

Thanks you for your recognition of the need for solutions to the complex traffic patterns and congestion in the I-5 Portland / Vancouver Transportation and Trade Corridor.

I have participated in the transportation studies since 2000. At the November 13, 2019 Joint Committee of Washington and Oregon hearing on the I-5 Interstate Bridge Project during citizen comment I stated that the presenting staff was making false, misleading, and inaccurate statements. The data being presented was very incomplete and that the staff presenting and in the room knew that presentation was full of falsehoods.

This information is concerning the Environmental Impact Statement Recommendations for the I-5 Portland Vancouver Transportation and Trade Study. The recommendations included a Supplemental Bridge or a Replacement Bridge. This information has been provided to the transportation staff Washington, Oregon and FHWA, several times at meetings, hearings and as public comments by elected officials and citizens.

Please view these very important short links for clarity concerning the outcome of the I-5 Portland Vancouver Transportation and Trade Study

https://www.youtube.com/watch?v=CzQwLDHJo_M&t=442s

Original Project Scope Columbia River Crossing

Rob DeGraff the CRC Project Director is explaining the scope of the Columbia River Crossing Project to the CRC Joint Transportation of Washington and Oregon Commission hearing. Stating previous transportation studies recommend added capacity as needed across the river NOT replacement of the current bridges. This statement is consistent with the Federal Register and the CRC Study Area map.

CRC Project Manager from ODOT

Rob DeGraff

Columbia River Crossing is expected to analysis a Third Bridge Corridor.

Rob DeGraff is addressing the Columbia River Crossing 39 Member Task Force at their second meeting in 2006. The question was asked about "Studying a Third Bridge Crossing." He clearly states that the

Federal Highway Administration is expecting it to be looked at and it will be brought in during NEPA Scoping.

Clark County Commissioner Steve Stuart on the need for a third bridge adjacent to the Ports and the fear of a replacement bridge focus process.

I look forward to talking with you and your staff members on this important information. Please feel free to contact me at anytime.

Peace,
Sharon Nasset
503.283.9585
www.ThirdBridgeNow.org

Thanks you for your recognition of the need for solutions to the complex traffic patterns and congestion in the I-5 Portland / Vancouver Transportation and Trade Corridor.

I have participated in the transportation studies since 2000. At the November 13, 2019 Joint Committee of Washington and Oregon hearing on the I-5 Interstate Bridge Project during citizen comment I stated that the presenting staff was making false, misleading, and inaccurate statements. The data being presented was very incomplete and that the staff presenting and in the room knew that presentation was full of falsehoods.

The information that the CRC did not study the BI-State Industrial Corridor River Crossing 14 in the Columbia River Crossing Environmental Impact Statement NEPA process studied is in five emails with attachments. This information has been provided to the transportation staff Washington, Oregon and FHWA, several times at meetings, hearings and as public comments by elected officials and citizens.

I look forward to talking with you and your staff members on this important information. Please feel free to contact me at anytime.

Peace,
Sharon Nasset
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www.ThirdBridgeNow.org

BI-State Industrial Corridor

Columbia River Crossing RC-14 Alternative



BI-State Industrial Corridor Infrastructure Definition

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

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

BI-STATE INDUSTRIAL CORRIDOR WAS NOT STUDIED

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

January 7, 2008 US Representative Earl Blumenauer

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

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

October 28, 2010 CTRAN *Signatory Sponsor Agency for CRC

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

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

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

EARL BLUMENAUER
THIRD DISTRICT, OREGON

COMMITTEE ON WAYS AND MEANS

SUBCOMMITTEES:
TRADE
SELECT REVENUE MEASURES

COMMITTEE ON BUDGET



Congress of the United States
House of Representatives
Washington, DC 20515-3703

WASHINGTON OFFICE
2267 RAYBURN BUILDING
WASHINGTON, DC 20515
(202) 225-4811
FAX: (202) 225-8941

DISTRICT OFFICE
729 N.E. OREGON STREET
SUITE 115
PORTLAND, OR 97232
(503) 231-2300
FAX: (503) 230-5413

website: blumenauer.house.gov

January 7, 2008

Matthew Garrett, Director
Oregon Department of Transportation
355 Capitol Street NE Rm 135
Salem, OR 97301

Dear Director Garrett:

Attached please find correspondence from my constituent, Ms. Sharon Nasset regarding the process for the proposed Columbia River Crossing project. Ms. Nasset is concerned that one option—known as the “port-to-port connector”—was removed from consideration without being subject to a complete NEPA analysis, and leaves the project vulnerable to legal challenges that may result in crippling delays.

Ms. Nasset believes that the CRC project should immediately commence with a supplemental EIS to fully study the “port-to-port connector” option.

As ODOT is one of the agencies leading the efforts on this project, I’m sharing her concerns with you. I would appreciate a response from ODOT or the CRC project addressing how the “port-to-port connector” option was removed from consideration as it relates to the NEPA process.

Thank you for your time and consideration.

Sincerely,

Earl Blumenauer
Member of Congress

Cc: Sharon Nasset

Dear Congressman Earl Blumenauer,

Thank you for this opportunity to bring our concerns to you. It also has been recommended by locally elected officials that federal elected officials take the lead on this because NEPA is a requirement for federal funding and the NEPA process has not been followed. The National Environmental Policy Act was established to guarantee everyone would have a valued part in construction projects within our United States. It is our understanding that all parties should have an equal part in the decision making of a project. We also understand that all data and information used in the decision making process is to be publicly transparent and available. The NEPA process was established to avoid problems with the few with power subjecting their will over the citizens. The hard work that made justice part of the public works project process will only be followed when our elected officials insist the NEPA process be followed. Therefore, I come before you today asking you to use the power the citizens have given you to work on their behalf to impose justice and insure we, are a land ruled by law.

We see two possible outcomes the way this project is being managed:

1. Connect with CRC and have them follow the NEPA laws or
2. Wait until the Environmental Impact Statement is complete and then deal with Law suits.

If we wait we could face the issues that the "Bridge to Nowhere" faced. Our credibility at the Federal level will be lost and we will have to start over.

We are providing a list of those on record who have stated that the Replacement Bridge is the wrong project, the NEPA process has not been followed, Open Meetings Laws have been violated and the process needs to be opened to options that were arbitrarily remove by CRC:

Clark County Commissioners, Bike Transportation Alliance, Coalition for a Livable Future, Oregonians In Action, 1000 Friends of Oregon, Cascade Policy Institute, Evergreen Freedom Foundation, Board of Sustainable Future, Osprey, Audubon Society, EPA, Lars Larson, Onward Oregon, Sensible Transportation Solutions, Economic Transportation Alliance, Local Economists, Environmentalist, Metro Councilors, Port Vancouver Commissioner Jerry Oliver, Senator Benton, Representative Jim Dunn, Representative Chip Shields, Senator Larry George, Senator Gary George, Pearson Airport board members, US Fish & Wildlife hatchery division, Clark College Law Department, Professor Will Macht, CRC Sponsor Agencies and 800 taxpayer signatures. This group of tax payers rarely has the opportunity to speak with one voice.

In conclusion we are asking you to require the Columbia River Crossing Project to immediately perform a Supplemental Environmental Impact Study to thoroughly study the Port-to-Port connection RC-14.

Sincerely,

Sharon Nasset

Economic Transportation Alliance



Washington State Senate

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

Senator Don Benton
17th Legislative District

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

February 11, 2009

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

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

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

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

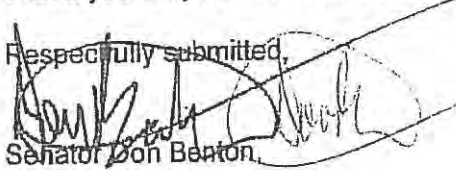
The foci of the Columbia River Crossing are the economy, safety, and the environment. A thorough NEPA process will create comparable data that will answer questions of cost, land use, environmental justice, mobility, congestion relief, regional freight, the distribution of benefits, and impacts.

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


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


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

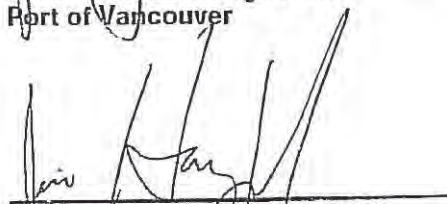
Respectfully submitted,

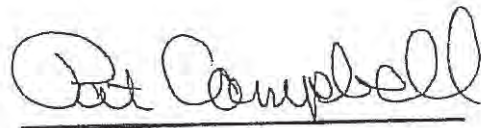

Senator Don Benton
17th District
Member of the
Senator's Joint CRC Oversight Committee

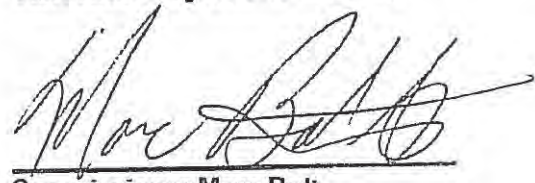

Senator Pam Roach
WA State Senator 31st District

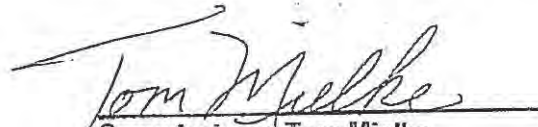

Senator Bob Morton
WA State Senator 7th District
Environment, Water & Energy Committee

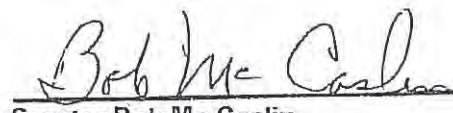

Commissioner Jerry Oliver
Port of Vancouver


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

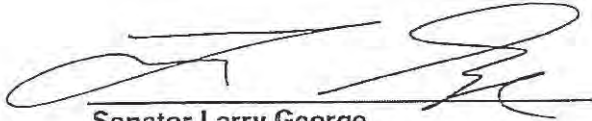

Councilor Pat Campbell
Vancouver City Councilmen #6


Commissioner Marc Bolt
Clark County Commissioner
SW WA Regional Transportation Council

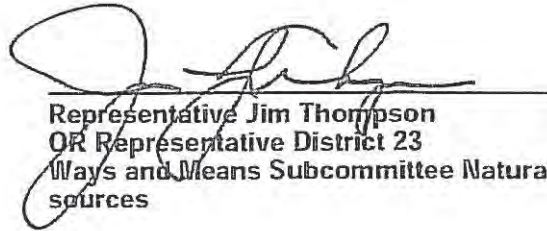

Commissioner Tom Mielke
Clark County Commissioner
SW WA Regional Transportation Council
CTRAN Board Member


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

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



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



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

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

Bruce Chandler
Representative Bruce Chandler
WA State Representative 15th District
Commerce and Labor Committee
Ways and Means Committee

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



proud past, promising future

CLARK COUNTY
WASHINGTON

BOARD OF CLARK COUNTY COMMISSIONERS

Tom Mielke • Marc Boldt • Steve Stuart

Aug. 29, 2012

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

RE: Columbia River Crossing (CRC) Third Bridge Analysis


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

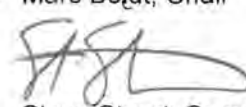
It is our understanding that a map belonging to Third Bridge Now was shown at the March 16, 2012 Oregon Joint Legislative Oversight Committee hearing. CRC staff reportedly stated that the map had been studied. If that statement was made, it was incorrect, as elucidated above.

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

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

Sincerely,


Marc Boldt, Chair


Steve Stuart, Commissioner


Tom Mielke, Commissioner



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CLARK COUNTY
WASHINGTON

3448
BOARD OF CLARK COUNTY COMMISSIONERS

July 23, 2010

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

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

Dear Chair Coston and Council Members:

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

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

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

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

Sincerely,

Steve Stuart, Chair

Tom Mielke

Marc Boldt

cc: Ms. Sharon Nasset
Ms. Tamara McLane

58477/JH/dj

October 28, 2010

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

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

Dear Sharon:

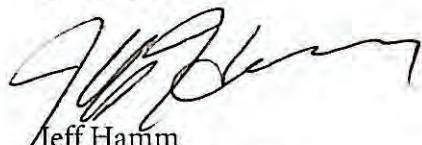
At the October 12, 2010 C-TRAN Board of Directors meeting you requested a letter from C-TRAN stating that the 3rd bridge corridor was not studied, considered, or vetted. You made a similar request of C-TRAN in December of last year. I am attaching a copy of C-TRAN's December 21, 2009 response to you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

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

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

Sincerely,

C-TRAN


Jeff Hamm
Executive Director/CEO

Attachment

1. Letter Dated December 21, 2009

c: C-TRAN Board of Directors



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

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

Member Jurisdictions

Clark County
Skamania County
Klickitat County
City of Vancouver
City of Camas
City of Washougal
City of Battle Ground
City of Ridgefield
City of La Center
Town of Yacolt
City of Stevenson
City of North Bonneville
City of White Salmon
City of Bingen
City of Goldendale
C-TRAN
Washington DOT
Port of Vancouver
Port of Camas-Washougal
Port of Ridgefield
Port of Skamania County
Port of Klickitat
Metro
Oregon DOT
15th Legislative District
17th Legislative District
18th Legislative District
49th Legislative District

15
November 22, 2010

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

Dear Ms. Nasset:

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

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

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

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

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

Sincerely,

RTC Chair, Washougal Councilperson Molly Coston

cc: RTC Board of Directors

Southwest Washington Regional Transportation Council

JB

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Petition: We support the third bridge alignment near the railroad bridge and declare no seizing of private property through imminent domain be used.

We are happy with the recent decision of the Columbia River Crossing Task Force to add a third bridge and retain the current bridge on the list of options to be studied. We are instructing our neighborhood representative to the Columbia River Crossing Task Force, MR. Walter Valenta, to support, and work hard for, a third bridge to the west of I-5 near the current BNSF Railroad Bridge. We also declare the seizing of private property through imminent domain when publicly owned land is available to be unjust.

We the signers below live, own property, own business, and/or work on Jantzen Beach Hayden Island.

	Name	address	phone	email
1	REGER ROBSON	1625 N JANTZEN	503 245 0809	
2	GARY PETERSON	1251 NW Jantzen	290 HUDOR 503 706 6869	
3	Valerie Thomas	1301 S.E. ELLSWORTH RD APTA-3	(360) 609-8434	
4	Rob Swartz	9301 N.W. 3 rd Ave Vancouver, WA	(541) 610-4267	
5	Holie Barker	13704 SE Maloy Ln Milwaukie OR	97222	
6	Brian Dwyer	1915 N JANTZEN PORTLAND	97217 503-289-0022	
7	Jonathan Keszler	705 E 31 st Vancouver Wa	98663 (360) 910-8912	
8	Christina Copping	705 E 31 st St Vancouver Wa	98663 (360) 910-8916	

Economic Transportation Alliance is sending this petition to State and Federal elected officials to support the study of a new Third Bridge corridor. More information can be found www.ThirdBridgeNow.com

Contact us for lawn signs or more petitions. You can download petitions from the website.

Please mail back to: ETA, PMB#390, 8316 N. Lombard, St. Johns, OR. 97203

Email thirdbridgenow@aol.com. phone 503.283.9585, FAX: 503.286.9969

Be part of the Solution.

Please Fold and Mail ASAP (or FAX to 503.286.9969)

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	Name	address	phone	email
18	<i>[Signature]</i>	1989 N Jantzen	503 8181506	CTPR-K3@comcast.net
19	Pam Parisea	1999 N Jantzen Portland, OR 97217	(503) 285 4277	pamparisea@comcast.net
21	M. J. Hinton	1717 N. JANTZEN AVE	503-286-9076	MJUKANT@comcast.net
21	<i>[Signature]</i>	6115 SE FLAVEL ST Portland, OR	503-775-3259	donaldward6103@aol.com
22	Angela Harris	1759 W Jantzen		
23	Jane Betts-Slover	1641 N. Jantzen Portland Or	503-422-3340	bettslover@oregon- reality.com
24	<i>[Signature]</i>	1865 N Jantzen Portland OR	503-5487854	
25	Don Confort	1963 N. JANTZEN PORTLAND OR	516-2520	503-516-2520

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We the signers below live, own property, own business, and/or work on Jantzen Beach Hayden Island.

	Name	address	phone	email
26	SUSAN O'HOLLAREN	2055 N. JANTZEN AVE	503-289-9341	tandao111@comcast.net
27	Diane Theorg	1695 N Jantzen Ave	503-735-2824	Sonmate34@comcast.net
28	Steve Knewitz	1907 N Jantzen Ave	503-286-1297	
29	Shelly Brown	SA	SA	
30	Tammy Ell	1771 N. Jantzen Av.	503-289-1156	Sunsgoldenma
31	Rollin Ratchler	1919 N Jantzen Av	503-289-4409	hotmail.com
32	Joccy Rissell	1691 N Jantzen Ave	503-888-7090	
33	Joanne S Mucklem	1619 N Jantzen Av	503-735-9249	

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	Name	address	phone	email
34	Michele Woroger	1545 N. Jantzen	503-285-8448	
35	Russella Cindessa	1109 NW 13th Ave	360-666-1073	
36	Rebecca L. Berggren	1547 N. Jantzen Ave	503-285-5668	
37	Susan K. Bachman	1555 W. Jantzen Ave.	503 285 735-9526	
38	Traci Burnett	1525 W. Jantzen Ave	503-724-3584	

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Petition: We support the third bridge alignment near the railroad bridge and declare no seizing of private property through imminent domain be used.

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We the signers below live, own property, own business, and/or work on Jantzen Beach Hayden Island.

	Name	address	phone	email	
39	Valerie Toliver	1501 N Hayden Dr	503-281-6423	FSVIN71@Juno	Co
40	Marilyn Brown	1503 N Hayden Dr	503-995-8548	mlbrown9721@aol	Co
41	Deton Riddell	1691 N. Jantzen Ave	503-977-9663		Co
42	DAVE Noft	1825 N JANTZEN AVE	503-781-2214	Tugboatguy@comcast	Co
43	Rosette M. H.	1871 N Jantzen Ave	503-260-0254		Co
44	Jan Zweerts	1859 W. Jantzen Ave	503-247-7531	jmzweerts@aol.com	Co

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	Name	address	phone	email
45	Patricia A. Feltner	1741 N Jantzen	503-735-0415	
46	Bruce D. Feltner	1741 N. JANTZEN	503-735-0415	
47	Ruth Moorman	1763 N. JANTZEN	503-289-1771	
48	Patricia Gulley	1743 N JANTZEN	503 286-1164	
49	Gordon Forbord	1745 N JANTZEN	503 283 3247	
50	[Signature]	1737 N JANTZEN	971-533-5089	

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Name	address	phone	email
51 Danell M. Meekins	1619 N. JANTZEN AVE	503-735-9249	

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JANTZEN Beach

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→ We the signers below live, own property, own business, and/or work on Jantzen Beach Hayden Island.

	Name	address	phone	email
90	Dunegan, Patrick	1521 N. JANTZEN	503 247-8424	
91	MAY, SHERRY	1521 N. JANTZEN AVE.	503 247-8424	
92	Lowrey, Sheri	1531 N. Jantzen Ave	503 283 2600 ✓	
93	Slane Mary			
94	James S. Eliaff			
95	Chris (was) 165 Hayden Bay Dr. Portland, OR		97217	TESSIE@COMCAST.NET
96	Commer, Scott	1521 N JANTZEN	Port of 97217	503-201-4443
97	Karen Owens-Yoder	14567 NW Laven Rd, Portland	503-312-4168	

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91	MAY, SHERRY	1521 N. JANTZEN AVE.	503 247-8424	
92	Lowrey, Sheri	1531 N. Jantzen Ave	503 283 2600	
93	Slane Mary			
94	James S. Eliaff			
95	(Michelle Davis)	145 Hayden Bay Dr. Portland, OR	97217	TEASER@comcast.net
96	Conner, Scott	1521 N JANTZEN	Port of 97217	503-201-4443
97	Karen Owens-Yoder	14567 NW Larsen Rd	Portland	503-312-4168

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Patrick

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Petition: We need action NOW on a NEW, THIRD Columbia River Crossing

I support studying a new, Third Bridge at a location downstream from the current I-5 bridge (near the current railroad bridge) in addition to the currently proposed study of tearing down and replacing the existing I-5 bridges. A Third Bridge option that retains the current bridges and has less impact is required to be studied. A new bridge crossing the Willamette River completes the corridor. These bridges will improve the economy, safety, the environment, lesson costs and remove truck and industrial traffic from the St. Johns, Kenton, North Portland and Fourth Plain (Vancouver) neighborhoods.

Name	address	phone	email
Tarah Miller			Tinker Bell 819@yahoo
Jerrin Johnson			Diane J. E. P. 9061.COM
Indell Johnson			johnsons632msn.com
Paul Anthony			paul@shannonpratt.com
Chris Blay			Kris Blay Kriester@yahoo.com
Janis J. Juge			7826 N. Olympian St. Port 9720
Ellen Markham			ellennad@comcast.net
Lori Jacoby			quad4fun@netSCAPE.com
Jim Mc			// // //

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Tara Miller

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Name	address	phone	email
Marilyn Lombard	P.O. Box 877883	695-7883	
Shirley Brown	7707 N Berkeley	503-285-7309	

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Petition: We need action NOW on a NEW, THIRD Columbia River Crossing

I support studying a new, third bridge at a location downstream from the current I-5 bridge (near the current railroad bridge) INSTEAD of only studying tearing down and replacing the current I-5 bridges.

[illegible]

Economic Transportation Alliance is sending this petition to elected official State and Federal to support the studied of a new Third Bridge corridor study NOW. More information can be found www.newinterstatebridge.com Please mail back to: ETA, 8316 N. Lombard, PMB#390, St. Johns, OR. 97203 . Email thirdbridgenow@aol.com. phone 503.283.9585

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The dead line to mail this is February 24

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I support studying a new, third bridge at a location downstream from the current I-5 bridge
(near the current railroad bridge) in addition to the currently proposed study of tearing down and replacing the existing I-5 bridges.

Name	address	phone	email
1 MAY, Sherry	1521 N. Jantzen Ave	Portland	
9 DUNEGAN Pat	1521 N Jantzen Ave	Portland	
100 Dosek, Sam	1521 N. JANTZEN	503-285-0101 PDX OR	
101 Dosek, Lorelei	1671 N. Jantzen Ave.	⁵⁰³ 289-3617 Portland.	ldosek@aol.com
102 Trow Mary		Portland	
103 LARRY CAMP	1521 N. JANTZEN	503-283-3734 PTH	
104 Lynne Minich	" "	503/285-1326	
105 Roger Staver	3232 SW Vista Dr	503/285-297-6601	
106 MICHAEL O'GRADY	557 N. HAYDEN BAY OR.	800-596-0000	

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Sherry

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Petition: We need action NOW on a NEW, THIRD Columbia River Crossing

I support studying a new, third bridge ~~on~~ location downstream from the current I-5 bridge
(near the current railroad bridge) in addition to the currently proposed study of tearing down and replacing the existing I-5 bridges.

Name	address	phone	email
Wanda Zimmer	7340 N. Portsmouth		
Bob Brown	9218 N Fortune		
Mark Kivchauer	7320 N. Hurst		
Cherri A. Kenney	9237 N. Charleston Ave	Portland, OR	97203
Joyce K. Robertson	813 N. Bryant St	Port OR	97217
Kathy Ferguson	7452 N Portsmouth	Portland, OR	97203
Meredith Enriquez	7225 N. Jordan	Portland	97203
Augie Enriquez	7225 N. JORDAN	PORT, OR	97203
Auguste G. G. G.	7317 N. Boston Av	PDX	97217

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Name	address	phone	email
Ralph W. Munson	9716 N Smith St. Port. OR	97203-1549	(503) 701-8206

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JB

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We the signers below live, own property, own business, and/or work on Jantzen Beach Hayden Island.

	Name	address	phone	email
1	ROGER ROBISON	1635 N JANTZEN	503 248 0809	
2	GARY PETERSON	1251 NW Jantzen	290 HUDOR 503 706 6869	
3	Valerie Thuman	1301 S.E. ELLSWORTH RD APTA-3	(360)609-8434	
4	Rob Swanson	9301 N.W. 3rd Ave Vancouver, WA	(541) 610-4267	
5	Holie Barker	13704 SE Maloy Ln Milwaukie OR	97222	
6	Bruce H. H. H.	1915 N JANTZEN PORTLAND	97217 503-289-0022	
7	Jonathan Kessler	705 E 31st Vancouver Wa	98663 (360) 910-8912	
8	Christina Copping	705 E 31st St Vancouver Wa	98663 (360) 910-8916	

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	Name	address	phone	email
18	_____	1881 N Jantzen	503 8181506	CTPR-K3@comcast.net
19	Pam Parisea	1999 N Jantzen Portland, OR 97215	(503) 285 4277	pamparisea@comcast.net
21	M. J. Hantel	1717 N. JANTZEN AVE	503-286-9076	MUJUKANT@comcast.NET
21	David Ward	6115 SE FLAVEL ST Portland, OR	503-775-3259	davidward610@juno.com
22	Angela Harris	1759 N Jantzen		bellstlouu@orogen.com
23	Jane Betts-Stover	1641 N. Jantzen Portland Or.	503-422-3340	really.com
24	Wendy Kerschul	1865 N Jantzen Portland OR	503-5487854	
25	Don Confort	1963 N. JANTZEN PORTLAND OR.	516-2520 503-516-2520	

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	Name	address	phone	email
26	SUSAN O'HOLLAREN	2055 N. JANTZEN AVE	503-289-9347	landapholl@comcast.net
27	Diane Thong	1695 N Jantzen Ave	503-735-2824	Sonmate34@comcast.net
28	Steve Knewitz	1907 N Jantzen Ave	503 286 1297	
29	Shelly Brown	SA	SA	
30	Tammy Ell	1771 N. Jantzen Av.	503-289-1156	Sunsgoldenmao
31	Rollin Ratchler	1919 N Jantzen Av	503 289 4409	hotmail.com
32	Jerry Riddell	1691 N. Jantzen Ave	503-888-7090	
33	Jocune S Mucklem	1619 N. Jantzen Ave	503-735-9249	

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	Name	address	phone	email
34	Michele Tworoger	1545 N. Jantzen	503-285-8448	
35	Buscella Cindessa	1109 NW 13 th Ave	360-666-1073	
36	Rebecca L. Bergman	1547 N. Jantzen Ave	503-285-5668	
37	Susan K. Bachman	1555 N. Jantzen Ave.	503 285 735-9526	
38	Traci Burnett	1525 N. Jantzen Ave	503-724-3504	

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40	Marilyn Brown	1503 IL Hayden Dr.	503 995 8548	mlbrown972	Jan Hamer/Sherre Vanegas
41	Deton Riddell	1691 N. Jantzen Ave	503-977-9663		Jan Hamer/Sherre Vanegas
42	DAVE Abt	1825 N JANTZEN AVE	503-781-2714	Tugboatguy@comcast	Jan Hamer/Sherre Vanegas
43	Rosie E. Webb	1871 N Jantzen Ave	503-260-0254		Jan Hamer/Sherre Vanegas
44	Jan Zwerdt	1859 W. Jantzen Ave	503-247-7531	JMZwerdt@aol.com	Jan Hamer/Sherre Vanegas

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Valerie

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47	Ruth Moorman	1763 N. Jantzen	503-289-1771	
48	Patricia Gully	1743 N JANTZEN	503 286-1164	
49	London Forbord	1745 N JANTZEN	503 283 3747	
50	[Signature]	1737 N JANTZEN	971-533-5089	

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Petition: We support the third bridge alignment near the railroad bridge and declare no seizing of private property through imminent domain be used.

We are happy with the recent decision of the Columbia River Crossing Task Force to add a third bridge and retain the current bridge on the list of options to be studied. We are instructing our neighborhood representative to the Columbia River Crossing Task Force, MR. Walter Valenta, to support, and work hard for, a third bridge to the west of I-5 near the current BNSF Railroad Bridge. We also declare the seizing of private property through imminent domain when publicly owned land is available to be unjust.

We the signers below live, own property, own business, and/or work on Jantzen Beach Hayden Island,

Name	address	phone	email
51 Darrell Mecklen	1619 N. JANTZEN AVE	503.735-9249	

Economic Transportation Alliance is sending this petition to State and Federal elected officials to support the study of a new Third Bridge corridor. More information can be found www.ThirdBridgeNow.com

Contact us for lawn signs or more petitions. You can download petitions from the website.

Please mail back to: ETA, PMB#390, 8316 N. Lombard, St. Johns, OR. 97203

Email thirdbridgenow@aol.com phone 503.283.9585, FAX: 503.286.9969

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Please Fold and Mail ASAP (or FAX to 503.286.9969)

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Darrell

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Petition: We need action NOW on a NEW, THIRD Columbia River Crossing

I support studying a new, third bridge at a location downstream from the current I-5 bridge
(near the current railroad bridge) in addition to the currently proposed study of tearing down and replacing the existing I-5 bridges.

Name	address	phone	email
52 Bruce Brown	1863 N. Jantzen Ave	503-701-0457	bruce.brown@spiritlink.com

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Bruce

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Petition: We need action NOW on a NEW, THIRD Columbia River Crossing

I support studying a new, third bridge at a location downstream from the current I-5 bridge
(near the current railroad bridge) in addition to the currently proposed study of tearing down and replacing the existing I-5 bridges.

	Name	address	phone	email
53	Rebecca L. Berggren	1547 N. Jantzen Ave.	503.285.5668	
54	Sharon R. Adams	1555 N. Jantzen Ave	503-735-9525	
55	Traci Burnett	1525 N Jantzen Ave	503-724-3564	

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Petition: We need action NOW on a NEW, THIRD Columbia River Crossing

I support studying a new, Third Bridge at a location downstream from the current I-5 bridge (near the current railroad bridge) in addition to the currently proposed study of tearing down and replacing the existing I-5 bridges. A Third Bridge option that retains the current bridges and has less impact is required to be studied. A new bridge crossing the Willamette River completes the corridor. These bridges will improve the economy, safety, the environment, lesson costs and remove truck and industrial traffic from the St. Johns, Kenton, North Portland and Fourth Plain (Vancouver) neighborhoods.

Name	address	phone	email
Mike McGinness	15184 NE 74th St Kalamazoo	360-254-0179	MDMINT@COMCAST.NET
Vicky Close	181 River Ridge Ln	360-673-2922	
Alan McGrath	4613 E 18	360 566 9168	N/A
NORM OTTS	18916 NE 21st ST	(360) 254-6081	
John Wood	5271 6th Ave NW / 16th	360 414 8892	N/A
Dorothy Levens	6900 SE River Road	920-314-2582	dleevens@comcast.net
Marilyn Cordell	3716 NE 152ND CT	360-253-6882	intcordell@yahoo.com

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McGinness

(near the current railroad bridge) in addition to the currently proposed study of tearing down and replacing the existing I-5 bridges.

name	address	phone	email
Steve Knewitz	1907 N. Jantzen Ave	503 286 1297	
Shelly Brown	SA	SA	
Tammy Ell	1771 N. Jantzen Av.	503-289-1157	Sunsgoldenmoon@hotmail.com
Redlin Ratchler	1919 N Jantzen Ave	503 289 4469	
TERRY RIDDELL	1691 N JANTZEN AVE	503-888-7090	
Danell Y Mecklen	1619 N. JANTZEN AVE	503.735-9249	
Joanne S mecklen	1619 N. Jantzen Ave	503 735-9249	

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Petition: We need action NOW on a NEW, THIRD Columbia River Crossing

I support studying a new, Third Bridge at a location downstream from the current I-5 bridge (near the current railroad bridge) in addition to the currently proposed study of tearing down and replacing the existing I-5 bridges. A Third Bridge option that retains the current bridges and has less impact is required to be studied. A new bridge crossing the Willamette River completes the corridor. These bridges will improve the economy, safety, the environment, lesson costs and remove truck and industrial traffic from the St. Johns, Kenton, North Portland and Fourth Plain (Vancouver) neighborhoods.

Name	address	phone	email
PAUL MOWITZ	32013 NE DIAC RD	CANAS, WA	PSM @ ATT.NET
JAN MOWITZ	u u	834-2010	
Brandon Vick	14705 NE 3 rd Ave Vancouver, WA		85VLANDE@comcast.net
Connie M Russell	6000 NE Livingston	834-1743	
David A. Darby	P.O. Box 110 Ambeg	263-4200	
Larry Nicholson	14127 NE Salmon cr.	573-7316	
Allan Bench	4015 NW 130 th circle	573-6627	
Eileen Mannis	108 West 44 St		

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Paul M

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Petition: We need action NOW on a NEW, THIRD Columbia River Crossing

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Name	address	phone	email
Sharon Wilcox	8007th 43rd St	360 6961346	
NORMAN L. Wilcox	"	"	
Mary Ann Shuey	420 W. 8th St	360 993-2056	
Cheryl Lowe	32803 NW 46th Ave Ridgefield WA	887-0774	ecan@link.net
Martin Hersh	10411 NE 110th Circle Vancouver	901-8089	mar@hersh.com
John Dersch	306 SE 94th Ave Vancouver, WA	606-4467	
David Rowl	8817 NE 275th St Battle Ground WA		drowl3162@aol.com
Jim Lynch	1614 Oklahoma Dr. Vancouver WA	906-61	remarkablerenovations@yahoo.com

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Petition: We need action NOW on a NEW, THIRD Columbia River Crossing

I support studying a new, third bridge at a location downstream from the current I-5 bridge (near the current railroad bridge) in addition to the currently proposed study of tearing down and replacing the existing I-5 bridges. A Third Bridge option that retains the current bridges and has less impact is required to be studied and this bridge will improve the economy, safety, the environment and lesson costs.

Name	address	phone	email
Wendy Robinson	Unit 9862 5209 NE 96th Ct	360-3922	

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Petition: We need action NOW on a NEW, THIRD Columbia River Crossing

I support studying a new, third bridge at a location downstream from the current I-5 bridge
(near the current railroad bridge) in addition to the currently proposed study of tearing down and replacing the existing I-5 bridges.

	Name	address	phone	email
46	BERNARD DEGRAVE	1401 NW 60 th ST	Wanouver	695-2808
47	Cecelia De GRAVE	1401 NW 60 th	Vancouver	695-2808
48	Tom MIELKE	7401 NE 284 th	BATTLE GROUND, WA	98604 687-1106
49	PAUL EDGAR	2115 th AVE	OREGON CITY, OR	97045
50	DON BROWN	10214 NE 44 th CRT	JANCOUVER WA	98686
→	(51)	is on TB	General Petition	

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Petition: We need action NOW on a NEW, THIRD Columbia River Crossing

I support studying a new, third bridge at a location downstream from the current I-5 bridge
(near the current railroad bridge) in addition to the currently proposed study of tearing down and replacing the existing I-5 bridges.

	Name	address	phone	email
24	KEGER ROBISON	2025 N. JANTZEN	503 240 0809	— (* Repeat)
25	Valerie Thomas	1301 S.E. ELLSWORTH RD APTA-3	(360) 609-8434	*
26	Rob Swabcut	9301 N.W. 3rd AVE Vancouver, WA	(541) 610-4267	
27	Donna Ruff	1915 N. JANTZEN AVE PORTLAND, OR	503-289-0022	
28	Holie Barker	13704 SE MALOY LN Milwaukie OR	97222	*
29	Christina Copping	705 E 31 st St Vancouver Wa	98663 (360) 910-8916	*
30	Jonathan Kessler	705 E 31 st St Vancouver Wa	98663 (360) 910-8912	*
31	Michelle Tworoger	1545 N. Jantzen ^{PH} OR	503-2858448	*
32	Priscilla Anderson	1109 NW 13 th AVE Battle Ground, Wa	360-666-1073	

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6
6 people
Signed
Twice

Rob's

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Petition: We need action NOW on a NEW, THIRD Columbia River Crossing

I support studying a new, third bridge at a location downstream from the current I-5 bridge (near the current railroad bridge) in addition to the currently proposed study of tearing down and replacing the existing I-5 bridges.

Name	address	phone	email
figure out a way to have one bridge by			
-using the present bridge- whatever is best			
what works - or build a new bridge			
then tear down old			
Laura M Emerson			
595-5323 - 5555 E. Evergreen Blvd			
112.2			
Vancouver, WA			
98666			
I like idea of <u>light rail</u>			

Economic Transportation Alliance is sending this petition to State and Federal elected officials to support the study of a new Third Bridge corridor. More information can be found www.ThirdBridgeNow.com

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Emerson

Petition: We need action NOW on a NEW, THIRD Columbia River Crossing

I support studying a new, third bridge at a location downstream from the current I-5 bridge (near the current railroad bridge) INSTEAD of tearing down and replacing the current I-5 bridges.

[illegible]

Economic Transportation Alliance is sending this petition to elected official State and Federal to support the studied of a new Third Bridge corridor study NOW. More information can be found www.newinterstatebridge.com Please mail back to: ETA, 8316 N. Lombard, PMB#390, St. Johns, OR. 97203 . Email thirdbridgenow@aol.com. phone 503.283.9585

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The dead line to mail this is February 24

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Petition: We need action NOW on a NEW, THIRD Columbia River Crossing

I support studying a new, third bridge at a location downstream from the current I-5 bridge (near the current railroad bridge) in addition to the currently proposed study of tearing down and replacing the existing I-5 bridges. A Third Bridge option that retains the current bridges and has less impact is required to be studied and this bridge will improve the economy, safety, the environment and lesson costs.

Name	address	phone	email
BOB CLEARWATER	605 N TOMALAMK ISLAND DR	503-289-4627	bob@indexwest.com
DELBERT LOREE	12420 N. SOUTH SHORE AVE	PORTLAND	503 247-8230

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Name	address	phone	email
Paul Mareash	2425 N. Portsmouth	283-2060	pmareash@spiretech.com
Ernie Sawo	4785 N Yale St	503-285-3239	EVIESECRETARIAL@YAHOO.COM
Shariel Griffin	6270 N Columbia Way #6	503-286-5979	

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Name	address	phone	email
Rawleigh Pate	3107 Grand	—	Rawleighworld@gmail.com
William Mills	PO Box 837 Battle Ground WA 98604		orwonthegmail.com
Jerome P. McDougall	P.O. Box 885 Carson WA 98610		
Tom Dethloff	9205 NE Woodridge St	98664	
Debbie Dethloff	9205 NE Woodridge St	98664	DDETHLOFF@GMAIL.COM
Jennifer Casey	PO Box 276, L.O.	97034	
Randy Bear	23016 NW 115 St Vancouver	98685	
Faith Gabrielson	860 NW Angelina Ave Brusham	97030	faithinoregon@gmail.com
Devin Griffin	27016 NE 29th Ave Ridgefield	98642	electricity2005@gmail.com

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Petition: We need action NOW on a NEW, THIRD Columbia River Crossing

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Name	address	phone	email
Richard ONeill	2017 6 Street Vanc. WA. 98663	360 901 3912	romeo241491@gmail.com
CURTIS CUSHMAN	808 NW 117 STREET VANC WA 98685		CBG1@WWDPS.ORG
Richard Aslakson	2019 NE 179 th St, D-15 Ridgefield 98642		richardaslakson@msn.com
Michael O'Neil	855 TROSPER RD #102-254 TONGUEWATER WA 98512		mikeo2@earthlink.net
GEORGE PARADES	314 BUNKER HILL A LONGVIEW WA 98632		
Lisa C Mills	29394 NE Kelly Rd Yacolt WA 98675		lcmills9t3@yahoo.com
Penni R. Dolen-Evans	11600 NW 29 th Ct Vancouver WA 98685		Penni163@gmail.com
William Axelson	29200 NW 71 st Ave Ridgefield WA 98642		
Gary Allen	10301 NE 187 th St. Battle Ground, WA 98604		

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Petition: We need action NOW on a NEW, THIRD Columbia River Crossing

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Name	address	phone	email
ROBERT RANTA	7144 N. BOSTON	503-285-0850	rranta@q.com
DEAN SANANA	722 NE 73 AV	971 221 4797	DRSANANA@earthlink.net
David		606-464-478	
Susanne Hoiland	1706 NW 65th St	360-695-4391	
Margaret Oliver	16506 SE 10th St	608-0882	moulin@earthlink.net
Grant Cartwright	Box 891 Scappoose, OR	0-97056	
Carolyn Price	2444 NE 58th St	98663 737-2587	price.carolyn@holm.net
Sarah White	4046 Iberis St NE Salem	97305 828-290-8466	Sarah2022@gmail.com

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Petition: We need action NOW on a NEW, THIRD Columbia River Crossing

I support studying a new, third bridge at a location downstream from the current I-5 bridge (near the current railroad bridge) in addition to the currently proposed study of tearing down and replacing the existing I-5 bridges.

	Name	address	phone	email
32	Charlotte Copeland	2414 Neale Lane	Vancouver, WA 98661	3608878005
33	Rose F. Litchwood	804 N.W. Coast Rd	Redmond	
34	William V. COPELAND	2414 Neale Ln	Vancouver, WA 98661	
35	Alice Cameron	P.O. Box 1683	Vancouver, Wa 98668	
36	Mary Ann Ayres	Vancouver	Wa 98665	
37	William H. Cyren	Vancouver	Wa 98665	
38	Bernard D. Hayden	Vancouver	Wa 98685	
39	Suzanne C. Hayden	Vancouver	Wa 98685	
40	Jim A. Kohn	3711 NE 35	284-5674 (972) 12	

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(near the current railroad bridge) in addition to the currently proposed study of tearing down and replacing the existing I-5 bridges.

	Name	address	phone	email
41	MANUEL J. MACIAS	7539 N. EDGEWATER, PORTLAND, OR 97203	503-289-3547	
42	Samuel A. Noss	7541 N. Edgeway, PDX, OR 97203	503-735-0850	
43	Harold M. Stauffer	7551 N Edgewater Blvd OR 97203		Stauffer@aol.com
44	Virginia Kaler	7545 N. Edgewater PDX 97203		503-286-6210
45	LOREN D HOESL	7539 N Edgewater Ave Portland OR 97203	503	289 3547

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Name	address	phone	email
Bill Willis	7212 NE 58 th St	Vancouver WA 98662	503-307-2057
Justin Self	11919 NW 21 st Ave	- please no contact	
P. PATEL	601 Broadway	-	-

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Bill Willis

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Petition: We need action NOW on a NEW, THIRD Columbia River Crossing

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Name	address	phone	email
James S. Conrad	201 NE 86th Ave Vancouver	253-9228	conrad59@comcast.net
Dawn Gault	707 CE Street, Woodland WA	907-0663	kidgok@yubwa.ca
HEC	721 NW 104th Loop VANCOUVER	98-85	pec@axor.com

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Conrad

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Petition: We need action NOW on a NEW, THIRD Columbia River Crossing

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Name	address	phone	email
Donna Per	14412 NE 85 St	3608965333	
David Tarver	6208 NE 22nd Ave (Oregon)	503-287-8550	

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Paper

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Name	address	phone	email
HAROLD GROVERMAN	8416 NE 130 th AVE	360-896-0257	ggoverman@yahoo.co
CAROL W. CIMA	8018 SE Hawthorne Blvd Portland, OR	503-777-2692	ROWAND CAROLE@MSN.COM
RONALD W. CIMA	" "	" "	" "
JOHN A THEDE SR	2914 SE 136 Port.	503-830-9159	
DON CHILDS	4906 SE 111 th Port SANDY, OR. 97055	503-704-1682	
ARTHUR E. BAUDER	11901 S.E. TRAILS LN.	503-668-0941	
Tim Helzer	2707 SE 129 th	503-761-7894	
Tracey Helzer-Childs	4906 SE 111 th Rd.	503-762-4725	TChilds@msn.com
Jeanette L Miller	11901 SE Trails Ln Sandy	503 668 0941	

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Governor

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Name	address	phone	email
Baron Herrell	928 NE 160 Portland	971570 3605	
Jim Mammsteep	1870 SE Reguer Rd	5036690943	
Boyd Bell	2846 S.E. 129th Ave Portland	304-431-0863	
Chuck Barr	15733 SE. Oden V. Portland Or	97236 503 761-4585	
Mark Kromer	23707 1st St. NE. Aurora, OR	97202 (503) 246-0081	
William Kump	17999 NW FAY CT BEAVERTON OR	97006 503-209 3861	
Markus Cooper	415 S.W. 1st St. Battle Ground WA	98604 503-969-6364	
ROBERT AMSDEN	13314 SE OATFIELD RD MILWAUKIE OR	97222 (503) 969-1504	

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Harrell

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Name	address	phone	email
Martyn BUTLER	Vancouver		martyn @printingtoday.com
Mike WALSTEAD	8912 NE 76 th St. Van. WA		M.Walstead@comcast.net
Nancy Stuebe	3831 A NE 45 St. Van, WA 98661		
Gregg Hanson	3015 SE SPYGLASS DR. VANCOUVER, WA. 98683		
Alta M. Lundford	9007 NE 102 nd Ave #11 Vancouver WA 98662		
Bryhane Wentz	14712 SE 29 th St Van. WA 98683		
James Kauter	5608 NE 119 th St VAN WA 98686		
Rebecca Keithley	5608 NE 119 th ST VANCOUVER WA 98686		

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Butler

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Name	address	phone	email
Diane Feldt	15005 NE Columbine Dr.	360 254-5428	dianef@cascadia
Mike Verdut	9555 W. Buckner Ave	503-286-4381	bhc.org
DR. C E DeLeon	8605 NE 61st Street	503-283-2807 (OAY)	enco1001@gwetoffice.net
Bob Steele	5503 NE 45th Ave	360-931-3824	bobsteele@freightline.com
Margarete Davis	5312 NE 66th Ave	Vanc 98661	
Paul Davis	5312 NE 66th Ave	Vanc. 98661	
Edward Lintz	5914 NE 65th	Vanc. 98661	
Virginia Christensen	6216 NE 58th St.	Van WA 98061	

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Name	address	phone	email
Richard E/Imyer	9124 N. McKenna	503 289-7174	elliemyer@macsolv.com
BONNIE MELTZER	9124 N MCKENNA	503 285-3131	MELTZER@MACSOLVE.COM
Richard Nitti	1405 SW CUNBY ST.	503 297-0731	
Robin Plance	9137 N Central St.	503-240-1923	
Pamela Plana	9137 n. Central St PHL, OR	503-240-1923	
Don Worthington	5302 NE S1 street Vanc. WA	360-695-4443	
Lewis J. Foster	5202 N.E. 53rd St. Vanc. WA	98661 360-694-0629	
Mildred J. Foster	5202 NE 53rd St Vanc WA	98661-2763 360 694-0629	
Richard Birchall	8915 NE 58th St. VANCOUVER, WA.	981662 (360)-980-6640	

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elliemyer

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Name	address	phone	email
Sandra Meyer	7003 N. Wilbur Av	503-245-4146	Sandance@comcast.net
Molly Greal	927 SE 37th Ave		
Dorice Bateman	4227 SE 74	503 595 4500	doricebateman@gmail.com
Wendy Hill	9617 N Kalmar St	97203	
Leanna Rella	9617 N Kalmar St	97203	
Shirley Carson	6918 N Lombard St	97203 (503) 286-5826	callsherry@msn.com
Jessie Coleman-Linh	5914 NE 65th Ct	Vancouver, WA 98661	(360) 693-9153
Thomas Attil	5706 NE 42nd Ave	"	" 360-693-0403 TheTurtlehawk@comcast.net
ESTHER BRENER	8900 NE 59th St	VANCOUVER, WA 98662	360-256-7800

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Meyer

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Name	address	phone	email
Troy Ward	10305 NE 43 rd Ave	(360) 574-3053	
Florian Reintz	1223-B NW 134 th St	360-573-5330	
Ken Waseleski	1223 B NW 134 th St	360 573 5330	
Jim Gruesz	18518 SE 35 th St	360-891-0188	
Al Pheasant	4030 NE 30 th St		alpheasant@aol.com
Tim Ely	404 N Ankeny Ave		
Robert Krumm	6000 NE LIVINGSTON RD CAMAS	360 834-1743	
Justin Mangione	P.O. Box 820467 Vancouver WA.	360-254-2240	
Tom Mielke	7401 NE 28 th St B/G WA 98604	360-687-1106	

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ward

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Name	address	phone	email
Christopher Forzano	512 E. 17th Circle, LaCenter, WA	98629 360-263-4650	
Patricia Nicholson	14127 NE Salmon Creek Ave. Vancouver, WA	98686	360-5737316
Marla Bench	4015 NW 130th Cir. Vanc.	98685	
Robert Rees	15208 NE 30th Ave.	98686	
Jan Quann	15208 N.E. 30th	Van., 98686	
Marilyn Karlson	17614 NE 167 Ave B.P.	98606	
MARVIN E KARLSEN	17614 NE 167 AV B P	98606	

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Name	address	phone	email
HAL HARRISON	10005 SE ST-HELENS VANCOUVER WA		HAL.HARRISON@YAHOO.COM
	10005 SE ST-HELENS VANCOUVER WA		

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Harrison

Petition: We need action NOW on a NEW, THIRD Columbia River Crossing

I support studying a new, third bridge at a location downstream from the current I-5 bridge (near the current railroad bridge) INSTEAD of only studying tearing down and replacing the current I-5 bridges.

	Name	address	phone	email
1	CHARLES STINDALL	WARREN OR 97053 34323 BENNETT RD		CHARLIE@BLUELINETRANS.COM
2	Michael C Knight	8628 S.E. Alder St, Astoria 97103		MIKE@BLUELINETRANS.COM
3	Lori M Knight	8533 N. C Milton	(503) 358-8867	
4	Jolene E. Lukesh	2672 NE 8 th Ct	(503) 348-6883	Colbydeansmom@Comcast.net
5	Wanda Knight	8628 S.E. Alder	(503) 253-6185	
6	Tracy Tassio	9605 NE 63rd	360-891-1088	
7	John Tassio	9605 NE 63rd St	360-891-6881	
8	SACK FOSTER	1515 NE 150 th	503-254-6029	
9	Marlene McCartney	3558 SE 72nd	503-258-1617	
10	Jason Tindall	5136 SW EMWATTS SCAPPOOSE, OR 97056	503-543-4754	
11	ARTHUR R. TAYLOR	6502 ORIENT. S.E. GATEWAY, OR 97317	503-743-2933	TAD338@AOL.COM

Economic Transportation Alliance is sending this petition to elected official State and Federal to support the studied of a new Third Bridge corridor study NOW. More information can be found www.newinterstatebridge.com Please mail back to: ETA, 8316 N. Lombard, PMB#390, St. Johns, OR. 97203. Email thirdbridgenow@aol.com. phone 503.283.9585

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The dead line to mail this is February 24

Tindall

Petition: We need action NOW on a NEW, THIRD Columbia River Crossing

I support studying a new, third bridge at a location downstream from the current I-5 bridge
(near the current railroad bridge) INSTEAD of only studying tearing down and replacing the current I-5 bridges.

	Name	address	phone	email
13	Don [Signature]			
14	John Miller	1730 SE River Glen St Milwaukie OR	503 786 4153	
15	Brian [Signature]			
16	Bruce [Signature]			
17	Bill [Signature]			info@andersonsigns.net
18	Lloyd Chestnutfield			"
19	Liv [Signature]			"
20	[Signature]			Rivera ar @ gmail com
21	Darr Tindall #62			DARR@BLUELINETRANS.COM
22	Kathy Muttel			Kathy@BlueLineTrans.com
23	Doris O. Tindall			

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Don S

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I support studying a new, third bridge at a location downstream from the current I-5 bridge (near the current railroad bridge) in addition to the currently proposed study of tearing down and replacing the existing I-5 bridges.

	Name	address	phone	email
24	MARION HENI	2401 N. BLAIDENA	503-289-7257	
25	Donna L. McQuinn	8724 N. HORTSMITH		2856994
26	Valerie Hayes	6004 77th Lombard St.	503-289-7220	
27	Margaret M. Miller		503-286-8641	

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Name	address	phone	email
7 Steve Knewitz	1907 N. Jantzen Ave	503 286 1297	
8 Shelly Brown	SA	SA	
9 Tammy Ell	1771 N. Jantzen Av.	503-289-1157	Sunsgoldenmaon@hotmail.com
0 Redlin Ratchler	1919 N Jantzen Ave	503 289 4469	
1 Terry Riddell	1691 N JANTZEN Ave	503-888-7090	
2 Darrell Mecklen	1619 N. JANTZEN AVE	503-735-9249	
3 Joanne S mecklen	1619 N. Jantzen Ave	503-735-9249	

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KAR write

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Name	address	phone	email
Tom McJannet	9215 NW 28TH CT VANCO WA 98665		
Rick Jackson	200 NE 18th Ave, B-G- wa 98604		
Tim Lile	4105 NE 13th Ave Vancouver	58682	
Robert Krause	15200 S.W OREGON ST- Sherwood-OR.	97140	add that it's a dog
Christian Krause	15200 SW Oregon St Sherwood OR	97140	COG
Claire Zimmerman	5317 NE 75 Ave Vancouver, WA 98662	360	
Dann Moody	2600 NE Minnehaha St #51 Vancouver, WA 98665		dmoody_75@yahoo.com

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Name	address	phone	email
Margaret Tweet	2715 NW 34th Circle	Camas, WA 98607	
SHANNON PATTERSON	5320 NE 131ST AVE	VAN WA 98682	
Tammy Patterson	" "	" " " "	
Robert Harms	14913 SE Mill Plain	Vanc WA 98684	RHarms1969@yahoo
Julie LaRocco Harms	14913 SE Mill Plain	Vanc. WA 98684	julie.larocco.ar@gmail.com
Cory Barnes	1917 F St. 98663	Vancouver WA 98663	CORY@CORYB.NET
E Tenerowicz	738 SE 29th	PDX 97204	etenerowicz@hotmail.com
T. Tyler Behnoud	506 E 17th St	Vancouver WA 98663	behnoud88@comcast.net
Jaelyn Coon	2826 NE 3rd Hwy	" " 98664	JaelynCoon5@gmail.com

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Name	address	phone	email
ROBERT RANTA	7144 N. BOSTON	503-285-0850	rranta@q.com
DEAN SANNA	722 NE 73 AV	971 221 9797	DRSANNAhealing hands@gmail
DAVID		606-4644	
Susanne Hoiland	1706 NW 65 th St	360 95-4391	
Maurice Oliver	1400 SE 8 th St	608-0882	mauriceov@aol
Grant Cartwright	Box 891 Scappoose, OR	0-97056	
Carolyn Price	2444 NE 58 th St	97663 737-2587	price carolyn@hotmail
Sarah White	4046 Iberis St NE Salem	97305 828)290-8466	Sarah2022@gmail.com

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Contact us for lawn signs or more petitions. You can download petitions from the website.

Please mail back to: ETA, PMB#390, 8316 N. Lombard, St. Johns, OR. 97203

Email: thirdbridgenow@aol.com. phone 503.283.9585, FAX: 503.286.9969

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Petition: We need action NOW on a NEW, THIRD Columbia River Crossing

I support studying a new, Third Bridge at a location downstream from the current I-5 bridge (near the current railroad bridge) in addition to the currently proposed study of tearing down and replacing the existing I-5 bridges. A Third Bridge option that retains the current bridges has less impacts. A new bridge crossing the Willamette River completes the corridor. These bridges will improve the economy, safety, the environment, and lessen costs. It removes truck and industrial traffic from the St. Johns, Kenton, North Portland and Fourth Plain (Vancouver) neighborhoods. A broad range of options is required to be studied.

Name	address	phone	email
Alison	7012 NE 74th Ave VANC. WA	256 0189	10/21/10
Bridget Walker	1018 N. Herold Dr. Bridgfield, WA	887-0910	JWALKER7360@aol.com
Clorothy Lamb	7012 NE 74th Ave VANCOUVER, WA	256-0189	
James Walker	1018 N. Herold Dr. BRIDGEFIELD, WA	887-0910	JWALKER7360@aol.com
Donna	7101 NE 74th Ave Vancouver, WA	360-256-5252	
Robert Dean	7101 NE 74th Ave VANCOUVER, WA	360 892 2600	

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We the signers below live, own property, own business, and/or work on Jantzen Beach Hayden Island.

Name	address	phone	email
Marilee R Murphy	107 E 35 st		
Vancouver	WA 98663		
Anna Schmaason	1207 NW 58th St	360 695-1981	Schmaason@gmail.com
BILL M, L MOE	6609 NE 78th Ave	360 695-4482	Wmilmoe@aol.com
Nicholas Montoya	3105 e 27th WA	541-870-2881	NKlas-shelf@gmail.com
Pamela D. Probst	2502 E 34th St Apt A	694 8066	
Don A Probst	2502 E 34th St Apt A	694-8066	

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Name	address	phone	email
JACK DAVIS	3807 WC 80TH ST	360/892-9133	
NAOMI DAVIS	3700 NE 10TH ST	(360) 892-9133	
Theresa Godbey	1513 Ash Street	(360) 694-1240	
Douglas Godbey	1513 Ash Street	360 694-1240	
Andrew Landers	3108 E 25th St.	(503) 574-3706	andrewlanders@yahoo.com
Ray Cabral	2900 Gen. Anderson	360-691-4615	
Stephen D. Roth	516 N. Knoxville Way	360-771-1594	
D. Dennis	1200 Y St.	360-906-0786	

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Name	address	phone	email
* Frank Gorden	1606 NE 66th Cir	360-718-8587	daphnebank@yahoo.com
Tawnya Salazar	2011 Brandt Rd #81	360-773-0716	tawnya.salazar@hotmail.com
Daniel Cazares	2011 Brandt Rd #81	360-773-0716	
Andrea Valencia	2011 Brandt Rd #94	360-515-7104	
LONNIE LEWIS	11406 SE 19th St.	VANCOUVER WA 98664	
Barbara Leary	" " "	" " "	BS SCOOT@GMAIL.COM
Margie Duncan	15905 SE 1st	600-1015	Ktrmmr@alpacu.com
Brian Dietrich	14909 NE 7th	608-8399	pudee4@comcast.net

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Name	address	phone	email
Rebecca Holland	11801 NE 15th St.	360-433-2597	rholland018@gmail.com
Barbara J Davis	4404 NE 122nd	360 260 1496	
Diane Hammond	2212 Carlson Rd.	360 883-2680	
Wm C Hammond	2212 Carlson Rd #20	883-2680	
Kathleen Durst	4209 NE 49th St	360-254-3651	
EVERETT M DURST	4209 NE 49th St	360-254-3651	
DONNA DUMMANN	3328 N 1st VANC 98663	360 696-3821	donnadummann@aol.com
Helene A. Jones	1282 S.E. 144th Loop		kaggsand@25.net

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Name	address	phone	email
Julie Kimball	7605 N.W. 3 rd Avenue	694-7455	
John D. Kimball	7605 ^{NW} 3 rd Ave	694-7455	
Pam FINIGAN	615 W 4 th Plain	693-8841	
Rich Burnham	2509 Columbian St.	#208 - 695-0116	
Wendy Goodman	2615 "O" St #5	360-737-9984	
STEPHANIE TURLEY	2211 NE 15 th Ave	360-883-1361	
Wayne Schmassow	1207 NW 50 th St	360-695-1981	
Sherri HOLLAND	11801 NE 15 th St.	360-433-2597	

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(near the current railroad bridge) in addition to the currently proposed study of tearing down and replacing the existing I-5 bridges.

Name	address	phone	email
Terresa Schram	4113 Plomondon St.	696-3983	_____
Diane M. Gustafson	907 SW 20 th Ave	607-4793	dianaria@hotmail.com
GTOREA LINDELL	8001 N.W. 1 ST AVE.	314-2663	
Emerson Vanderburg	2510 Grand Blvd 98661	503-312-0578	van_eme@hotmail.com

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Name	address	phone	email
Dena Ruggles	4121 E 16 th ST	971-500-1730	dena.ruggles@gmail.com
Derin Gibson	8902 NE 20 th PL	—	—
TAMMY LAMBSON	2207 E 27 th ST	735-7528	TammyLambson@yahoo.com
Mary Tamplen	2207 E 27 th ST	735-7528	MaryTamplen@yahoo.com
DON MOORE	1901 NE 101 st AVE	936-6887	
Patrick McDoway	2405 N Multa	503-805-5431	patgifs@gmail.com
JOSH GOOLSBY	16420 SE McGillivray Blvd #611	360-852-8881	jgoolsby@gmail.com
Heather Roberts	16420 SE McGillivray Blvd #611	360-852-8881	HeatherRRoberts@gmail.com
JASON GARDNER	2804 E 28 th Street 98661	503-349-4949	jmgardner22@yahoo.com

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Name	address	phone	email
Calvin M. White	6909 NE 149 th	360-910-1804	calvin.white
Carol Ann Odum	3109 E. 27 th St.	503-407-2275	perinmoncaodum@aol.com

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Fold Here

Fold Here

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

FYI

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

Debbie et al,

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

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

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

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

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

Just wanted to clarify.

Merry Christmas all!
Steve

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

③

Streif, Audri

From: sharonnasset@aol.com
Sent: Wednesday, March 14, 2007 3:52 PM
To: Hewitt, Henry
Cc: Steve.stuart@clark.wa.gov; Councilor Rex Burkholder; walter@harbor-properties.com
Subject: Fwd: I am requesting your immediate attention concerning the Columbia River Crossing

-----Original Message-----

From: jbmilinc@comcast.net
To: Sharonnasset@aol.com
Sent: Mon, 12 Mar 2007 5:47 PM
Subject: RE: I am requesting your immediate attention concerning the Columbia River Crossing

Hi Sharon,
I am trying to get this information off to the parties that you included in your email but I keep getting a server error. Could you please pass this along for us.
Thanks

Today 3/12/07, we attended the CRC Meeting at HI Yacht Club of the task force sub committee meeting. We were appalled to learn that the citizens recommendation of a 4th option (a third bridge) wasn't even discussed. Meeting handouts and discussion were only relevant to making modification to the existing bridge not a third bridge to draw some of the congestions away from the I-5 corridor. Many citizens have recommended a bridge being built that would link HWY 30 and I-405 and onto I-5 in Northwest Vancouver which would make a similar loop as the I-205 freeway.

In addition we just became aware of the fact that there exists an oversight committee. Our concern is, does the oversight committee or any of our representatives receive the citizens input that has been sent to CRC? We feel like we are not being heard!

If this fourth option isn't given the full considerations of the citizen's input, then it's time to end the current process and go back to the drawing table.
Thank you for the opportunity to share our concerns.
Hayden Island residents and concerned citizens,
Sherre Vanegas
Sharon Rixen
Jan Hamer

-----Original Message-----

From: Sharonnasset@aol.com [<mailto:Sharonnasset@aol.com>]
Sent: Friday, March 09, 2007 1:52 PM
To: Zukowski_na@leg.wa.gov; Sen.rickmetsger@state.or.us; Sen.margarelcarter@state.or.us; Sen.garygeorge@state.or.us; Sen.larrygeorge@state.or.us; Sen.bestyjohnson@state.or.us; Sen.rodmonore@state.or.us; Sen.brucestarr@state.or.us; Sen.rogerbeyer@state.or.us; Sen.ryandeckert@state.or.us; Sen.lauriemonnesanderson@state.or.us; Sen.floydprozanski@state.or.us; Sen.kurtschraders@state.or.us; Rep.tinakotek@state.or.us; Rep.terrybeyer@state.or.us; Rep.lindaflares@state.or.us; Sherry.GUSTAFSON@odot.state.or.us; govcommoffice@go; benton_do@leg.wa; janet.k.adkins@s
Cc: brian@brianbaird.com; Betty Sue Morris; mayorpotter@ci.portland.or.us; Randy@ci.portland.or.us; dsaltzman@ci.portland.or.us; erik@ci.portland.or.us; gblackmer@ci.portland.or.us; ksneath@ci.portland.or.us; commissionersam@ci.portland.or.us

3/21/2007

Streif, Audri

From: sharonnasset@aol.com
Sent: Wednesday, March 14, 2007 3:48 PM
To: Hewitt, Henry
Cc: Steve.stuart@clark.wa.gov; Councilor Rex Burkholder; walter@harbor-properties.com
Subject: Fwd: Columbia River Crossing



-----Original Message-----

From: Missyjantzen@aol.com
 To: Sharonnasset@aol.com
 Sent: Tue, 13 Mar 2007 3:48 PM
 Subject: Fwd: Columbia River Crossing

fyi, sent today.

AOL now offers free email to everyone. Find out more about what's free from AOL at <http://www.aol.com>.

Attached Message

From: Missyjantzen@aol.com
 To: wallace.deb@leg.wa.gov; curtis.richard@leg.wa.gov; pridemore.craig@leg.wa.gov; benton.don@leg.wa.gov; lohr.brian@leg.wa.gov; fromhold.bill@leg.wa.gov; Moeller.Jim@leg.wa.gov; Zukowski_na@leg.wa.gov; Sen.rickmetsger@state.or.us; Sen.margarelcarter@state.or.us; Sen.garygeorge@state.or.us; Sen.larrygeorge@state.or.us; Sen.bestjohnson@state.or.us; Sen.rodmonore@state.or.us; Sen.brucestarr@state.or.us; Sen.rogerbeyer@state.or.us; Sen.ryandeckert@state.or.us; Sen.lauriemonnesanderson@state.or.us; Sen.floydprozanski@state.or.us; Sen.kurtschraders@state.or.us; Rep.tinakotek@state.or.us; Rep.terrybeyer@state.or.us; Rep.lindaflares@state.or.us; Sherry.GUSTAFSON@odot.state.or.us; govcommoffice@go; janet.k.adkins@s; brian@brianbaird.com; BettySue.Morris@co.clark.wa.us; mayorpotter@ci.portland.or.us; Randy@ci.portland.or.us; dsaltzman@ci.portland.or.us; erik@ci.portland.or.us; gblackmer@ci.portland.or.us; ksneath@ci.portland.or.us; commissionersam@ci.portland.or.us; Staceyjohnson@aol.com; ejco@teleport.com; jeffrey.graham@fhwa.dot.gov; david.cox@fhwa.dot.gov; IvanovB@wsdot.wa.gov; JerryGBW@aol.com; jill@clfutur.org; dbnadal@juno.com; Martinj@metro.dst.or.us; kmacandassoc@comcast.net; libertyr@metro.dst.or.us; Marc.Boldt@clark.wa.gov
 Cc: jbmiiinc@comcast.net; clownspark@comcast.net; kathymbaker@comcast.net
 Subject: Columbia River Crossing
 Date: Tue, 13 Mar 2007 3:38 PM

Hello All:

I attended the March 12th Task Force Subcommittee meeting to discuss a 4th Alternate. Nothing was accomplished at this 2 hour meeting! Instead, they continue to waste time and waste the consumer's tax dollars by discussing over and over again the same options (supplemental bridges) that have been reviewed 3 times previously including August 2006. A supplemental bridge is not a 4th alternative crossing.

NO new ideas were discussed at this meeting! Instead, they wasted time again discussing bike and pedestrian lanes rather than discussing a new 4th alternative. In November of 2006, the Columbia River Crossing project team proposed "...to dismiss from further consideration two different supplemental bridge options..." because of large community impacts. But now again, 7 months later they fall backwards and discuss options they have already been discussed in great lengths previously over and over again.

The path they are generating is doomed to fail. The whole process will fail and most probably nothing will be built or accomplished to relieve the traffic congestion and improve mobility along I-5 between Portland, Oregon and Vancouver, Washington.

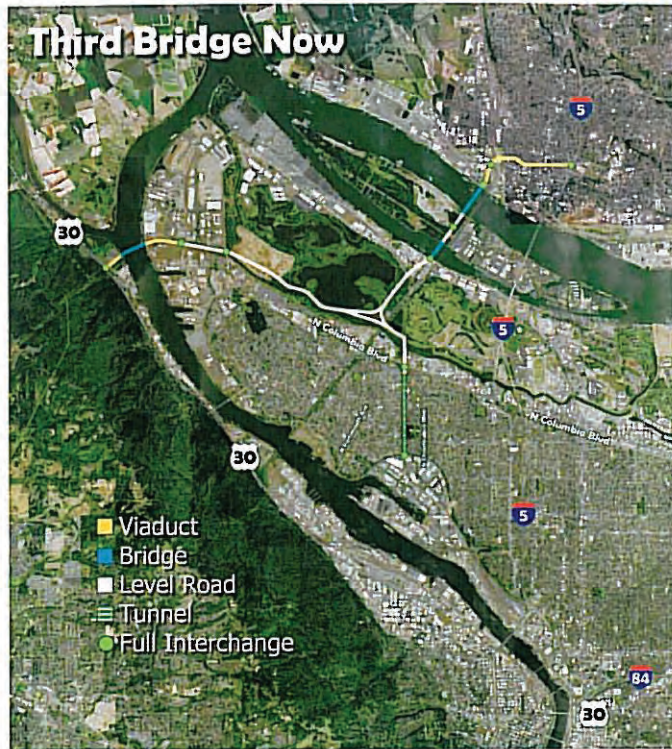
They need to focus on maximizing the use of the existing bridge and build a new crossing (a 3rd bridge) in a completely new location to help relieve the commercial truck and car traffic in our Portland Metro area. Other options do exist and being ignored that have far less community impact rather than bulldozing through the largest floating home community in the State of Oregon and displacing low-income family's affordable housing on the water that have nowhere to move to remain on the water!

They have established an agenda and deadlines that allows for no public comment. This is a very unfair public process.

Michelle Tworoger
1545 N. Jantzen

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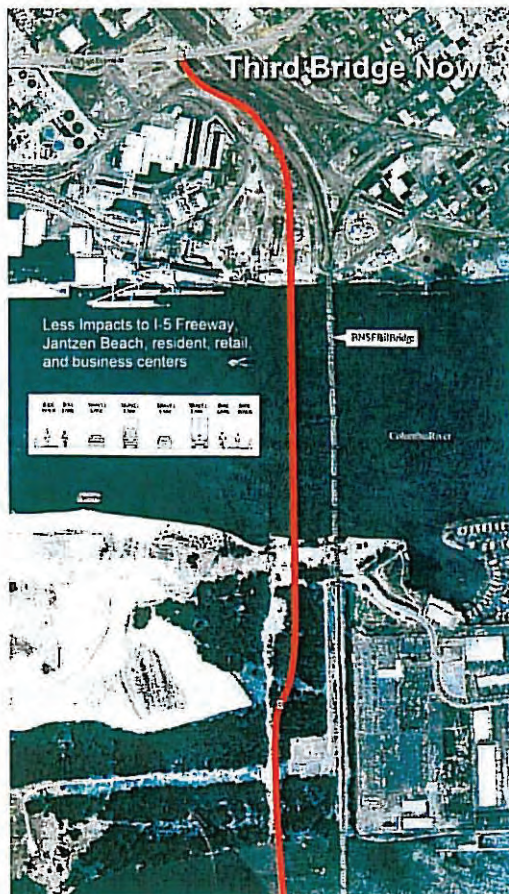


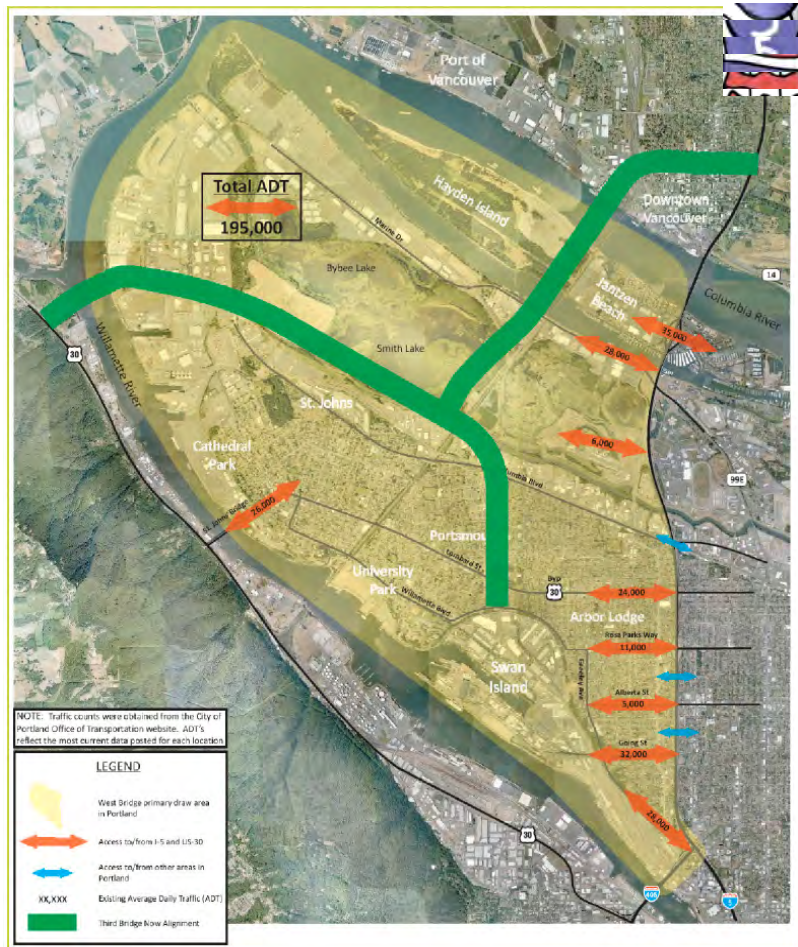
FAR less impact

Potential impact of new **Third Bridge Proposal** is outlined

Primary Area of Potential Impact

for Columbia River Crossing proposed project:





SHEA - CARR - JEWELL
ENGINEERING AND PLANNING SERVICES

Figure 2
Existing Traffic Flows
Third Bridge Corridor Preliminary Benefit Analysis

Third Bridge Now

New Bridge and Freeway Corridor

Into the Ports

Out of the Neighborhoods

The Residential Neighborhoods West between the I-5 freeway and the ports and industrial areas in Oregon and Washington have some of the worst air quality in the nation due to idling from vehicle congestion.

All New Infrastructure
Greatly

Enhancing Travel Time

North Portland Peninsula

**Average Daily
Traffic: 195,000**

Replace the Current I-5 Bridges

Plus Tolls ~OR~

Would a different bridge location better meet needs?



Columbia River
CROSSING

8

Yes, There is a Better Location!

Third Bridge Now I-305 Corridor Freeway

Highway

A new I-305 freeway corridor connecting ports and industrial areas together in both states, directly to the I-5 freeway. ***“Into the ports and out of the neighborhoods”***, fully multi-modal, using mostly vacant land, creates no urban sprawl. Constructed to new seismic standards for added safety.

Transit

Buses that come from neighborhood park and rides into specific employment centers creating an one-hop one-stop bus ride.

Federal and Local Funding Split at the State Line.

Bonds, Lottery, and Limited Time Fuel Tax.

A fuel tax of 10 cents a gallon for 10 years total sunset. Bonds repaid by an infrastructure urban renewal tax of Rivergate and Swan Island. Project specific lottery and scratch-off tickets.

NO TOLLS

Would a different bridge location better meet needs?



CLARITY IS NEEDED CONCERNING

The Portland Vancouver Transportation and Trade Partnership Study Environmental Impact Statement

Versus

The Portland Vancouver Transportation and Trade Partnership Study Governors' Task Force

The Portland Vancouver Transportation and Trade Partnership Study
Environmental Impact Statement had several recommendations including a

Supplemental Bridge or Replacement Bridge

Very different studies with different outcomes!

The Portland Vancouver Transportation and Trade Partnership Study Task Force was a “handpicked”
Governors’ committee of 28 people to select a “preferred” alternative from the alternatives
recommended to go forward into the next study phase. The Task Force committee chose

A Replacement of the I-5 Bridge and a Loop Light Rail over the I-5 and I-205 Bridges.

Are you aware that when “staff or others” say that the I-5 Partnership recommended
A Replacement Bridge **THEY ARE NOT talking about the EIS Study.....**

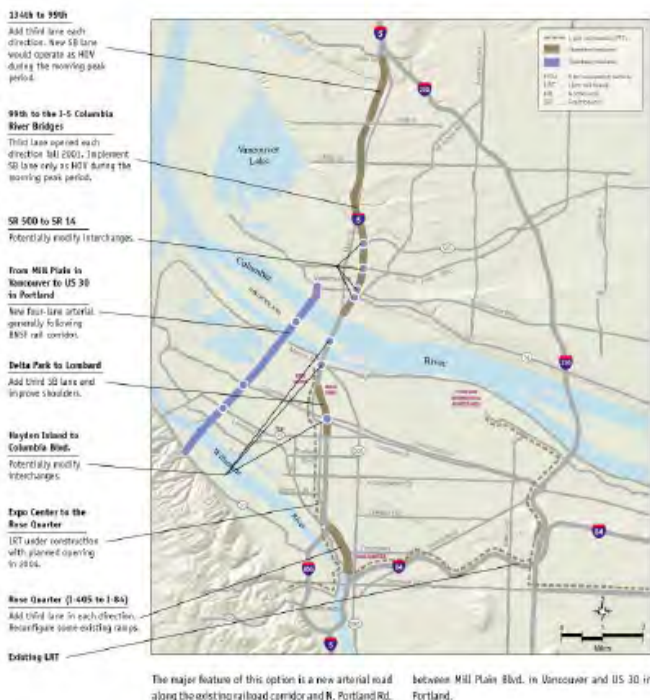
???

They are talking about the Governors’ Task Force committee’s recommendation

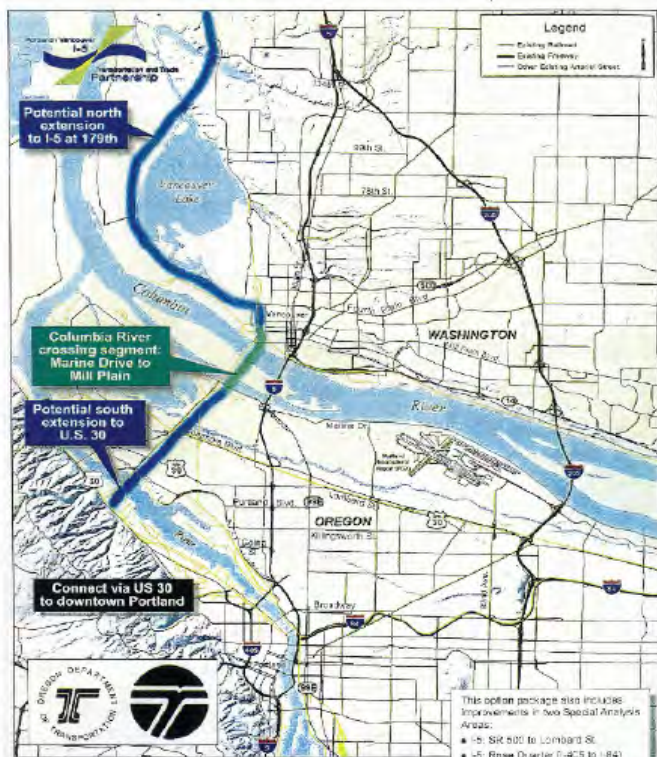
NOT

The Portland Vancouver Transportation and Trade Partnership Study
Environmental Impact Statement Recommendations

New West Arterial Road



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



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

Portland / Vancouver Transportation and Trade Partnership Study Recommendation



Option Packages: Decisions

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

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

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

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

Add a Supplemental Bridge

OR a Replacement Bridge

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

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

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

I-5 Portland Vancouver Transportation and Trade Partnership EIS Study



Final Recommendations at a Glance



Transit:

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



Interstate 5:

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



Additional Rail Capacity:

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



Land Use:

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

Portland / Vancouver I-5 Transportation and Trade Partnership Final Recommendations

ADD A SUPPLEMENTAL BRIDGE OR A REPLACEMENT BRIDGE



Transportation Demand and System Management:

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



Environmental Justice

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



Finance

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



Next Steps/Implementation

- Fall 2002: SW Washington Regional Transportation Council and Metro review and amend the Regional Transportation Plans to incorporate recommended I-5 corridor improvements.
- Delta Park to Lombard: widen I-5 to 3 lanes
 - Summer 2002-2004: Conduct environmental assessment and design work
 - Post 2004: Construction of Delta Park to Lombard
- 2003 – 2009: Environmental Impact Study on Bridge Influence Area (new supplemental or replacement bridge, interchange improvements between SR 500 and Columbia Blvd., including light rail between Expo Center and downtown Vancouver)
- 2010+: Construct improvements in Bridge Influence Area.

NEXT STEPS / IMPLEMENTATION

2003 – 2009: ENVIRONMENTAL IMPACT STUDY ON BRIDGE INFLUENCE AREA NEW SUPPLEMENTAL OR REPLACEMENT BRIDGE, ETC...

Portland / Vancouver
I-5
Transportation and Trade
Partnership

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

home

overview
get involved
study results
what you've said
frequently asked questions
media information
newsletters
links

DRAFT Recommendations for I-5 Corridor Strategic Plan Adopted

[See the Recommendations](#)

[See a Map of the Recommendations](#)

The following documents are in PDF format. If you need [Acrobat Reader](#) press here for a free download.

The Portland/Vancouver I-5 Transportation and Trade Partnership Task Force discussed and adopted draft recommendations for addressing growing congestion on the I-5 Corridor between I-84 in Oregon and I-205 in Washington at a January 29, 2002 public meeting in Vancouver. Specific plan elements in the "Draft Strategic Plan Recommendations" include:

- Three through-lanes, including Delta Park;
- A phased light rail loop in Clark County;
- Additional I-5 capacity across the Columbia River; and
- Interchange improvements

The Task Force discussed - but did not recommend - widening I-5 to four lanes. **The Task Force draft recommendations also call for a post-Task Force study of a west arterial road west of I-5 in the vicinity of the railroad bridge.** Members of the Task Force listened to extensive public comment and reviewed the results of more than 1,500 responses to questionnaires about options for the Corridor during the five-hour meeting.

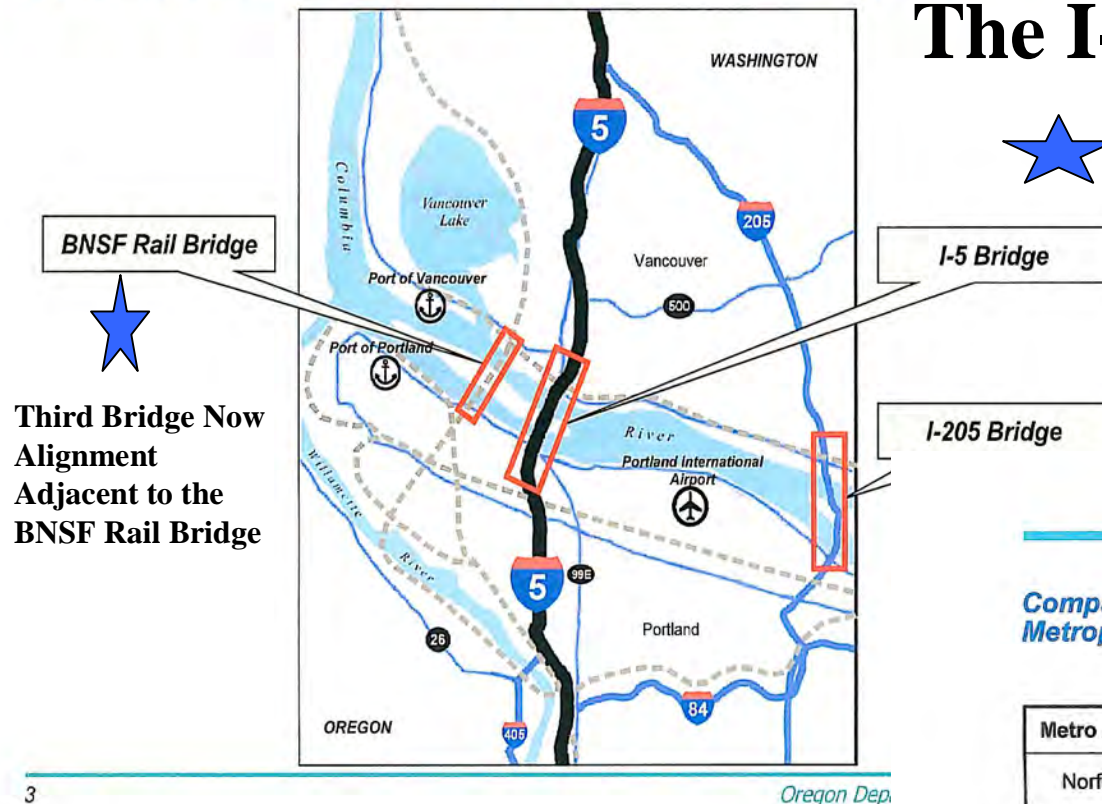
A series of public meetings will be held between now and June 2002 for the public to comment on the draft recommendations. Also during this time, additional technical work on the draft recommendations will be completed. This will include the development of a financing and implementation strategy. Following these efforts, the Task Force will meet in June 2002 to review the public comments and technical work, consider revisions and formally adopt a strategic plan for the corridor.

I-5 Portland Vancouver Transportation and Trade Partnership West Arterial Option 8

Question 5: West Arterial Road?

Description
<ul style="list-style-type: none"> A new road along the existing railroad corridor and N. Portland Rd. between Mill Plain in Vancouver and US 30 in North Portland provides to access between Portland and Vancouver, particularly for freight between the ports of Vancouver and Portland, and in the Columbia Corridor, and the Northwest industrial area. This improvement is also targeted to reduce truck traffic in the St. Johns and North Portland neighborhoods and provides an alternative access to Hayden Island.
Travel Time
<ul style="list-style-type: none"> There is an increase in transit ridership. The increase is due to additional transit service on the West Arterial and in the I-5 corridor.
Transportation Performance
<ul style="list-style-type: none"> Improves travel times in the I-5 corridor by 5 minutes compared to today. Substantially reduces delay on truck routes compared to Baseline 2020 and prevents delay on truck routes from growing worse than it is today. Carries about 9600 vehicles over the Columbia River during the evening peak period. The West Arterial Road's four-lane bridge over the Columbia River is near capacity during the morning and afternoon peak periods. <u>Traffic increases on key Vancouver roads</u> compared to Baseline (data from p.m. peak): <ul style="list-style-type: none"> 4th Plain Blvd 35% increase in traffic Mill Plain Blvd 34% increase in traffic <u>Traffic decreases on key Portland roads</u> compared to Baseline (data from p.m. peak): <ul style="list-style-type: none"> Maring Drive 17% decrease in traffic Hayden Island Interchange 6% decrease in traffic St Johns Bridge 34% decrease in traffic <u>Traffic increases slightly on US 30</u> in Portland compared to Baseline (data from p.m. peak): <ul style="list-style-type: none"> US 30 6% increase in traffic
Transit Ridership
<ul style="list-style-type: none"> There is an increase in transit ridership. The increase is due to additional transit service on the West Arterial and in the I-5 corridor.
Environmental Impacts
<ul style="list-style-type: none"> Major environmental impacts on Hayden Island that are difficult to avoid and will need to be mitigated. Improves the quality of life in the St. Johns neighborhood in Portland due to providing an attractive alternative route for trucks to get to and from industrial areas on the Peninsula. Because most of the roadway would be built over the railroad and in the railroad cut, there are fewer direct community impacts (e.g. noise, air pollution, and visual) than if the alignment were elsewhere.
Displacements
<ul style="list-style-type: none"> Least amount of overall displacements compared to I-5 improvements (22 displacements for West Arterial Road vs. 24 for 3 lane and 42 for adding a 4th lane).
Other
<ul style="list-style-type: none"> Requires agreement with the railroad.
Cost
<ul style="list-style-type: none"> \$547 M (2001\$)

Columbia River Crossings at Portland-Vancouver



The I-5 Freeway is FULL

★ **Third Bridge Now**

**NEW BRIDGE
AND CORRIDOR**

**Third Bridge Now
Alignment
Adjacent to the
BNSF Rail Bridge**

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

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

I-305 Freeway By-Pass

THIRD BRIDGE FREEWAY CORRIDOR

Third Bridge Now



A Reliable and Viable Alternative

Third Bridge freeway corridor by-passes the I-5 bridges and the I-5 freeway in North Portland

And

Connects our ports and industrial area one continuous freeway corridor

And

Removes Freight and Hazardous Material Routes out of several neighborhoods in Oregon and Washington

And



Third Bridge Now Freeway Corridor

Constructs direct freeway access from the I-5 freeway system
North, and South connecting to existing infrastructure

N ↑

Vancouver WA

← Mill Plain
Extension

Portland, Oregon

← Jantzen Beach Dr.
← Marine Dr. Corridor

← Columbia Corridor

← Going St.

← I-5 and I-405
Freeways

← I-5 and I-84
Freeways

HWY-30

Linnton



St Johns' Bridge

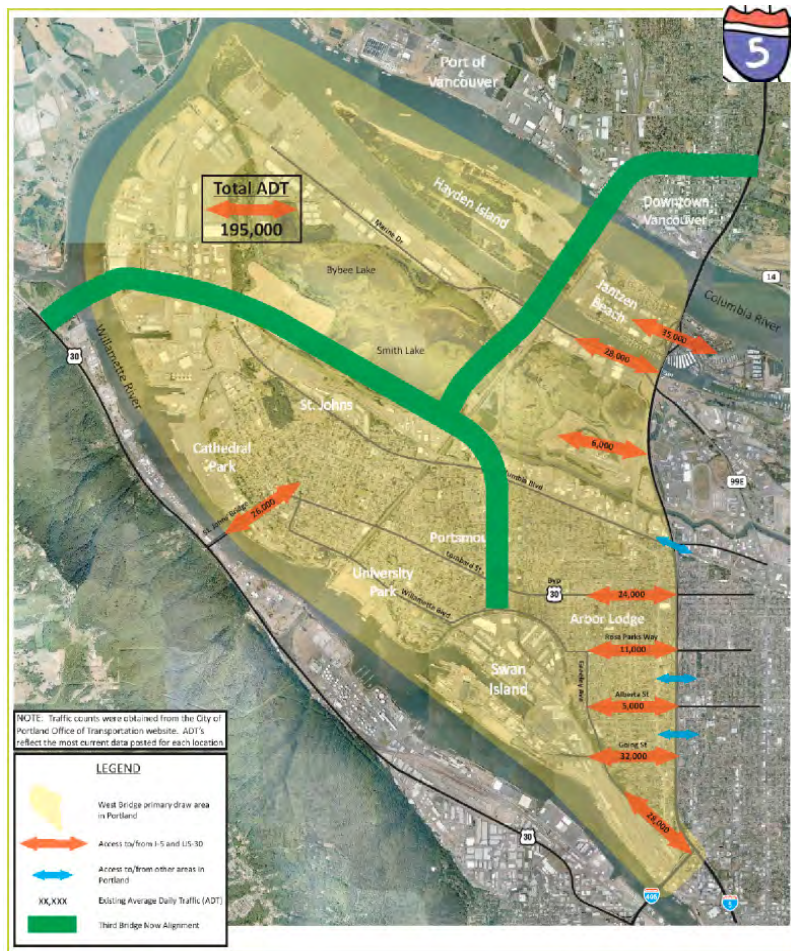


Why a Freeway?

- Traffic numbers support a new a FREEWAY.
- Three previous studied showed arterial sized bridges would carry up to 48,000 vehicles and be FULL UPON OPENING
- Arterial too small for current or future needs.

Highway Type	Hourly Lane Capacity
Freeway	2,000 - 2,220
Principal Arterial	900 - 1,200
Minor Arterial	700 - 1,000
Major Collector	600 - 800
Minor Collector	450 - 650
Local	300 - 500

Adopted from FHWA Guidelines



SHEA - CARR - JEWELL
ENGINEERING AND PLANNING SERVICES

Figure 2
Existing Traffic Flows
Third Bridge Corridor Preliminary Benefit Analysis

Third Bridge Now

New Bridge and Freeway Corridor

Into the Ports

Out of the Neighborhoods

The Residential Neighborhoods West between the I-5 freeway and the ports and industrial areas in Oregon and Washington have some of the worst air quality in the nation due to idling from vehicle congestion.

All New Infrastructure

Greatly

Enhancing Travel Time

North Portland Peninsula

Average Daily
Traffic: 195,000

Location, Location, Location

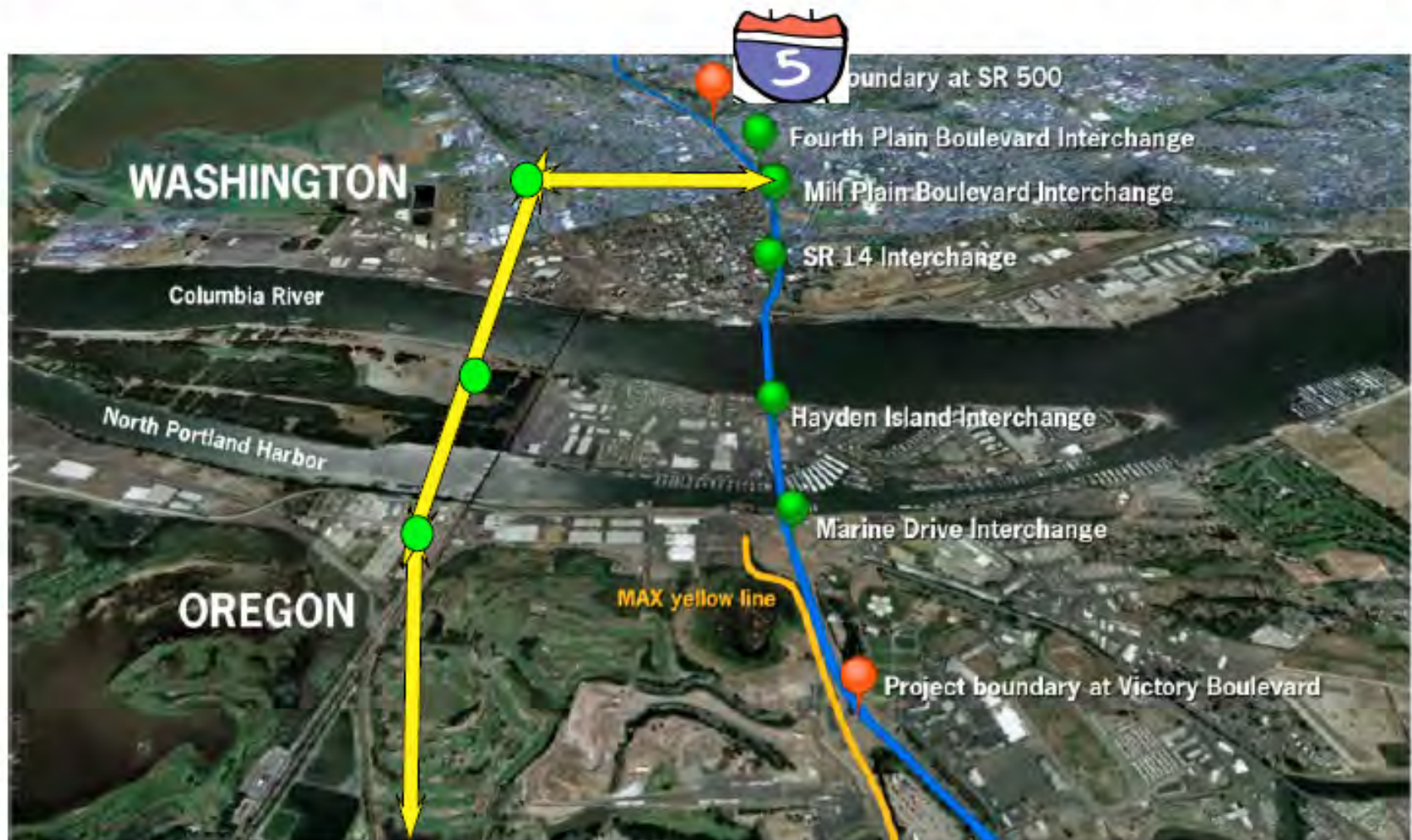
The traffic is funneled from several major arterials into the bridge location. By strategically locating a new bridge where the traffic is coming from it unclogs the entire system by not funneling



Approximately 30,000 vehicles daily drive through the neighborhoods adjacent to the I-5 freeway using neighborhood streets, because I-5 is FULL!

Location Matters

Strategically locating Third Bridge freeway corridor where the traffic is coming from and going to will **UNCLOG** the entire transportation system.



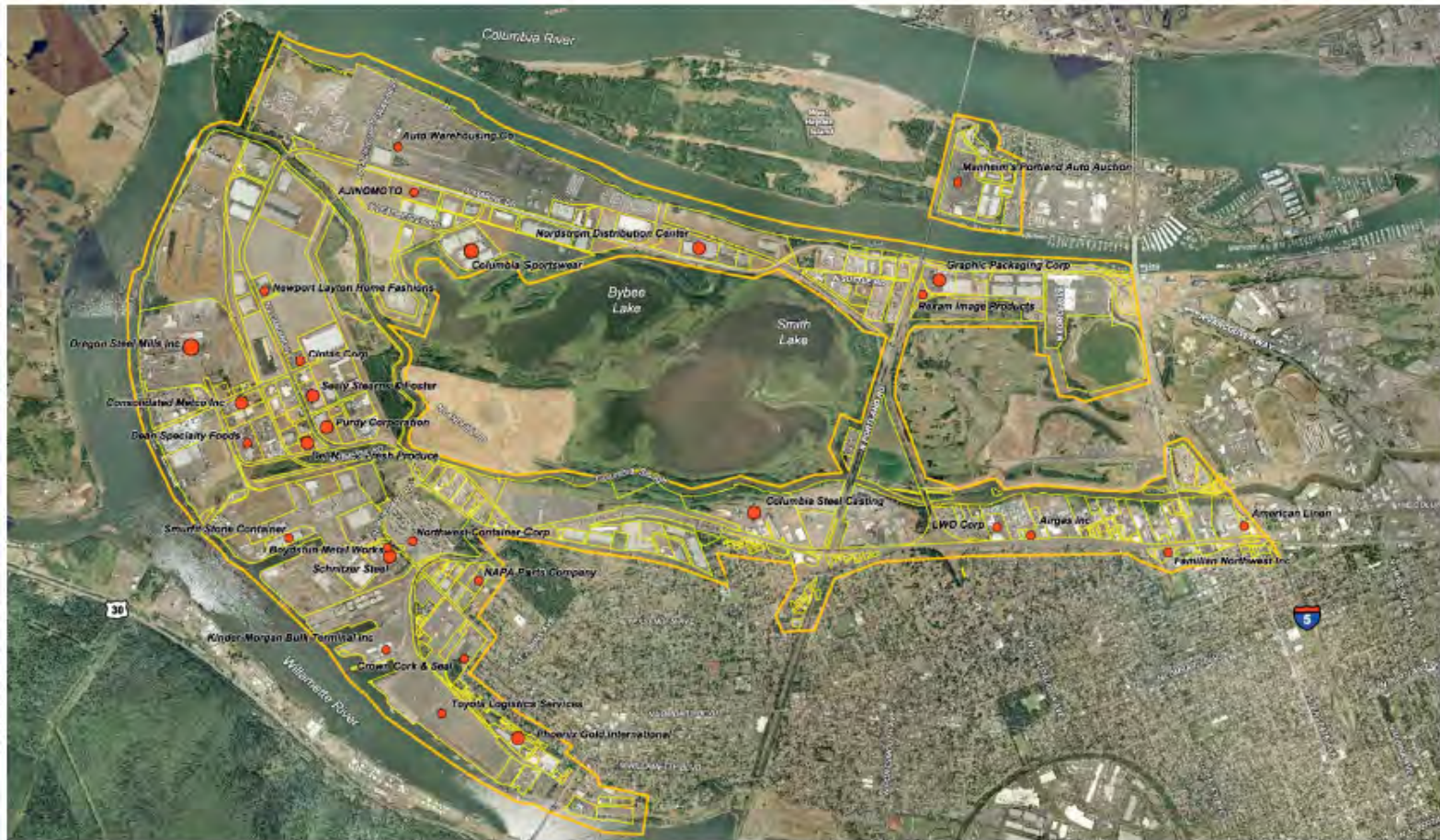
Third Bridge Now Freeway Corridor Alignment

Third Bridge Now Crossing the Columbia River

Rivergate District



Third Bridge
Now Freeway
Crossing the
Willamette River



Rivergate District



Information Sources:
- Orthophotograph - Metro Regional Commission, 1/4" = 30' (year resolution 2003)
- Data - Bureau of Planning, based on data information provided by City of Portland
Corporate Geographic Information System and Multnomah County Assessment and
Transfer (February 2005)
- Employees - Inside Prospects (2005)
Information in maps are described further in Chapter 3.

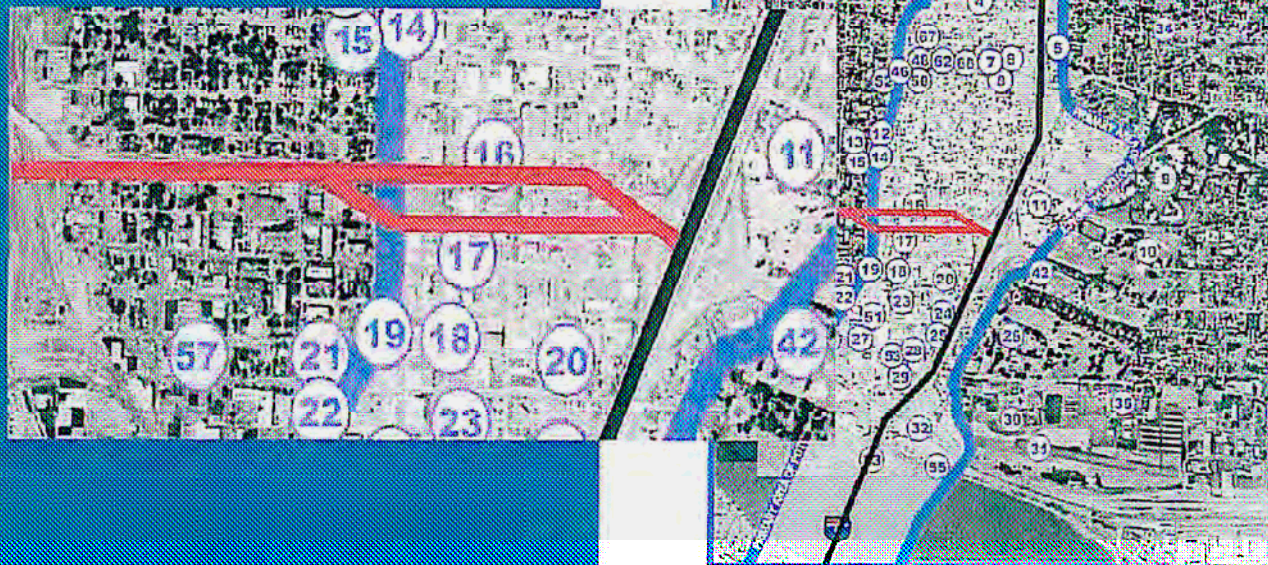
Investing in Portland's Future

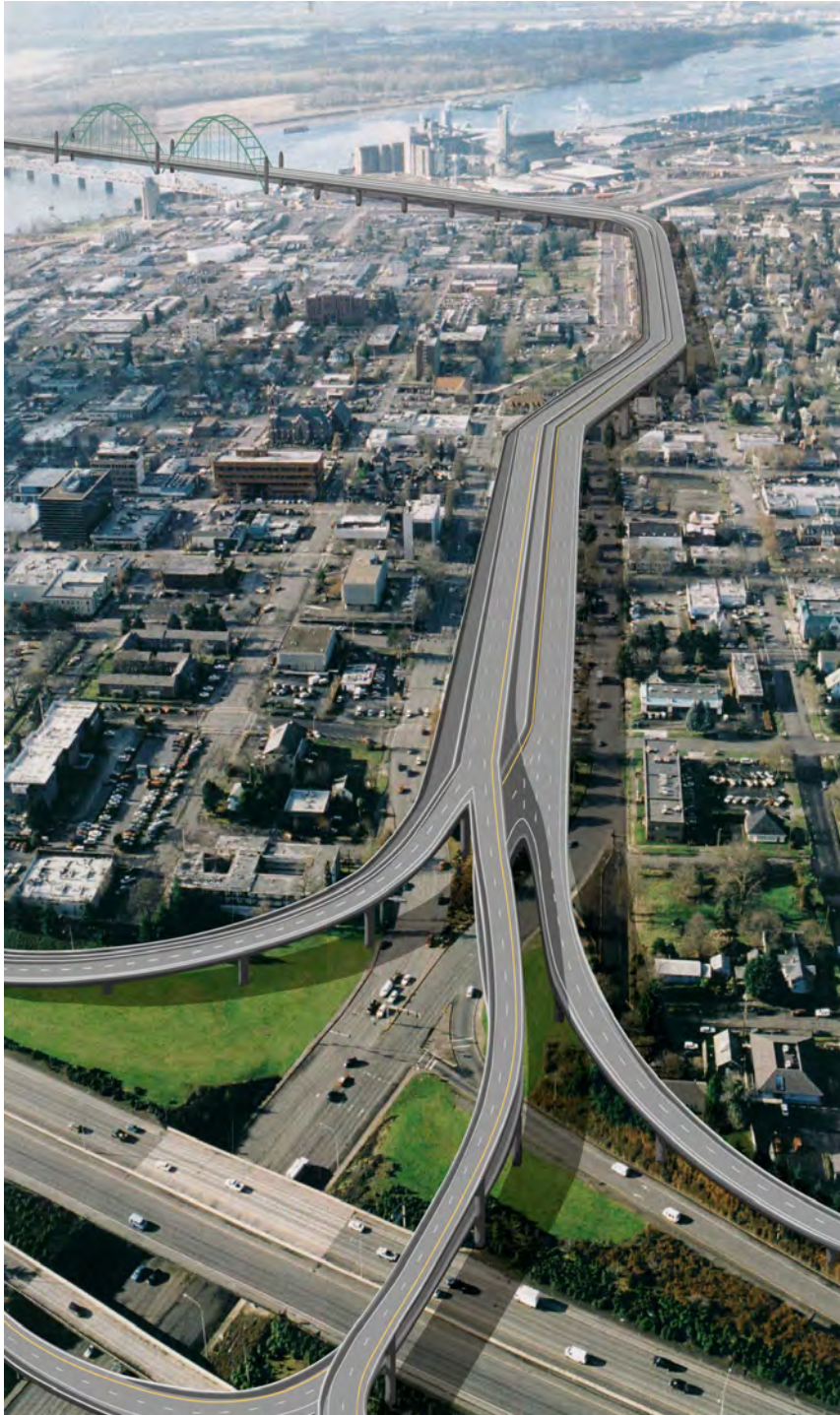
PDC
PORTLAND DEVELOPMENT COMMISSION



No historical properties
demolished or encroached on.

It avoids displacement and
has a very small impact.





Third Bridge over the Mill Plain Extension in downtown Vancouver.

The current surface level access to the Port of Vancouver and Fruit Valley Rd. Industrial Area is over capacity and Freight and Hazardous Material Route have been added to neighborhood streets.

New freeway access to the port and industrial areas from the I-5 freeway know as

“THE LAST MILE”



Art Design

Third Bridge

A Freeway Corridor

1-Mile west of the I-5 freeway connecting the Ports of Vancouver and Portland together on one continuous freeway corridor

Port of Portland

Hayden Island

Third Bridge

Freeway

BNSF Bridge

Waterfront



N →

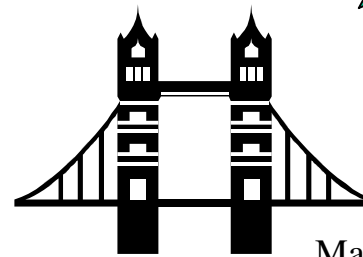
Port of Vancouver



Fruit Valley Rd.
Industrial Area



Airspace protected



Marine Traffic protected



Access to downtown, uptown, waterfront,
Port of Vancouver and industrial area



Into the Ports and Out of the Neighborhoods Multi- Modal Freeway Corridor



Portland, OR



Modal Choice



**The Third Bridge
Corridor serves several modes of travel**

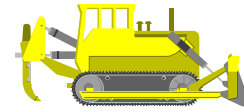
FROM

**Portland and Vancouver downtown(s) and
residential areas connected together with
our ports and industrial area.**

- **Wider lanes across the new infrastructure for safer travel**
- **Additional bus service to our ports and industrial areas**
- **New bike, small engines, and pedestrian lanes from our residential areas to our ports**
- **Upgraded heavy rail, have transit train for those going to and from Portland and Vancouver**



Construction Advantages



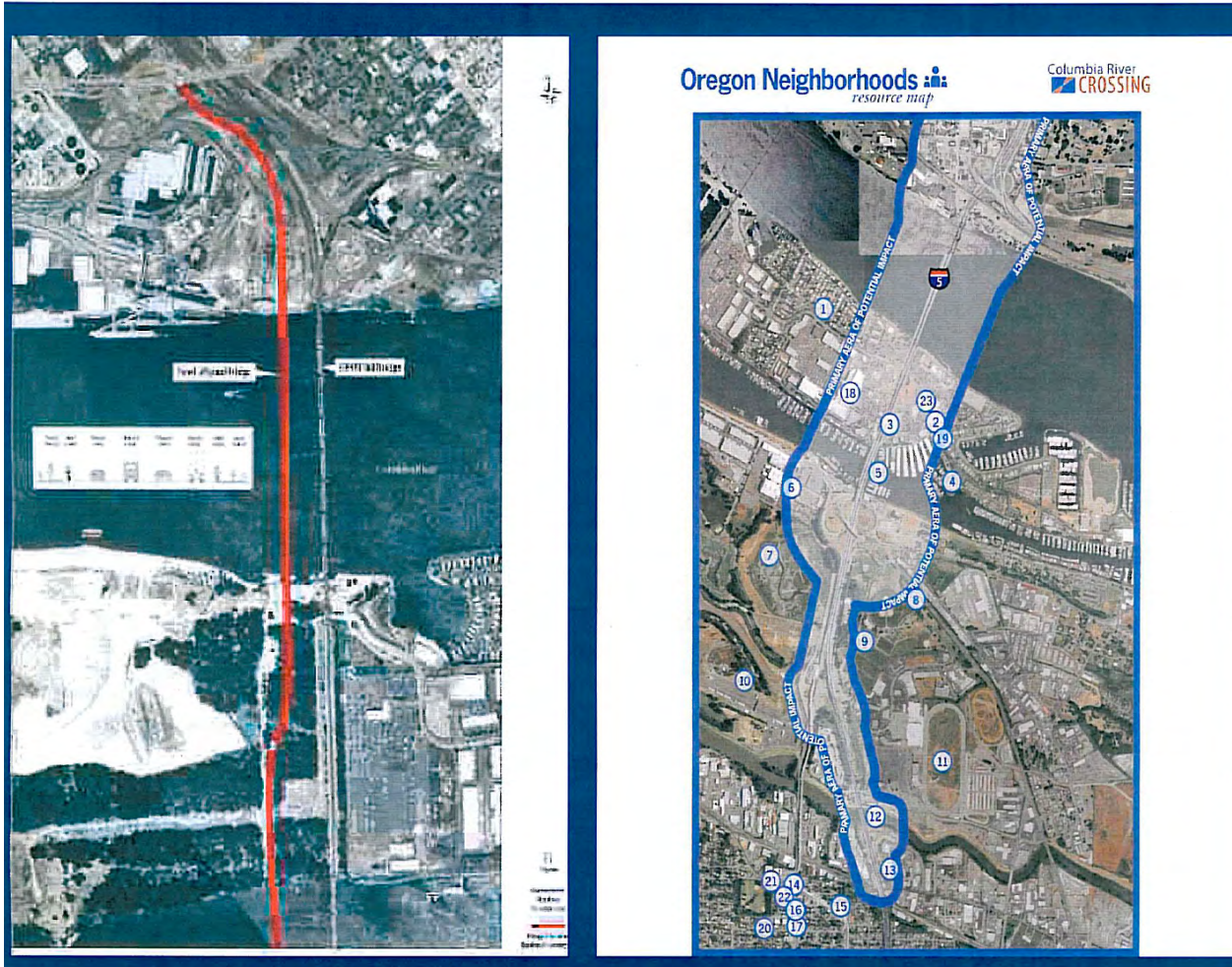
New infrastructure to current seismic and environmental standards



Adding new infrastructure to our freeway system, with few construction delays and safer working conditions

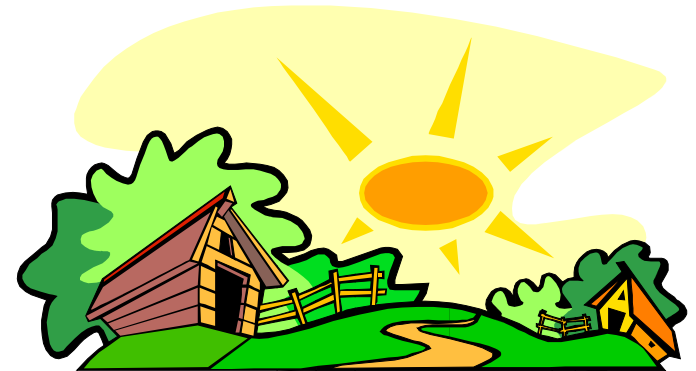


The corridor's alignment is mostly vacant publicly owned land inside industrial areas, few private property encroachments



Growth Management & Land Use

- The new I-305 Third Bridge freeway corridor supports growth management and current land use practices of non-sprawl.
- New and upgraded infrastructure in the form direct freeway access enables business to increase in those areas.
- Freight oriented development attracts business companies clustering together. Good infrastructure preventing business sprawl keeping cost and congestion down
- People will only work so far from their home, adding better access and/or keeping businesses together prevents sprawl.
- Employment Center can attract transit services when they have enough employees and companies.



Third Bridge Freeway Corridor



We Must Have An I-305 Freeway Corridor Now

Funding

Federal Funding

Local Funding split at the state line.

Bonds, Lottery, and A Limited Time Fuel Tax.

A fuel tax of 10 cents a gallon for 10 years total sunset. Bonds repaid by an infrastructure urban renewal tax of Rivergate and Swan Island. Project specific lottery and scratch-off tickets to embellish the pedestrian and bike infrastructure .

NO TOLLS NEEDED

Private Public Funding

*

*

*

*



Why Here?

Creates a new freeway

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

Attaches to the I-5 freeway

*North in Vancouver and

*South in Portland

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

Third Bridge Now



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

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

- Provides multi-modal alternatives:
 - Range of freeway investments
 - Range of transit options
- Incorporates transportation demand management
- Supports land use and growth management
- Reflects public and technical input
- Allows future mixing and matching of elements (picking the best parts)

Option Package No. 1: Baseline (No New Columbia River Crossing)

Decision: Study Further

Overview:

This option includes only the existing transportation system plus improvements included in the adopted transportation plans for Clark County and the Portland metropolitan area.

Package Elements:

Transit Improvements:

- Light rail transit (LRT) from Rose Quarter to Expo Center
- Express bus service from Clark County park-and-ride lots to the Portland International Raceway LRT station.
- Express bus will use existing lanes across the Columbia River.
- Planned growth in transit service based on adopted regional transportation plans. Includes more transit service in the corridor.

I-5 Improvements:

- Provide a third lane in each direction in Vancouver from 134th to Main St. In the morning rush hour, the southbound lane will be for high occupancy vehicles (HOV).
- System management, including ramp metering, freeway reader boards, and other measures to maintain traffic flow
- Potential freight and other improvements in the Special Analysis Areas: 1) Rose Quarter and 2) Lombard to SR 500

Arterial Road Improvements:

All Option Packages have a common set of arterial road improvements based on adopted regional transportation plans.

- Arterial improvements in all packages include:
 - Widen Marine Drive to 5 lanes from Terminal 6 to Portland Road
 - New 4 lane bridge to Hayden Island from Marine Drive
 - Improve Columbia/Killingsworth intersection and connection to I-205
 - North Lombard overcrossing into Rivergate

Transportation Demand Management:

All Option Packages have a common set of demand management measures based on adopted regional transportation plans.

- Demand management measures in all packages include:
 - Increase funding for carpool and vanpool programs
 - Increase funding for employer outreach encouraging flex hours and telecommuting
 - Expand employer sponsored transit passes to reduce transit fares for commuters
 - Increase mixed use development to reduce vehicle trips
 - Increase parking pricing and parking management

Option Package No. 2: Express Bus on New Bridge, without Corridor-Wide Freeway Capacity Increase

Decision: Study Further

Overview:

This Option Package includes development of express bus service linking destinations within Clark County, including service to the light rail station at Expo Center.

Package Elements:

Baseline improvements, plus...

Transit Improvements:

- Express bus in high occupancy vehicle lane from 134th to light rail station at Expo Center
- Options for possible extensions of express bus include, express bus from:
 - Parkrose light rail station to 134th Street on I-205
 - I-5 to I-205 on SR 500

I-5 Improvements:

- New Columbia River bridge to support express bus. Bridge could also support HOV, freight or local traffic between Vancouver and Portland.
- Potential freight and other improvements in the Special Analysis Areas: 1) Rose Quarter and 2) Lombard to SR 500

Option Package No. 3: Light Rail Transit on New Bridge Without Corridor-Wide Freeway Capacity

Decision: Study Further

Overview:

This Option Package includes an extension of the light rail transit (LRT) system to Clark County without a corridor-wide I-5 capacity increase.

Package Elements:

Baseline improvements, plus...

Transit Improvements:

- Phased extension of light rail transit into Clark County including:
 - Extending Interstate MAX to downtown Vancouver area
 - Extending Airport MAX along I-205 from the Parkrose station to the Vancouver Mall area, and
 - An east/west connection within a corridor in the vicinity of SR 500/Fourth Plain Boulevard from Downtown Vancouver to Vancouver Mall.
- Future extension of the LRT system could include areas north on I-5 and I-205 to 134th Street.
- Establish feeder bus service to light rail stations

I-5 Improvements:

- This option package will be studied with two variations: 1) as a Light Rail only bridge, and 2) as a joint-use bridge for LRT and vehicle traffic.
- Potential freight and other improvements in the Special Analysis Areas: 1) Rose Quarter and 2) Lombard to SR 500

Option Package No. 4: Commuter Rail Without Corridor-Wide Freeway Capacity Increase

No Decision Yet -
Recommendation: Defer Study
Decision to Fall 2001

Overview:

This Option Package focuses on development of commuter rail between downtown Portland and Clark County without an increase in corridor-wide freeway capacity.

Package Elements:

Baseline improvements, plus...

Transit Improvements:

- Establish commuter rail service on new rail alignment including tunnel under North Portland, new stations in Portland and Vancouver, and a new rail bridge across the Columbia River and North Portland Harbor
- Establish feeder bus service to rail stations

I-5 Improvements:

- Potential freight and other improvements in the Special Analysis Areas: 1) Rose Quarter and 2) Lombard to SR 500

Option Package No. 5: Planned Regional Bus System with Corridor-Wide Capacity Increase

Decision: Do not Study Further
- Combine with Option 6

Overview:

This Option Package involves a major increase in I-5 roadway capacity with no major increase in high capacity transit.

Package Elements:

Baseline improvements, plus...

I-5 Improvements:

- Add a fourth lane in each direction. The fourth lane could be:
 - A reversible express lane, or
 - A high occupancy vehicle (HOV) lane, or
 - A general purpose lane for all freeway traffic
- Build new I-5 Columbia River Bridge
- Potential freight and other improvements in the Special Analysis Areas: 1) Rose Quarter and 2) Lombard to SR 500

Option Package No. 6: Express Bus to Downtown Portland with Corridor-Wide Freeway Capacity Increase (includes new Columbia River Crossing)

Decision: Study Further

Overview:

This Option Package includes development of express bus service linking destinations within Clark County, including service to downtown Portland. It also includes the addition of a fourth lane in each direction along I-5 to be used for high occupancy vehicles, express lanes, or freight use.

Package Elements:

Baseline improvements, plus...

Transit Improvements:

- Express bus service from Clark County to downtown Portland
- Options for possible extensions of express bus include express bus from:
 - Parkrose light rail station to 134th Street on I-205
 - I-5 to I-205 on SR 500

Note: There may be difficulty getting funding from the Federal Transit Administration for express bus service that runs parallel to a new light rail line (Interstate MAX).

I-5 Improvements:

- Add a fourth lane in each direction. The fourth lane could be:
 - A reversible express lane, or
 - A high occupancy vehicle (HOV) lane, or
 - A HOV lane that could accommodate freight traffic
- Build new I-5 Columbia River Crossing
- Potential freight and other improvements in the Special Analysis Areas: 1) Rose Quarter and 2) Lombard to SR 500

Option Package No. 7: Light Rail Transit with Corridor-Wide Freeway Capacity Increase (includes new Columbia River Crossing)

Decision: Study Further

Overview:

This Option Package includes an extension of the light rail transit (LRT) system to Clark County with a major corridor-wide I-5 capacity increase.

Package Elements:

Baseline improvements, plus...

Transit Improvements:

- Phased extension of light rail transit into Clark County including:
 - Extending Interstate MAX to downtown Vancouver area
 - Extending Airport MAX along I-205 from the Parkrose station to the Vancouver Mall area, and
 - An east/west connection within a corridor in the vicinity of SR 500/Fourth Plain Boulevard from Downtown Vancouver to Vancouver Mall.
- Future extension of the LRT system could include areas north on I-5 and I-205 to 134th Street.
- Establish feeder bus service to light rail stations

I-5 Improvements:

- Add a fourth lane in each direction. The fourth lane could be:
 - A reversible express lane, or
 - A high occupancy vehicle (HOV) lane, or
 - A HOV lane that could accommodate freight traffic
- Build new I-5 Columbia River Crossing
- Potential freight and other improvements in the Special Analysis Areas: 1) Rose Quarter and 2) Lombard to SR 500

Option Package No 8: New Arterial Road with Columbia River Bridge

Decision: Study Further

Overview:

This Option Package involves a new arterial road between *US 30 in Portland and Mill Plain Blvd. in Vancouver.*

Package Elements:

Baseline improvements, plus...

Arterial System Improvements:

- Provide arterial linking US 30 in Portland to Mill Plain in Vancouver. Would involve a new crossing of the Willamette River and a new crossing of the Columbia River near existing rail corridor across Hayden Island

I-5 Improvements:

- Potential freight and other improvements in the Special Analysis Areas: 1) Rose Quarter and 2) Lombard to SR 500

Option Package No. 9: New Freeway Corridor

Decision: Do Not Study Further

Overview:

This Option Package involves construction of a new westside freeway corridor. A specific alignment has not been established.

Package Elements:

Baseline improvements, plus...

New Freeway Corridor:

- New freeway and bridge west of the existing I-5 bridge connecting Clark County, Washington and Washington County, Oregon

I-5 Corridor:

- Potential improvements in the Special Analysis Areas:
1) Rose Quarter and 2) Lombard to SR 500

Option Package No. 9: Key Factors Leading to Recommendation to Discontinue Further Study

Studied previously and ...

- Would do little to address congestion in I-5 corridor (most trips in I-5 corridor start or end near I-5)
- Very significant environmental impacts to Vancouver lowlands, Sauvie Island, Tualatin Mountains
- Conflicts with local, regional, and state land use policies

New West Arterial Road

134th to 99th

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

99th to the I-5 Columbia River Bridges

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

SR 500 to SR 14

Potentially modify interchanges.

From Mill Plain in Vancouver to US 30 in Portland

New four-lane arterial generally following BNSF rail corridor.

Delta Park to Lombard

Add third SB lane and improve shoulders.

Hayden Island to Columbia Blvd.

Potentially modify interchanges.

Expo Center to the Rose Quarter

LRT under construction with planned opening in 2004.

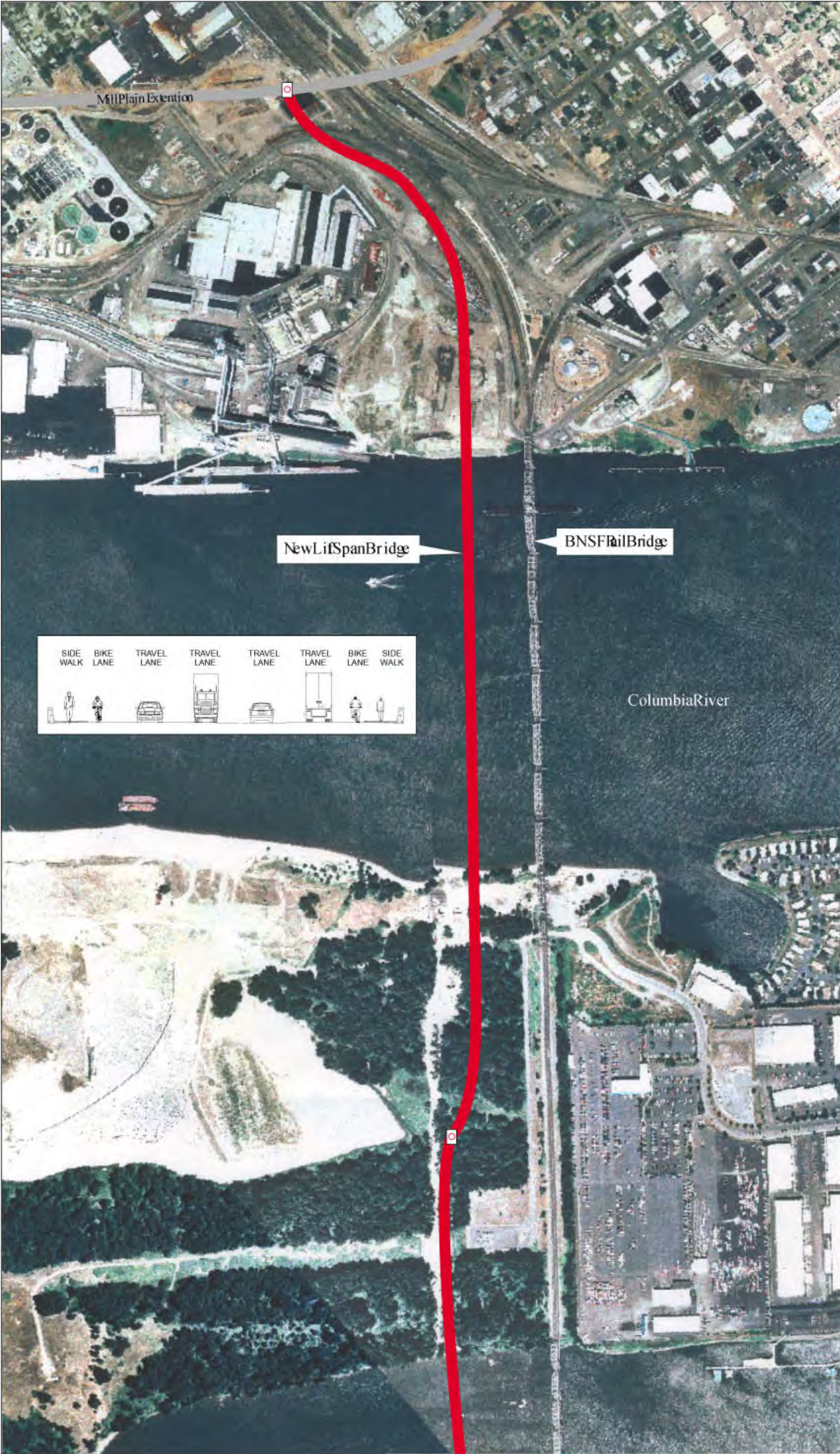
Rose Quarter (I-405 to I-84)

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

Existing LRT



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



Signal

Roadway Construction

Bridge/Elevated Roadway Construction



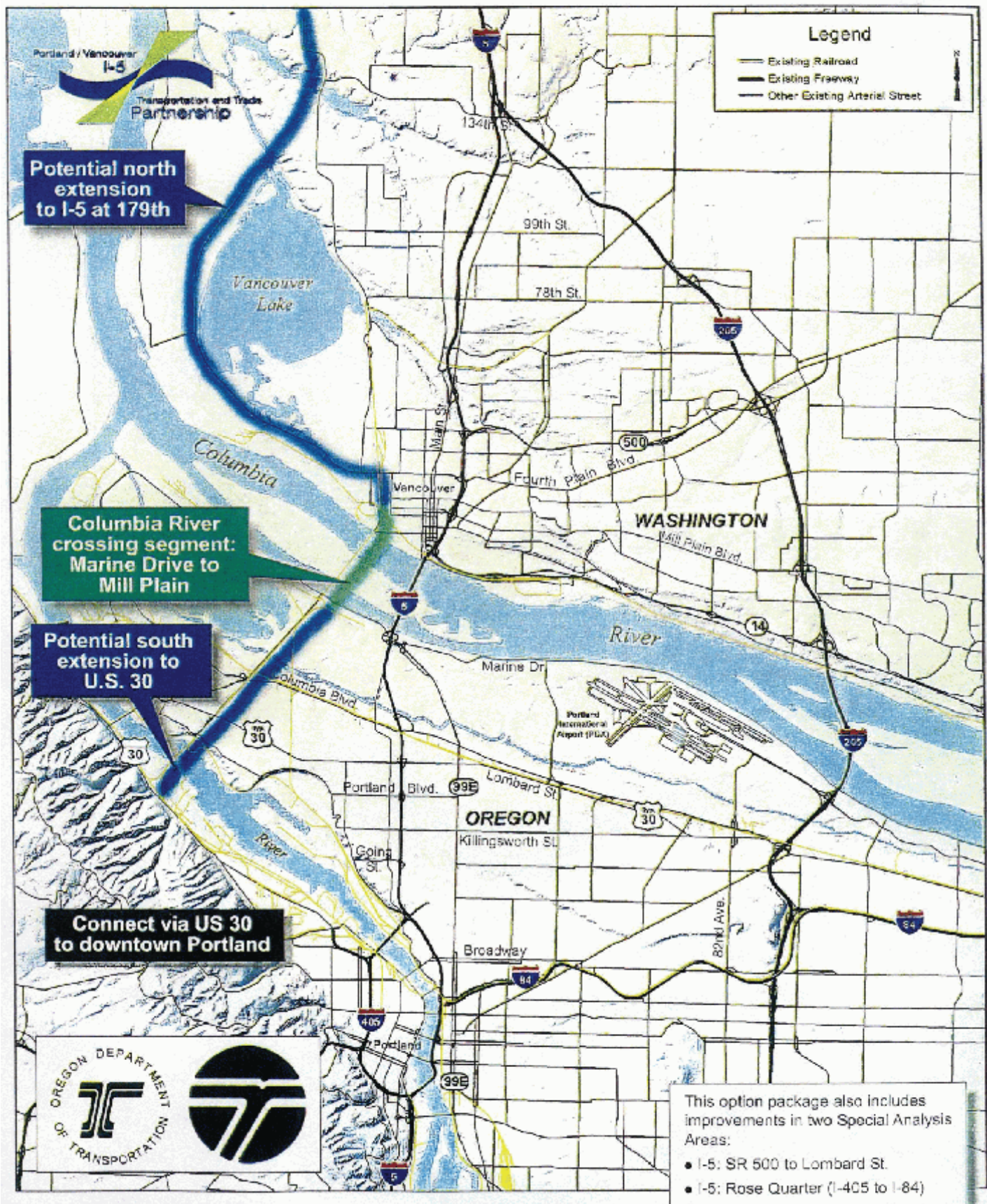
Signal

Roadway Construction

Bridge/ Elevated Roadway Construction



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



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

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

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