

Add as citizen comment December 15 2025 meeting

At the December 15th transportation meeting in the two-minute time-limit for citizen comment it was hard to provide a complete message. With this committee having time-limits before the meeting that messages can be left for this committee being so short only open a “few” days. I was unable to leave written comment for September 2025 because the citizen comment period for the committee had ended. Staff said I could email members separately however it would not be added to the record unless a member added it or when the comment period reopened for December 15, 2025 meeting I could try again. The December 15, meeting has a 48-hour closing limit on making written citizen commit. So I will be sending you a package I just sent the current US Secretary of Transportation. This invitation is open to committees, elected officials, business association, and community members interested in seeing the Third Bridge freeway bypass corridor a great alternative to removing the Columbia Crossing bridges.

Thanks you kindly,
Sharon Nasset
503.283.9585
Sharonnasset@aol.com
December 16, 2005

December 15, 2025 Citizen Comment

The Entire Reason For The Project Is
To Add Capacity Across The Columbia River.
Multi-Modal Road, Rail, Transit, And Bike / Pedestrian

Previous Studies Stated We Needed To
Add Capacity Across The Columbia River With
A Supplemental Or Replacement Bridge If Necessary.
Not That The Bridges Must Be Replaced.

Where is the independent report showing why the I-5 bridges MUST be removed!

WHEN

We have fewer bridges than similar sized US cities between Portland and Vancouver

The I-5 freeway is full and overcapacity

The bridge are 4(f) Significant Historic Resources with national protection

Tens of thousand of vehicles use neighborhood streets daily as over flow from freeway

Congestion which is much higher than the national average and it is stealing our time
and life

Pollution and environmental issues

“Quality of life” just listen to the nightly “traffic” news

Attachment is the final recommendation of the I-5 Portland / Vancouver Transportation
and Trade Partnership 2002 Environmental Impact Statement

December 15, 2025 Citizens Comment

Where Is The Report Stating The Bridges Have Structural Problems And Must Be Replace?

A requirement of this transportation project or any bridge removal project is a full, independent, and complete report of the I-5 bridges' condition, Where is a report on the bridges condition? The report was due out in 2006 at the beginning of the Columbia River Crossing EIS.

The age of the I -5 bridges is not the issue. Bridges are replaced because of **structural problems** Where is the list of problems with the bridges? What is the cost of fixing the problems? Why are we trying to remove the bridges instead of doing repairs? We already have fewer bridges than similar sized metropolitan with only have two bridges. Do the bridges need to be immediately removed or can other bridges be constructed first?.

Portland Had 12 Bridges Over The Willamette River
6 Bridges Are Older Than The 1917 Bridge And
11 Bridges Are Older Than The 1958 Twin

Washington State as of December 2019 data from the Federal Highway Administration (FHA),
there were 177 bridges in Washington State over 100 years old.

More recent data indicates that this number has likely increased,
with over 300 bridges 80 years or older as of 2021,

Oregon has dozens, if not hundreds, of bridges over 100 years old,

there's no exact "total count" readily available
a significant number being famous **historic covered bridges**
(around 50 remain, built mostly 1900-1920s)

12,990 bridges in the United States that were 100 years of age or older.

As of December 2019 data from the Federal Highway Administration (FHA),

It is not the age of the bridges

The 2005 inspection of the I-5 bridges have no restrictions, they are structurally sufficient and met all requirements, with 60 years of serviceable life left and valued at approximately a billion dollars. It complemented the care and maintenance of the bridges to their health.*

A full complete independent inspection of the I-5 bridge was a recommendation of the I-5 Partnership study and a requirement of this project. **Where is the full report on the bridges' condition?**

- The 2005 inspection certificate with the Oregon State Seal is attached.

----- Forwarded Message -----

From: Sharonnasset <sharonnasset@aol.com>

To: scheduling@dot.gov <scheduling@dot.gov>

Sent: Tuesday, November 4, 2025 at 11:33:38 PM PST

Subject: # 1 Email of 8

Hello Scheduler

I hope you are having a wonderful day. I am sending this email to invite The Honorable Sean Duff to come west. I have put together a booklet to answer all the questions concerning our event.

I will mail the binder to you. I am sending you an email with attachments. There are 7 pages in the booklet I will need to scan before I can send them as an attachment.

If you have any questions please call my home number 503.283.9585 I'll be happy to answer them.

Provide detailed information: Include as much detail as possible in your request:

- Contact information for your organization and yourself.
- Event title, date, time, and location.
- The type of event and target audience.
- The expected number of attendees.
- The specific topic you would like the Secretary to discuss.
- The requested type and length of presentation (e.g., keynote address, remarks, panel).

Thanks again,

Peace,

Sharon Nasset

503.283.9585

Economic Transportation Alliance

501c3 Non-Profit

www.ThirdBridgeNow.org

Never doubt that a small group of concerned
citizens can change the world. indeed/
it's the only thing that ever has."



*To
The Honorable Sean Duffy
United States Secretary of Transportation*

We would consider it a great honor if The Honorable Sean Duffy would accept this invitation for a tour of our community. You'll see transportation infrastructure, what we are working to achieve, why, and how we plan on paying for it. The tour includes ports, industrial area, residential, historic areas, the I-5 corridor, and bridges. We will use a bus, commuter heavy rail, and light rail modes of transportation.

Date: Any weekday the Secretary of Transportation's schedule allows.

Time and scheduling: Attached

When: As soon as The Honorable Sean Duffy US Secretary of Transportation schedule allows.

*Thank you,
Economic Transportation Alliance*

To Honorable Sean Duffy
United States Secretary of Transportation

We would consider it a great honor if you would accept our invitation for a tour of our community, the transportation infrastructure that we are working to achieve and why. Our community hosts an extremely diverse environment. The ports of Portland and terminals, Rivergate Industrial Area, Superfund sites, brown-fields, Portland City Sewer Plant, Swan Island Industrial Area, Smith and Bybee lakes wildlife refuge, Delta Park sports field, Moda Center, Hayden Island, the Coliseum, Emanuel hospital and medical complex, the University of Portland and other facilities. For transportation we have part of the I-5 freeway corridor, I-84 interchange, and I-5 bridges. Welcome to North Portland

We also host St. Johns historic downtown, residential area, and St Johns' Bridge. North Portland has several of the oldest neighborhoods with large and small homes reaching all the way to the Broadway Bridge.

Most of North Portland is a peninsula with the only bridge, our St. Johns' Bridge in the center of the community. There are two roads upgraded to "freight corridors" one running through residential areas to services an area known as the economic engine for the State. The I-5 freeway is on the eastside of our community and the majority of the industrial areas are on the westside of our community.

So when the transportation spot-light came to our area we were ready with a list. The traffic endured, called inhuman has had leaders promising a bridge across the Willamette River into Rivergate since the 1950's. A port-to-port connection between Portland and Vancouver over the Columbia River has been "in" the works for even longer. Direct access in and out of the industrial area benefits the business community too.

We would like to show you what infrastructure we want and why. How it will benefits the entire USA to have the ports and industrial areas having modern and adequate freeway infrastructure. We lose billions of dollars annually to congestion and hours of our lives we can never get back. Connecting our ports and industrial areas on one continuous freeway corridor I-5 by-pass will boost our economy in those areas of direct access. Using mostly vacant publicly own land, the locations, and what it does for the economy and environment are some of the advantages in attracting funding.

Please come and let us show some real great NW hospitality.

Thank you,
Sharon Nasset

Economic Transportation Alliance

We are a tiny little 501c3 Non-Profit, dubbed a "little yet Fierce"

Come Help Make Our Dreams Come True!

Full Disclosure

I too am born tenth in Catholic family of eleven children, graduated from St. Mary's Academy, and work on local transportation issues. I have worked as a citizen advocate on the economy, safety, and housing all basic social justices issues, for well over 25 years. The old saying "You'll always have a job if you're willing to work for free", has turned out to be true. I have also kissed the Blarney Stone and love Guinness Extra Stout in a bottle. ~ Cheers ~

Tour Schedule
Presentation Times and Address
Clark County Service Building
1300 Franklin St. Vancouver WA

8: AM Doors open

Clark County Service Building 1300 Franklin St. Vancouver, WA. 98660

8:30 Sign-in and refreshments

9: AM Presentation

9:30AM Bus pick-up at

Clark County Service Building 1300 Franklin St. Vancouver, WA. 98660

10:30AM board train Vancouver Amtrak Station 1301 W. 11th street Vancouver, WA.98660

Exit train Portland Amtrak Station 800 NW 6th Ave, Portland, OR. 97209.

11:10AM Cross street board light rail

11:45AM – noon Board bus at Expo-Center light rail station 2060 N. Marine Dr. Portland, OR 97217 tour industrial, residential areas, I-5 freeway, I-5 bridges, Jantzen Beach on Hayden Island

1PM Lunch Hayden Island Neighborhood Network 12221 N. Westshore Dr. Portland, OR 97217

2PM Board bus to tour Fort Vancouver area

2:30 Presentation The Academy 400 E. Evergreen Blvd. Vancouver, WA 98660.

3:45 Board bus to return to Clark County Service Building 1300 Franklin St. Vancouver WA 98660

4PM Tour ends at Clark County Service Building

Clark Collage

1933 Fort Vancouver Way, Vancouver, WA 98663

6PM Community reception for The Honorable Sean Duffy US Secretary of Transportation

30 community members and Washington and Oregon Elected officials that have pre-registered

Open to the public

7PM The guest speaker The Honorable Sean Duffy US Secretary of Transportation

45 minutes written question and answer.

Tour Agenda
Schedule, Time, and locations

The Honorable Sean Duffy will be a guest on the tour talking with the community members and elected officials as he chooses. One public address in the evening any topic and length the Secretary speakers chooses.

8AM doors open

8:30AM sign-in

9AM introductions

Presentation

Video Original study

Where is the I-5 Corridor and it's important.

Current condition of bridges

Federal Register importance describing the need for infrastructure

Description of the award winning community project, components, and needed for infrastructure

What do we need to know about our tour today

9:25 AM Break

Board Bus leaves 9:30AM

Vancouver, WA. train station

Port of Vancouver area

Presentation

Board Train

Portland train station disembark

The station was recently historically restored. Unfortunately we will not be touring the station.

Cross street from heavy train rail to light rail station

10:45AM Board light rail

Presentation (mostly viewing ride)

Board bus at Expo Center

Presentation Tour

Rivergate Industrial Area

Port of Portland

St Johns town center

St Johns Bridge

I-5 freeway

Jantzen Beach

1PM Lunch Jantzen Beach

Presentation Jantzen Beach community members

Presentations

Transit in our region

Previous studies BNSF rail bridge

Ground zero presentation

I-5 freeway construction versus adding infrastructure Third Bridge Now
What should be in a Supplemental Environmental Impact Statement
Congestion relief now
Questions

Board bus tour
Cross I-5 bridges
Mill Plain access
Historic Fort Vancouver area

The Academy by 2:45 PM
Refreshments
Presentation by downtown business community members

Board bus at 3:45 PM for return to Clark County Service Building by 4PM

Clark Collage
6PM Reception Dinner for his Honorable US Secretary of Transportation Sean Duffy
For 40 of our community members and elected officials from Oregon and Washington that pre-register

Event free and open to the public
7PM The Guest Speaker The Honorable Sean Duffy US Secretary Transportation comments at any length the speakers choice.
45 minutes written questions for the Secretary or other elected officials present

The Honorable Sean Duffy will be a guest on the tour talking with the community members and elected officials as he chooses.

Tour members
The tour will have 45 people on the tour bus, train, and light rail. Both Amtrak and Tri-Met light rail are open to the public.

Lunch will have the 45 tour members and 30-community member from Hayden Island

Refreshment at The Academy will have the 45 tour members and 30-community members from business and community from Vancouver, WA



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Interstate Bridges Electrical Upgrade



Project Summary:	A \$10.8 million project to replace electrical wiring, lights, signs, signals, motors, electrical cables and brakes on the Interstate Bridges (I-5) northbound and southbound lift spans.
Status and Timeline:	Construction began March 2004 and completed mid-May 2005.
Traffic Impact:	Work is complete on this project.

Project Information

An estimated \$10.8 million project is under way to replace electrical wiring, lights, signs, signals, motors, electrical cables and brakes on the Interstate Bridges (I-5) northbound and southbound lift spans. The contractor is Hamilton Construction of Springfield, OR. Pedestrian safety barriers will be added and the traffic gates replaced. Much of what is being replaced is over 40 years old. Upgrades are spread out over the length, width and height of the structures. The upgrade addresses structural modernization and replacement of the lift-span control panel.

Though work will take place during day and nighttime hours, lane closures on and near the bridges will be limited to evening and early morning hours.

Motorists can expect minor traffic impacts. To cross the Columbia River and avoid construction, motorists may use the Glenn Jackson Bridge by way of I-205.

Gear replacement will affect river traffic for approximately three months during the course of the project. However, the high-span and prescheduled openings will provide river traffic passage beneath the bridges during these periods.

Intermittent restrictions will be placed on pedestrian and bicycle movements. Both northbound and southbound structures will be affected. There will be an alternate route during these restrictions.

Nighttime construction noise is expected to be minimal. Noise generated from construction activities is expected to be no louder than existing vehicular and air traffic. It is ODOT's intent to keep those nearest the work notified of nighttime construction activities. Use the phone numbers below to report noise problems or other incidents requiring immediate attention.

Interstate Bridges Facts and History

The Interstate (twin) Bridges on Interstate 5 connect Portland, Oregon with Vancouver, Washington across the Columbia River. The bridges consist of northbound and southbound spans built in 1917 and 1958, respectively. The side-by-side steel structures have tandem lift-span capabilities to accommodate a national and international shipping industry.

The two bridges have a full-time crew on deck to keep the aging structures in top operating condition. Only three other Oregon bridges -- all in Astoria -- have a designated maintenance crew.

This personalized care, combined with large maintenance projects, has kept the spans healthy and free of weight restrictions. With ongoing preservation, the bridges can serve the public for another 60 years.

The Interstate Bridges continue to be a vital link between Portland and Vancouver and complement any long-range plans to manage and improve transportation in the I-5 corridor between the two states.

Maintenance and repairs keep the bridges healthy and free of weight restrictions. Some recent bridge preservation efforts have included:

- 1987-90 - Replacement of the lift-cables, drums, expansion joints and deck pavement overlay (\$3 million)
- 1995 - Replacement of diesel generator and lift-engine (\$120,000)
- 1997 - Replacement of an axle-like steel trunnion, counterweight sheaves and steel ropes (\$3 million)
- 1999-2001 - Painting, sub-deck and steel rehabilitation on the northbound bridge (\$20 million)

The current project will upgrade and replace significant portions of the electrical systems within the two spans. Transportation funding experts estimate a replacement bridge would cost between \$500 million and \$1 billion.

ODOT Contact Information

To request a return call or more information call: 503.731.3244
TTY: 1.800.735.2900

(during weekday business hours)

To report after hours issues requiring immediate attention call: 503.412.2353

Recorded construction information is available by calling: 503.223.0066

Clark County *and the region*



FRIDAY, MARCH 1, 2002



Sharon Nasset, a Portland resident and real estate agent, is trying to sell members of the I-5 Task Force on linking the port areas of Vancouver and Portland by three new bridges.

JEREMIAH COUGHLAN/The Columbian

SELLING THE 'NORTHWEST PASSAGE'

Portlander promotes bridges linking west Vancouver with U.S. 30 in Oregon

By THOMAS RYLL
Columbian staff writer

Last November, Sharon Nasset bought 150 fortune cookies and delivered them to a meeting of the I-5 Task Force, a 26-member committee looking for answers to freeway congestion.

Instead of the usual post-prandial platitudes, the task force and audience got sales pitches cooked up by Nasset when they cracked their cookies:

"Why debate when 8 is so great?"
"Your lucky number is 8, pick it."
"You'll have happy truckers in your future with the passage of Option 8."

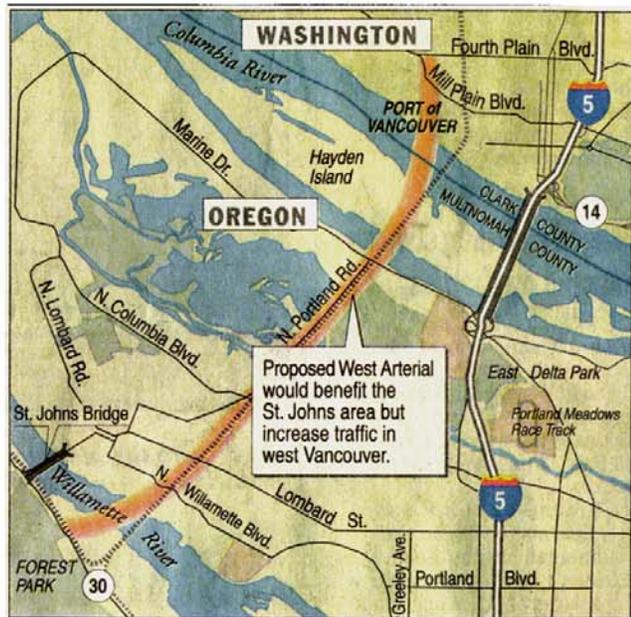
Option 8, now known as the West Arterial, is one of a string of concepts the task force considered during a series of public meetings, most of them held last year. The idea — and it is no more than that at this point — would be to link west Vancouver, perhaps at the west end of the Mill Plain Extension, with U.S.

Highway 30 in Oregon.

The West Arterial would require three river bridges, two on the Columbia and one over the Willamette. And although the task force has set aside the idea for further study — a decision that could push construction off 20 or even 30 years — Nasset has continued to lobby the task force, transportation planners, elected officials, congressional staff members and anyone else who will listen.

Task Force members have turned their attention instead to the I-5 corridor, recommending expanded bridge capacity and a Clark County light-rail system, among other items, for further study. Meanwhile, Nasset is waging what is by far the most ambitious citizen effort to change the task force's mind.

As with the fortune cookies, Nasset, a North Portland resident, has let her methods roam from the con-



WEST ARTERIAL, back page

West Arterial:

From page C1

ventional to the offbeat. In December, she handed out Christmas cards to everyone in the task force meeting room.

She has borne much of the expense. "My budget is \$30 a meeting," said Nasset, who paid \$10.50 for the fortune cookies.

Thursday, she blew a train-sized hole in that budget, spending nearly \$900 of her own cash on a rented tour bus and a pocketful of Amtrak tickets, treating participants to a three-hour visit to the West Arterial corridor.

To get things rolling, Nasset sent out invitations and set up posters, stacks of handouts and plates of doughnuts at Vancouver's Amtrak station.

At 25, the turnout was less than she expected but included a near-perfect cross-section of people involved in the I-5 Task Force process. And there were some bonuses, including the Vancouver representatives of U.S. Sens. Maria Cantwell and Patty Murray.

Even while they explain why they don't like Nasset's ideas, public officials praise her for how she has gone about promoting the West Arterial: in a determined but upbeat and unfailingly polite way.

"Sharon is unique," said Kate Deane, an Oregon Department of Transportation project manager. "She is a marketing master."

"She would be a tremendous person to show citizens how to affect public policy," said Craig Pridemore, a Clark County commissioner and I-5 Task Force member. "I have nothing but respect for

what she has done."

That said, "I don't agree with her project," Pridemore added.

The idea behind the West Arterial is to provide an alternate route for freight traffic between the ports of Vancouver and Portland, and give workers on both sides of the river easier access to Swan Island and other west side industrial areas. For residents of those areas, the arterial's greatest benefit would be to strip truck traffic from the St. Johns Bridge, something community leaders see as crucial to restoring the neighborhood's business and residential districts.

Even though it would carve a new path through a relatively undeveloped area, the project would be expensive and, in one form, unique: a concept drawing for the West Arterial shows a highway system built atop the multiple railroad tracks in the "cut" south of Columbia Boulevard.

There would be other challenges, among them environmental issues with a new highway through the wetlands of western Hayden Island. Still, "Turtles are a lot easier to move than homes," said Cornelius Swart, an official of an agency working to revitalize the Portsmouth area just east of St. Johns.

Swart counts himself among those who were at first dubious of Nasset's work. Now he says the arterial "will put St. Johns in the center of the region. It has always been over the 'left shoulder' of the region, somewhere 'over there.'"

While Nasset claims much of the right-of-way is available at prices lower than any I-5 corridor property, with three river bridges the West Arterial "would be extremely expensive," said Pridemore.

At the same time, feeding the new cor-

ridor from the north would put thousands of additional cars and trucks on Vancouver's Mill Plain and Fourth Plain boulevards.

"There would be much more traffic than was ever anticipated when they built the Mill Plain Extension," said project manager Deane.

And that, said Pridemore, "is just not acceptable for west Vancouver neighborhoods."

All that doesn't appear to faze Nasset. She has coined a new name, "The Northwest Passage Expressway," as part of her effort to keep the idea at the forefront of discussion.

Nasset, 42, sells real estate for a living, and a cynic would say her goal is at least partly selfish: Revitalizing St. Johns would do nothing to harm real estate values or commissions for selling homes and businesses.

But Nasset, who also volunteers with her church and the Boy Scouts, says flatly, "If I was really into making a lot of money, this would not be it."

Nasset continues undaunted, enthralled with the public process and clearly enjoying the attention her efforts have spawned.

And she finds encouragement in small ways.

At the November meeting where fortune cookies were her agenda, she cracked open her own dessert and found a slip of paper with a fortune that she hadn't written.

On it were words more likely to be seen after Chinese takeout than at a transportation planning meeting. Nasset was tickled: "A seed planted long ago is about to bloom."

Data Order For Booklet

Never Doubt a mural on the wall Linnton Community Center Linnton, Oregon
Invitation

Letter to: The Honorable Sean Duff US Secretary of Transportation

Tour Schedule

Tour Agenda and reception

Columbia River Crossing bridges (Commonly known as The I-5 Bridges)

Condition of the 4(f) Historical Resource of National Significance the I-5 Bridges

Selling the NW Passage The Colombian newspaper Vancouver WA March 1, 2002 by Thomas Ryll

Columbia River Crossing Original Scope

http://www.youtube.com/watch?v=8VfG_kerPzI

1. Original Project Scope Columbia River Crossing

Rob DeGraff 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. The I-5 Transportation and Trade Partnership Environmental Impact Statement recommendations.

CRC Project Manager Rob DeGraff

2. Rob DeGraff is addressing the Columbia River Crossing 39 Member Task Force at their second meeting in 2006. Columbia River Crossing Project is expected to analysis a Third Bridge Corridor. The question was asked about "Studying a Third Bridge Crossing." The Project Manager clearly states that the Federal Highway Administration is expecting it to be looked at and it will be brought in during NEPA Scoping. The Third Bridge Now Corridor was brought in during the Scoping EIS and was removed without being "vetted" deviation from the CRC Federal Register 2005.

Tour version A

http://www.youtube.com/watch?feature=player_embedded&v=70m2cYXbN9E

SHORT VIDEO is up on the Smarter Bridge Tour version B

<http://couv.com/crc-light-rail-project/smarter-bridge-tour-pt-1>

Data Order List

Support

St Johns' Review community newspaper Aug. 26, 2005

North Portland group expresses own ideas and solutions for improving I-5 traffic, by Gayla Patten

The Oregonian newspaper March 1, 2002 New Northwest Passage has traffic relief in mind by Fred Leeson com

The Oregonian newspaper Solution to traffic in St. Johns hits road block by Bill Stewart

To Ease Road Congestion, officials tackle rail tie-ups. By Bill Steward the Oregonian Newspaper

A Line In The Sand By Dave Lister Empire Building 201

Where Do We Go From Here By Sharon Nasset The North Portland Press

Celebrate North Portland Award picture

Celebrate North Portland Award March 19, 2011

Celebrate North Portland Award description

Celebrate North Portland Award 2016

Project Information

Flier for Third Bridge Now (TBN) alternative / RC-14 in the CRC EIS / also known as The NW Passage

Map showing Average Daily Traffic counts for the peninsula 2011

Map showing new freeway corridor connections to existing infrastructure without removal

Map showing BI-state multi-modal access to ports, industrials, residential, and both city centers

What's In An EIS study

Third Bridge Now exit and access map

Description of community supported projects to be returned to the Supplemental EIS.

Columbia River Crossing (CRC) Environmental Impact Statement (EIS)

Federal Register Vol. 30, no. 186 Tues. Sept. 27, 2005 /Notices pgs. 56523 –56524

Drawing showing I-84 and I-5 realignment, connection to TBN, and Additional access to Rose Quarter

Columbia River Crossing EIS Concerns

Who's in involved in the CRC the Project Sponsor Council (PSC) makes decisions at each decision point

Washington State's Attorney's office stating why the CRC PSC document where null and void

CRC document All suggested during Scoping must be considered using Step A and Step B__

CRC Step B list. Before being studied staff removed 70 components and bridge alternatives from EIS.

Maps showing ground zero

Fewer bridges than similar sized metropolitans in the US.

Viaduct uses existing surface level truck route to ports and industrial area

Comparison CRC demolishes residential, retail, I-5 freeway and bridges. TBN only adds infrastructure

New freeway corridor crossing Hayden Island using vacant port land adjacent to BNSF rail bridge

Navigation and aviation constraints are avoided one-mile west of the I-5 bridges

Know Your Rights

TBN constructs three new bridges over the Columbia River, Columbia Harbor, and the Willamette River

I-5 Portland / Vancouver Transportation and Trade Partnership EIS data

Option 8 West Arterial Road I-5 Portland / Vancouver Transportation and Trade Partnership EIS findings

I-5 Partnership EIS Purpose and Needs Statement

I-5 Partnership EIS recommendation additional capacity supplemental or replacement bridge.

Has CRC Jeopardized Federal Funding?

Action Requested of The Honorable Sean Duff

A little Background on our current transportation issue

Arch Miller

This video is former Vancouver Port Commissioner Arch Miller telling the CRC Task Force citizen advisory committee to remove and not study the Third Bridge Corridor (RC-14) brought in during NEPA Scoping violating the NEPA EIS. The fact that an elected official would brazenly stand up and tell the Official Governors' CRC Task Force and community that "HE" Thinks and What "HE" wants and what "HE" believes. That we MUST do as we are told! Totally scrap having a fair and honest process or a comparable alternative. The Port of Vancouver Commissioner's statements about the I-5 Partnership recommendation were false <http://www.youtube.com/watch?v=jdnbv6Rtgg>

Removal of alternatives and components community supported in the EIS by staff and co-chairs citizen advisory task force

FHWA Oregon Division Administration David Cox **refused to help when staff removed alternatives from the NEPA Process** Mr. Cox had his own personal career agenda. He wanted a new I-5 bridge in his portfolio and was will to accept data he knew was false and not following the NEPA requirements..

Problems, Concerns, and Issues with the CRC NEPA Process

GeorgeBentonAsk.

<http://www.youtube.com/watch?v=7fl74enogME>

Joint Oregon and Washington Senators' hearing on the CRC Process, staff makes false statement

Project Sponsor Signatory Agency Portland Metro February 22, 2007

Metro Councilor Brain Newman comments after over 2 hours of citizens talking about poor treatment by CRC project members and problems with the process.

www.PortlandDocs.com/CRC/Newman-070222-2.wmv

Jerri Williams Environmental Justice Representative CRC Task Force testimony

www.PortlandDocs.com/CRC/JerriWilliams-070222.wmv

Portland Business Alliance representative

www.PortlandDocs.com/CRC/Newman-070222-1.wmv

Letter From CRC Signatory Agencies, Elected Officials And Agencies That The CRC EIS Is Not Following The NEPA Process Requirements

ODOT Budget Note 2011 requiring additional alternatives to be studied

Oregon State Historical Preservation Office concerns with the CRC process and lack of alternatives
Feb 11, 2009 letter from WA Senator Benton and signed Bi-state by removing alternatives the NEPA Process had not been follow

July 12, 2006 Board of Clark County Commissioners state concerns the CRC

July 23, 2010 Board of Clark County Commissioners Third Bridge Now option was not vetted

August 29, 2013 Board of Clark County Commissioners

December 18, 2005 CRC NEPA is substantially flawed and arguably illegitimate.

Nov. 15, 2010 SW Washington Regional Council a CRC Signatory Agency Third Bridge not vetted
C-TRAN De21 2009 A CRC Signatory Agency "R-14 a port to port connection" was eliminated
C-TRAN Oct. 28, 2010 RC-14 did not examine an I-5 spur.

Jan., 19, 2010 a letter from the Mayors of Portland and Vancouver, Metro President David Bragdon,
and Clark County Commissioner Chair Steve Stuart stating major concerns and requirements for
support

A letter from May 19, 2010 Metro President David Bragdon. Metro a CRC Signatory Agency

A letter from May 5, 2021 Metro President David Bragdon. Metro a CRC Signatory Agency

Abridge Too False Willamette Week newspaper May 31, 2011

News Press Conference

American Dreamer Award 2013 Third Bridge Now

Several elected officials from Oregon and Washington give a news conference

<http://couv.com/crc-light-rail-project/smarter-bridge-news-event> . This video is not meant to imply that
speakers are members of the concerned citizen Smarter Bridge Committee. After the Record Of
Decision on the CRC none of the elected officials or bodies were willing to provide any funding and
the ROD died

Money

April 12, 2013 WA Senators call for an investigation of the CRC funding and process after two Forensic
Accountants found millions in missing receipts.

October 8, 2012 Acuity Group Forensic Accounting and Financial Investigation PLLC

US Coast Guard

A letter to US Coast Guard dated June 18, 2023 concerning adding an additional lift to the Burlington
Northern Santa Fe rail bridge (BNSF) removing one of the top ten marine hazard United States
waterways

Third Bridge Now

Original, Rob third bridge study, Com Steve Stuart need for more bridges and TBN Power point

<https://www.youtube.com/watch?v=EdoQGGjgHv0>

Third Bridge Now moving map link <https://www.youtube.com/watch?v=nzaMpNR-Wj8&t=1006>

Third Bridge Corridor Preliminary Benefit Analysis 2011 <http://www.nobridgetolls.com/nasset/docs/>

RC-14 is www.ThirdBridgeNow.org

Columbia River Crossing Original Scope

http://www.youtube.com/watch?v=8VfG_kerPzI

1. Original Project Scope Columbia River Crossing

Rob DeGraff 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. The I-5 Transportation and Trade Partnership Environmental Impact Statement recommendations.

CRC Project Manager Rob DeGraff

2. Rob DeGraff is addressing the Columbia River Crossing 39 Member Task Force at their second meeting in 2006. Columbia River Crossing Project is expected to analysis a Third Bridge Corridor. The question was asked about "Studying a Third Bridge Crossing." The Project Manager clearly states that the Federal Highway Administration is expecting it to be looked at and it will be brought in during NEPA Scoping. The Third Bridge Now Corridor was brought in during the Scoping EIS and was removed without being "vetted" deviation from the CRC Federal Register 2005.

Tour version A

http://www.youtube.com/watch?feature=player_embedded&v=70m2cYXbN9E

SHORT VIDEO is up on the Smarter Bridge Tour version B

<http://couv.com/crc-light-rail-project/smarter-bridge-tour-pt-1>