

To whom it may concern on the Washington, AND Oregon Legislature.

Hello, my name is Geoffrey Allison. I was a Precinct Committee Officer in Precinct #538 (Battle Ground, WA) in 2014 when we voted CRC down due to not resolving the primary goal for all Constituents, which was to, "relieve traffic" congestion/increase flow, "not just tear down one bridge to build another for profit seekers or band-aids from politicians" for show that does nothing to address our Primary goal and duty, nor does it provide for our growing cities future growth which is immanent. Since 2014, this somehow has bothered me on how to actually "resolve" this issue no-one ever put together correctly for overall agreement. Over many years, piece by piece after extensive research and talking to many from DOT's (WA & OR), US Coast Guard, contacting The Boring Company (TBC of Elon Musk) to California Boring Company, even talked to Donald McDonald (Architect in SF, CA of Portland's beautiful Tilikum Bridge). I eventually pieced all the right parts together that both Citizens as well as Politicians could approve of. I posted a draft for friends on FB to TEST, asking for "objections and criticism" to prepare for THIS day (for the People & for our future), I talked to everyone I could (from gas stations, grocery stores, politicians, neighbors, friends, family and at home (now pretty much banned from too much conversation on subject) so I could get everything "ironed out" on the Constituents side for Lawmakers to proceed, practical, addressing concerns by all, regardless of Party so "this-time" it will pass.

I understand this will be long read, but this is also going to be a long process until estimated project finish in 2025, so We ALL need to be on the same page to address each of our individual goals collectively now and for the inevitable future growth of both Or & WA in mind. However there are many segmented parts (from my aspect) to address our primary goals to a resolution for CRC#2 to succeed this time. We can do this if we "agree together" that the Primary goal is to "increase traffic flow, to ease traffic congestion, getting everyone to their destinations faster than currently, while addressing the the future needs of the People in an environmental forward approach".

Just like the game of Chess (or most games), the ultimate objective and goal is to, "WIN". You have to plan moves ahead...WA State DOT admitted the I-5 bottleneck here in Vancouver and Portland with only 2 bridge crossing is already too much traffic to regress going down to one, just to rebuild another one with about the same congestion after using "Immanent Domain" to widen the existing freeway along the entire I-5 stretch all the way from downtown Portland to deep into Vancouver for a knowingly short term fix, if at all (which is terribly sad to lose your home in vein) and wasting Taxpayers money. Not to mention once completed (if replacing I-5 Bridge), to then realized the same exact problems exist would be a huge let down to look forward to. Plus knowing there's been occasions when one bridge or the other is down/up but never both blocked at once, that'll kill commerce & people working! Plus the wider you make the new bridge in the old place, means expanding/demolishing homes & businesses via Immanent Domain. So let's avoid poor planning, let us be practical and visionary in what we know what the future will bring, we need expansion in areas, allowing growth, to promote commerce and everything good.

What if we as the Human species have developed a technology (Tunnel Boring Machines) that can overcome the, "old barbaric ways" of our past (Immanent Domain) and we ethically knowingly for the sake of all if not by example, must and will do the right thing? - You bet we will! This is how: I propose linking Portland's I-30 (by Sauvie Island/Scappoose area) to cross the Columbia River to Vancouver (by Sara area, just south of Ridgefield National Wildlife Refuge), then create a, "Tunnel" from the Columbia River to I-5 @ the Battle Ground exit/on-ramp via a (Approx) 4.5 mile tunnel. - A tunnel is the best way to avoid a massive nightmare for families and their properties/businesses being torn down

anywhere. That location is best as it is far enough north to help relieve I-205 too by bypassing near southbound traffic to go around inner cities, especially if they never intend to stop in Portland/Vancouver at all and intending to just driving through. Now able to drive around inner cities not adding to or making the problem in the first place, which relieves traffic in the centers of Portland & Vancouver.

Questions? Why a tunnel? - Because there is not another artery that exists to allow high speed flow of high capacity traffic. We can set an example to avoid "Immanent Domain" issues and all the negativeness we know others have done in the past that we Must learn from, while acknowledging there is now a new means of technology developed for a reasons such as this that we cannot ignore as Decision Makers. Environmentally sound, not a creature hurt, no explosions or chemicals needed, it's bombproof with large capacity for emergencies for individuals (approximately hundreds of thousands if no vehicles) . No vibrations felt from surface. In fact, Elon Musk is offering a JOB if anyone if they can invent & build a device that can detect his tunnel boring machine (TBM) @ The Boring Company (TBC). - No joke!

One last, "No joke"...As an unintended benefit that would provide Safety is as follows: If the Text Alert ever comes, "Incoming missile. Seek immediate shelter. This is not a drill". We would have "30 minutes" to save ourselves from annihilation. - We actually would have shelter in The Tunnel unlike many of the hundreds of millions of Americans that do not unfortunately have.

The question I get asked most often by the City on behalf of the public, Politicians for their constituents and by others directly on my journey to making this happen is what about EARTHQUAKES? I love this question the most because the truth is that during and after an earthquakes, a tunnel is the safest place to be, it is actually advised to seek a tunnel for safety as a procedure (where available). The facts over the last 3 decades around the world is when buildings shook hard on surface, Those below in tunnels were completely unaware there was even an earthquake on the surface above!

In addition to earthquakes: If we use 5 seismograph (1 in center, 2 @ each end of tunnel, and 1 more on each end on surface,) to detect ground movement during earthquakes. We can add to not only the science of geology but also establish future tunnel viability for future areas everywhere as an environmental solution looking forward for our legacy and who knows where this technology may go in our exploration of science, above and below.

Why at Battle Ground exit/on-ramp? Though I live in BG and may joke it's most convenient for me to see my son who lives in Oregon. It's also a fact I just cannot afford it on my own as well, so I need EVERYONE's help from Local, 2-States, Coast Guard, plus Congress to help accomplish my idea, and it's all absolutely true. Though that's how the initial thought process started out, "jokingly" I looked at aerial pics to eliminate this area to find a better and I could not, as I will explain: I-501 (through the heart of small Ridgefield,WA) would be great if not for these 2 reasons; One, it is a 1 lane each way (2 total lanes) that goes through the heart of the town, by a high school and it would be morally wrong to destroy a town for a road knowing there are better moral options. Two, there is Ridgefield National Wildlife Reserve directly in the path being that far north of my purposed BG location, so that's out. Anything south of the I-205/I-5 junction in Vancouver will not bypass to relieve as much traffic in that area as it would in fact be less efficient by doing so, making the BG exit/on-ramp the logical place on the north/south choice and can be started with one bulldozer being dropped off at first to make the clearing for the truck unloading the TBM & this project will not impede or stop traffic during construction due to

its location start being a undeveloped field by a designated BG Rest Area on the Right side Northbound and could be designated as, "I-7".

Why not add the, "NEW 3rd Crossing" between the I-5/I-205 bridge or towards Camas, Washington to Gresham, Oregon? - The fact is that I-84 (including Marine Drive) along the Columbia east of I-205 is gridlock currently needing relief itself somehow, already a problem enough and would be counter to progress by making it worse. However, I-30 on the other hand is rarely ever backed up, having the capacity to handle a larger traffic flow NOW already without doing anything! - Plus as I see (after countless overhead satellite map hours of exploration), Portland Planners of past were very smart looking to the future by having 3 ways to build, "New Paths" (notice I didn't necessarily say, "surface Roads") to disperse traffic from I-30 to: (1) Next to or under the Burlington Northern Railroad and/or split to Hwy 26 in 2 different path options; (2) Just after the Portland Zoo tunnel there is a junction road that was waiting to be completed that could link to I-30; (3) stay on I-30 to I-405 to I-5/I-205 south & vise-versa opposite direction for those coming from the South going North, all relieving traffic in the heart of both Vancouver/Portland and surrounding area's all connected to disperse and bypass efficiently faster. Those are the options Our Planners of past with forward insight left us that I see and using Tunnel Technology is at the heart of this Ethical Option and answer to be our solution.

(Fun fact): Sauvie Island (Once Home of the Flathead Native American Tribe in 1800's), which would be a great location for the future "Diamond" or "Portland Diamond/Flathead Baseball Stadium" and can be a financial mutual benefit to the City of Portland/Major League Baseball Players Club, while giving the birthrights of the land of the once descendants of the "Flathead Indians" benefiting, maybe owning stock in the Team bearing their name/home location with, "Respect", while keeping Portland "Weird".

Where exactly on the Oregon side? I-30 (just like I-5) runs North and South about at an equal distance (+/- 0.5 mi) from the Columbia River. How long is it total from I-5/BG to I-30 on/off-ramp @ Sauvie Island? - The approximate proposed distance from I-30/Sauvie Island to I-5/BG is 9.77 miles to 10.79 miles total distance. Approximately 4.5 miles by tunnel (for sure/avoiding Immanent Domain issues) from I-5/BG to Sara, just north of Felida area to the Columbia River then either continue the tunnel under the Columbia River (not preferred, but possible) or over the river via floating highway, or traditional bridge. Why 3 options and not certain on (1) Tunnel, (2) Floating Bridge (Pontoon Roadway), or (3) a Traditional Bridge (rigid overhead foundation and structure allowing rail) for crossing? - I'm keeping means of crossing options open to allow longevity (100+ years of carefree use), allowing environmental, safety and economic factors to be thoroughly expressed to exhaustion, but focusing on overall task of relieving congestion of a, "New 3rd Crossing and where" as a MAIN suggestion, NOT necessarily "How" to do it.

Creating a new highway artery in these new areas will: Promote NEW Economical & Social GROWTH, with new livable area's needed now and for the future as my main goal in both States.

Additional Information for Consideration: Depth Measurements for a Tunnel under the Columbia River I have are too vague being anywhere from 50, 400 to 1250 feet deep, not specific, but rather general to locations and is not the precise numbers I want to be safe to pass on without going out there myself with a depth finder/meter, or confirmation from US Coast Gaurd. So once I have those depths I can give these specs to a boring company to see if capably up to task safely with certainty, backed up by proof, otherwise build floating bridge segments in Portland's 3 dry docks and with taller traditional bridge on the deeper side (which is unknown by me at moment) but will allow regular Shipping to pass under bridge below without interuption or delay/s, while also allowing a new path for Railroad

Freight/Defense transport necessary to achieve Federal funds allowing Locomotive Trains hauling freight-cars containing cargo for commerce, as well as for Defense to transport our troops equipment, including Amtrak, etc.

(Note): This has no relation to Portland's light-rail. However, Light-rail SHOULD be incorporated (just not linked unless Voter approval) into this new bridge crossing, for we do not want to limit Forward Thinkers of the future. - TriMet would have to get separate voter approval on both sides of river to expand into Vancouver just to be clear same as same in CRC of 2014. However there may be benefits of Vancouver finishing our new waterfront which is already absolutely beautiful and I personally am so proud of the work done so far, with great planning and thought put into that project. I do envision Vancouver's new waterfront stretching along the Columbia River removing old un-environmentally sound debris/old metal/fallen old mfr's buildings/garbage all from 1930's & before to continue the beautiful vision of linking to new 3rd Crossing while restricting light-rail to Waterfront Access Only at some future point but still left to voters and leaving C-Tran with benefits of distributing public transportation in all of Clark County as they do now. As far as a tunnel, although I have left messages/texts/calls to Elon Musk & The Boring Company, I have not received a response, yet. - Though California Boring Company is eager to gain my/our business...however they do not do business outside CA.

What about the environmental and future effects of all 3 sites of construction (2 in Vancouver, 1 in Portland)? Environmentally tunneling is cleaner, quieter, visually not obtrusive. Always leaving the ability to add additional tunnels beneath/beside one another of unlimited depths (both Horizontally and Vertically) if, or when more lanes from traffic growth are needed for future growth unlike current widening surface roads having to demolish more homes & businesses (many old containing building possibly containing asbestos, leaded paint, etc, causing delays costing more money), meaning traditional surface hwy's are environmental & un-thoughtful, cold-heartily (sometimes).

In the future once finished, this new crossing will allow growth on both sides of the river with increased commerce, and will most likely spur food/gas stations, strip malls, Apartments & Housing (desperately needed in Portland to answer Existing issues & to Vancouver's future growth).

What do you call the New Crossing? What will it's, "American Association of State Highway and Transportation Officials" (AASHTO) name designation be? I-3, I-7 or I-9 is the logical availability. However, I would prefer not to send uncertainty of "a name" that can be worked out (in theory) NOW, before giving to the Voters. - So, according to the rules of AASHTO's name game, it ought to be named, "I-7" because if we start construction East of I-5 (where Battle Ground Rest Area exist, already allowing BIG equipment to gather) but start digging West, that would be consistent in rules in the numbering system.

However that being said, the AASHTO's is a Federally responsible for issuing a logical numbering order by proper designation. The state of Georgia is home of the 3rd Infantry Division "I-3" was suggested & submitted out of order for an unfinished Hwy project. - AASHTO's granted the reservation but not formally granted yet as the project is not completed. California has an uncompleted project that runs North/South of southern Oregon and merges east of I-5 (via interchange) and has not decided on the remaining I-7 or I-9. So without fighting for #'s and being respectful to Georgia's Veterans, that's where that's at. I'm sure ilani would like the number, "7" for it's the path to luck and if submitted, it would help California to pick I-9 to continue logically, hopefully ALL happy. - Me too (jokingly), having Pitched to Sell my idea of building a bridge built next to another bridge built next to, "The Bridge To Nowhere" as they once called the Astoria Bridge, but exceeded estimates of People crossing its 1st year.

(Personal Testimony)

Do I benefit from this project? - Absolutely, my 69 year old Mother lives between McLaughlin Blvd along I-5, my Godfather (who works for the Columbian Newspaper) lives next to Regal Cinema downtown Vancouver on Broadway against I-5. - BOTH homes would be destroyed/torn down and they would have to move, potentially being homeless. Also, I have a son who lives in Tigard that I have personally had so many delays in seeing him timely due to huge traffic delays causing huge heartache for the both of us. - That was the precipice moment in time for me to start finding a solution to this traffic problem felt by so many, mutually. So ideas slowly started to fall in place after churning through various data to become the Project it is now to me, and many Others.

I thank you for your time in reading this. I once again, want to offer my services in Assisting or Heading this Project, As an Individual, or as a Business.

Respectfully,

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"When you eliminate the impossible, whatever remains, however improbable, must be the truth."