 3-344, 3-424
 cumulative effects 3-456
 existing conditions 3-334
 hazardous materials 3-422
 indirect effects 3-344
 long-term effects 3-340
 long-term habitat effects 3-390
 mitigation 3-345
 new information since the Draft EIS 3-334
 spills and releases 3-425
 Total Daily Maximum Loads 3-337

water quality and hydrology
 DEIS comments 6-34

water quality-limited waterways 3-337

wetland buffers
 mitigation 3-366

wetlands 3-353
 construction effects 3-365
 cumulative effects 3-457
 habitat 3-377
 indirect effects 3-364
 long-term impacts 3-360
 mitigation 3-366
 mitigation ratios 3-367
 mitigation site selection 3-367

Wetlands
 Wetlands and Waterways, exhibit 3-355

wetlands and jurisdictional waters
 long-term effects comparison 3-361
 new information since the Draft EIS 3-354

wetlands and waterways
 existing conditions 3-354

white sturgeon
 in project area 3-384

COLUMBIA RIVER CROSSING

wildlife passage

construction effects 3-395

existing conditions 3-377

long-term effects 3-392