

Submitted By:
Robert Schaefer
8-7-2018

To the RTC:

The I-5 Bridge Group strongly supports the City of Vancouver resolution on the I-5 Bridge replacement, and is asking the RTC to support this resolution.

We are further asking that the RTC contact the Governor of the State of Washington and request that he have this project designated as a project of Statewide Significance and being worthy of being on executive request bill at the 2019 session because of the impact the I-5 Defense Highway Bridge has on our metro area and the State of Washington.

We further request that you contact our local legislators and other elected officials requesting their support of this resolution and the designating this project as one of Statewide Significance.

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PURPOSE

The Replacement Bridge Organization (RBO) has been formed to encourage development of an I-5 replacement bridge plan so enabling legislation can be prepared for action in the 2017 Washington State Legislative session. It is our goal to have I-5 bridge construction funds authorized during the 2017 session with legislative language sufficient to secure necessary funding, and assure Oregon that, this time, Washington will follow through providing funding sufficient to match Oregon's.

A secondary goal of the replacement bridge plan will be to provide all necessary parties funding for an I-5 bridge project they can agree upon and move forward with.

The RBO will also serve an information function among the constituencies it represents. As major elements of the bridge approval process move forward, RBO can be called upon to testify, conduct information sessions within its constituencies, with the news media and other bridge stakeholders.

The organization will also serve a "rumor control" function for its membership. As the approval process moves forward, the organization will use its membership to pick up information about the bridge process, and engage in fact checking to assure accuracy.

The RBO should also serve as an interface on behalf of the State of Washington, particularly with Oregon government and other organizations, providing information, conducting hearings, etc.

The RBO will also have as a goal the "de-politicizing" of the bridge issue as it moves forward. There is no reason for the I-5 bridge project to advance along partisan lines, since the project is clearly to the benefit of Clark County, Southwest Washington, indeed, the entire west coast. RBO must assume a self-policing function to assure its operations are conducted in a non-partisan manner.

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A Proposed Plan of Action Concerning the I-5 Bridge

After consultation with community leaders and organizations about proposals and options of trying to resolve and move forward with a plan for the I-5 Bridge, we believe a small group should develop a plan to get the project of replacing the I-5 Bridge back on track so we can have a proposal that Washington and Oregon State Legislation can consider at their 2019 legislative session.

The suggestion has been made that we get a small group representing the following: Representative from the city, county, both political parties of the House of Representatives and State Senate of Washington, SW Washington High Tech Council, The SW Washington Labor Round Table, CREDC, Identify Clark County, Port of Vancouver and the Vancouver Chamber of Commerce. This group would be charged with coming up with a plan of how that group would recommend we move forward and what they believe the necessary steps are to get a proposal to the Legislature and Governor.

We suggest that all of the groups listed above be asked to participate in such an effort and have a representative to help solve this major problem facing our community. In the next two weeks we need to know who is willing to take part in such a group so we can establish the method of how we must proceed. We suggest having Ed Barnes, who served on the Washington State Transportation Commission and has been more active in supporting some type of positive action on the I-5 Bridge, to act as chairman of the initial meeting, and at that meeting let the group establish how they want to proceed.

The current articles in the Columbian reflect just how serious the problem is. We need to act now if we hope to have anything in time for the 2019 Legislature.

Approved by the SW Washington Round Table on 5-6-2016

A proposed plan of action concerning the I-5 Bridge

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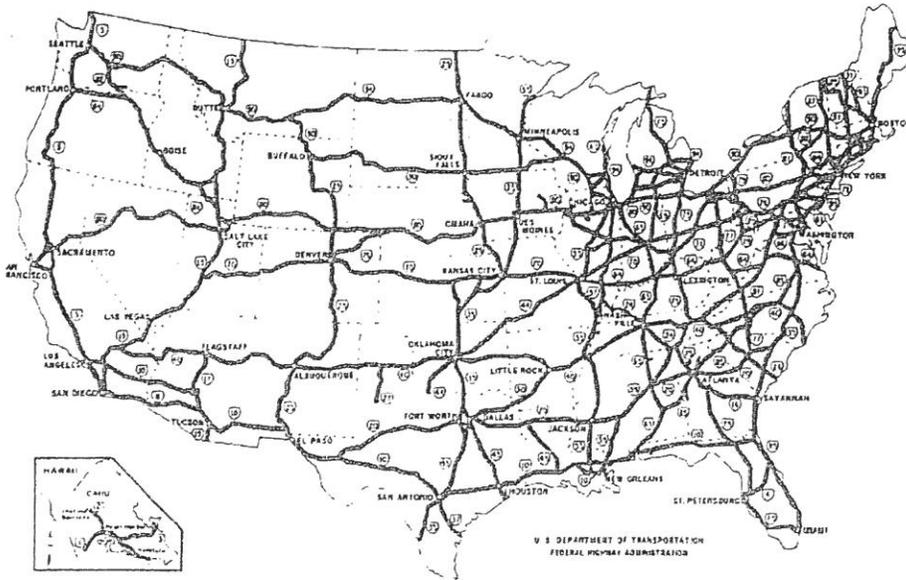
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Highway History

The Dwight D. Eisenhower System of Interstate and Defense Highways



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News

Tuesday, August 5, 2008
Contact: Doug Hecox
(202) 366-0660
DOT 109-08

President Bush Issues Order to Expedite Columbia River Crossing
Long-Awaited Project Receives 'High Priority' Status to Speed I-5 Congestion Relief

WASHINGTON — The Columbia River Crossing, also known as the Interstate 5 Bridge between Portland, Ore., and Vancouver, Wash., received national priority status from the White House today, said U.S. Transportation Secretary Mary E. Peters. The elite status, extended to only 20 other projects over the last five years, will help reduce the project's timetable by months if not years.

"The Columbia River Crossing will ease the congestion impacting one of the most important commercial routes in the country," said Secretary Peters. "The President's order is an important step toward making this project a reality so we can get goods to market, and travelers to their destinations efficiently and safely."

The priority designation under Executive Order 13274 was requested jointly by the Oregon and Washington Departments of Transportation. It will help speed decision-making by officials while maintaining all federal and state environmental review requirements.

"With the environmental streamlining that this Executive Order empowers, we can cut red tape without cutting corners," said Secretary Peters.

The Columbia River Crossing project, which has already received \$15 million in federal funding, will reduce gridlock and improve safety problems on a five-mile stretch of I-5 through a combination of bridge, transit and highway improvements. About one crash occurs daily — a rate that is twice as high as similar highways in Oregon and Washington.

The project area stretches from State Route 500 in Vancouver, Wash., to approximately Columbia Boulevard in Portland, Ore., including the I-5 Bridge across the Columbia River.

The FHWA and the Federal Transit Administration share leadership among federal agencies for this project, though others cooperating include the U.S. Army Corps of Engineers, U.S. Coast Guard, Federal Aviation Administration, National Park Service, U.S. General Services Administration and numerous state, Tribal and local agencies.

For the nine projects of national significance currently listed under E.O. 13274, visit <http://www.dot.gov/execorder/13274/projects/pplist/index.htm>

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Governor Kitzhaber and Governor Gregoire Press Release



OFFICES OF THE GOVERNORS

JOHN A. KITZHABER, M.D.
OREGONCHRISTINE O. GREGOIRE
WASHINGTON**NEWS RELEASE**

AUGUST 18, 2012

Media Contact:

Cory Curtis, Governor Gregoire's office, 360-902-4136

Tim Raphael, Governor Kitzhaber's office, 503-689-6117

Columbia River Crossing Project Identified in President Obama's *We Can't Wait* Initiative

(Salem, OR) – President Obama today announced the Columbia River Crossing project as one of the transportation projects to be expedited through his *We Can't Wait* initiative. This designation recognizes the national significance of the project, and will help save time as the federal government expedites permits for the project.

"President Obama's designation underscores the importance of the Columbia River Crossing project to the thousands of people who use on it every day to keep our region's economy growing," said Governor Kitzhaber. "It highlights that the project is about more than connecting Vancouver and Portland, but about connecting small and large manufacturers and businesses – from Hillsboro to Los Angeles, Seattle to Vancouver, Canada – that depend on a reliable interstate system to move their goods. This federal support will help coordinate CRC's federal permits and demonstrates confidence that this project will get done. Now it is time for Oregon and Washington to show our commitment so we can get this going."

The Interstate 5 bridge structures between Oregon and Washington were built in 1917 and 1958 and do not meet current safety or geometric standards. Their wooden pilings are set in liquefiable soil and are at risk in the event of an earthquake. The bridge is a critical link for freight between Canada and Mexico and one of the worst freight bottlenecks in the United States. Today, I-5 carries more than \$40 billion in freight each year and is expected to carry \$71 billion in 2030.

"Our businesses and citizens are working hard to recover from the economic recession, and they can't afford losing the I-5 connection across the Columbia River from an earthquake, or for freight and commuters to be stuck in traffic during bridge lifts and accidents," said Governor Chris Gregoire. "Already, the crossing experiences four to six hours of congestion daily, and with no action that congestion is expected to stretch to 15 hours by 2030. President Obama's announcement today recognizes the importance the crossing has to the region and will help us expedite the needed federal permits. This project will provide thousands of construction jobs, as well as long-term growth in one of the most trade-dependent areas of the United States. We are committed to taking the necessary steps to begin bridge construction in 2014."

CRC began work to apply for federal, state and local permits after receiving a record of decision approving the environmental analysis and locally preferred alternative from the

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Management and Budget is charged with overseeing a government-wide effort to make the permitting and review process for Infrastructure projects more efficient and effective, saving time while driving better outcomes for local communities. Initially, 43 projects will be expedited by the Executive Order, the first seven being major port projects announced last week. Additional expedited infrastructure projects will be announced in the coming weeks.

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About the project

CRC is a long-term, comprehensive project to reduce congestion, enhance mobility and improve safety on Interstate 5 between SR 500 in Vancouver, Wash., and Columbia Boulevard in Portland. The project will replace the I-5 bridge, extend light rail to Vancouver, improve closely-spaced interchanges and enhance the pedestrian and bicycle path between the two cities. The project will be funded by federal and state sources, as well as future tolls.

More information is available at www.columbiarivercrossing.org.



I-5 BRIDGE PROJECT SHOULD CARRY "PROJECT OF STATEWIDE SIGNIFICANCE" DESIGNATION

The pending I-5 bridge project qualifies for, and should be designated by the State of Washington as a project of statewide significance. In 1997, the state legislature adopted legislation which provides that certain projects and investments merit special designation and treatment by government bodies as government projects and investments of Statewide Significance.

WHEREAS, the above mentioned legislation designates that border-crossing projects involving both private and public investments carried out in conjunction with adjacent states or provinces or a private development with private capital investment qualifies for this special designation; and,

WHEREAS, such designation is designed to "expedite the development of projects of statewide significance" and local governments having comprehensive plans may "develop a process to expedite the review, approval, permitting, and completion of projects of statewide significance; and

WHEREAS, the I-5 bridge project clearly falls under that designation; and

WHEREAS, this legislation refers directly to the types of investment like SEH America and Wafer Tech that were designated as projects of Statewide Significance; and

WHEREAS, we applaud the efforts by Oregon transportation leaders to address the I-5 corridor deficiencies through the I-5/I-84 interchange (aka the Rose Quarter) in Portland; and

WHEREAS, border Crossing projects that involve both private and public investments with adjacent states such as the State of Oregon; and local industries and the employees of those industries rely directly on the bridge that services the I-5 corridor; and

WHEREAS, President Dwight D. Eisenhower designated the I-5 bridge as part of a national defense interstate highway system serving the west coast from Canada to Mexico, including Oregon and Washington and the metropolitan area of Portland and Vancouver; (see attachment) and

WHEREAS, President Bush issued an order to expedite the Columbia River Crossing. This action placed this project in an elite status, extended to only 20 other projects in the USA over the last five years before 2008; (see Attachment) and

WHEREAS, President Obama announced on August 18, 2012 that the Columbia River Crossing project as one of the transportation projects to be expedited through his *We Can't Wait* initiative. This designation recognizes the national significance of the project; (see attachment) and

WHEREAS, existing I-5 bridge congestion is negatively impacting the entire west coast, and the economies of SW Washington and the Portland Metropolitan Area; and the economy of the West Coast of the United States; and

RE: Industries of Statewide Significance

1. Letters to the Attorney General Christine Gregoire dated Jan 1998 from Rep. Val Ogden and Rep. Al Bauer. Re: Stressing the purpose of the legislation as being to expedite processing of permit on the state and local level.
2. Letter to Governor Gary Locke dated Jan 1998 from Rep. John Pennington Speaker Pro Tempore. Re: By passage of this legislation we have told these industries that we support their investments in our state. We have also conveyed to them that we will develop a special priority for projects and processes which have an affect on their investment. He also state "The Washington State Department of Transportation, as part of its state transportation policy plan, must address how the department will meet the transportation needs and expedite the completion of industrial projects of statewide significance."
3. Letter to Robert Schaefer and Robert Levin from Governor Gary Locke on March of 1997 which responds to the importance of the legislation on Statewide Significance.

The legislation was to provided that a state department would assemble a team of state and local government representatives and private officials to help meet the development needs of projects under Statewide Significance. This has never been done. As you can see from the legislation that was passed, this team would be responsible for planning, permitting, licensing, infrastructure development, and workforce development services, transportation services and the providing of utilities. It also provided for greater access to community and state colleges and universities.

An example of how the City of Vancouver has used this legislation is shown in a summary of a meeting on June 6, 1997 which is attached.

The Legislation provided procedures that they city, county and state should follow. The Legislation helps to create strategic partnerships.

INDUSTRIES OF STATEWIDE SIGNIFICANCE

summary of meeting of June 6, 1997

The following is a general discussion of the meeting held at the office of Robert Schaefer. In attendance were Robert Schaefer, Gunnars Kilpe (SEH), Steve Sternberg (SEH), David DiCesare (City) and Jon Wagner (City).

The discussion focused on the development review process for major/significant industries. The specific example being SEH America. The discussion was predicated on the industry, whose development plans were under review, would have already received approval of a Master Plan and that an EIS had been processed and accepted by the city.

The overall goal of the process is to allow industries of statewide significance latitude in the specifics of their developments, once the overall environmental and development review, at a site plan (planning)/utility availability, has been processed and accepted on the "envelope" of the proposed development.

The following array of concepts were discussed and were agreed to in principal:

- "minor" changes, not within the established setback or designated open space areas, to the approved Master Plan would be administratively reviewed, without public notice or involvement..
- A threshold should be established for processing formal site plan review. These would be administrative decisions.
- Site plan review would be required for utility buildings/support buildings
- A revision, exceeding 10% in area, of the entire approved development floor area would require a review involving public notice and comment period.
- Landscaping, once approved by the city would not require additional public review for changes of up to 10% of the landscaped area. Only an administrative review and sign off would be required. City Forester would review and approve tree removal.
- Once the Master Plan is officially approved by the city it is vested. Changes in zoning of the approved parcel or adjacent or abutting parcels would not impact the approved master plan. (the intent is to eliminate the possibility of the city changing the zoning of an abutting property which would impact the setback or other standard requirement on industrial property).
- The city will consider the possibility of certification of plans rather than require a full review by city or city-contracted staff. One possibility is a list of potential contractors compiled by the city and the industry and the city choosing a contractor from that list.
- A review team should be assembled from city staff, outside consultants and state agencies to review the initial Master Plan as well as changes to any approved Master Plan.
- A state ombudsman would be assigned to the project to coordinate state, federal and local reviews.

- outside expertise could be contracted for review of technical issues beyond the city's expertise, such as chemical interactions and potential hazards.

There was not any specific discussion on the process of the approval of the Master Plan. It appears that the review process would that as described for "planned actions" in RCW 43.21C.031(2). Under that process, generally, the city would review the EIS under the standard processes. The master plan would be reviewed and subject to approval by the city council upon a recommendation by either the planning commission or the hearings examiner.

[SWS2.DOC]



Washington State Legislature

January 29, 1998

Olympia

The Honorable Gary Locke
Legislative Building
Olympia, WA 98504

Re: Industries of Statewide Significance

Dear Governor Locke:

When I sponsored HB 2170 in 1997, hearings revolved around the intent being recognition of investments that have statewide significance and affect the overall economy of our state. Clark County has been blessed by having two such companies designated as Industries of Statewide Significance . . . SEH America and WasterTech. The size of these investments and the people they will be employing will make significant changes not only in Southwest Washington, but also in our state as a whole.

I felt that this legislation was following the intent of the legislature and the Governor by making sure we established special priority for projects that impact these investments and industries. The reason this was to inform industries that the state supported their investment and to encourage others to make such investments.

One reason that I used the mandatory language of "must" was to make sure that this special priority would be given to projects such as the 192nd interchange on State Route 14.

In the report by the House Committee on Trade and Economic Development to the legislature outlining the intent of this legislation, it quoted:

"The DCTED must assign an ombudsman to each industrial project of statewide significance. The DCTED ombudsman must assemble a team of state and local government and private officials to help meet the project's planning and development needs of each project. The members of the team include those with responsibility for planning, permitting and licensing, infrastructure development, work force development services, transportation services, and the provision of utilities. The Workforce Training and Education Coordinating Board must revise its compressive plan for work for training and education to address how a state's work force development system will meet employer hiring needs for industrial projects of

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statewide significance.

The Department of Ecology must revise its various planning documents to address how the department will expedite the completion of industrial projects of statewide significance. The DOE and appropriate local government must also include in the master programs, adopted under the Shorelines Management Act, an economic development element for the location and design of industrial projects of statewide significance.

The Washington State Department of Transportation, as part of its state transportation policy plan, must address how the department will meet the transportation needs and expedite the completion of industrial projects of statewide significance."

Important

By passage of this legislation we have told these industries that we support their investments in our state. We have also conveyed to them that we will develop a special priority for projects and processes which have an affect on their investment. To do otherwise now would be contrary to this unanimously passed legislation. A special priority must be established for the 192nd interchange on SR 14 this session, otherwise we are not following the intent of the legislation. We also want to make sure that we are establishing a priority for processing applications and reviews by any of our state agencies affecting these investments.

Important

Thank you for your assistance in this matter.

Sincerely,

John Pennington
Speaker Pro Tempore

GARY LOCKE
Governor



STATE OF WASHINGTON
OFFICE OF THE GOVERNOR

P.O. Box 40002 • Olympia, Washington 98504-0002 • (360) 753-6780 • TTY/TDD (360) 753-6466

March 21, 1997

Mr. Robert Schaefer
Mr. Robert Levin
CREDC
100 East Columbia Way
Vancouver, WA 98661

Dear Robert and ~~Robert~~:

Robert's!

Thank you for your letter to emphasize your support for legislation to recognize the important contributions of large industrial investors in Washington state. I much appreciate the time you've taken during the past year to inform me about the Clark County economy, and I appreciate receiving these comments.

The recent business investment cases you site--Intel Corporation, BHP Steel, SEH America, Ponderosa Fibres, Silicon Materials, and TSMC/WaferTech--are outstanding examples of public/private partnerships involving both the state and local levels of government. Such partnerships must continue if we are to have the vital and diverse economy, strong communities, and a clean and safe environment that are necessary to the overall quality of life that defines the Pacific Northwest.

Your letter also focuses on the need to make certain that state agencies continue their recent collaborative efforts. I appreciate the importance of this kind of cooperation and will make certain that it continues as a fundamental operating principle for state agencies.

As you are aware, several pieces of legislation dealing with investments of statewide significance currently are being considered by the Legislature. I will work with state agencies, the Legislature, and economic development entities like the Columbia River Economic Development Council to make certain the issues you raise are addressed in a timely and effective manner.

Thank you, again, for your letter. I hope you will continue to share your ideas and keep me informed about new economic-development opportunities in Clark County.

Sincerely,


Gary Locke
Governor

Important



I-5 Columbia River Crossing
April 17, 2013

Introduction

This timeline shows most of the major steps and obstacles throughout 17 years of discussions and planning for the Columbia River Crossing project. The massive, multi-billion dollar project would replace the aged I-5 Interstate bridges and improve several interchanges in South Vancouver and North Portland.

Though it was recognized in 1996 that congestion on the I-5 corridor at this bridge is costing the region dearly, the process to narrow down a solution to meet the needs of two states, two cities, two transit agencies and two metropolitan planning organizations to address this has been time consuming and often quite controversial. The complex project is now potentially one short year away from breaking ground and the level of controversy seems to be peaking.

- **1996:** Washington and Oregon DOTs meet with businesses and civic leaders to examine whether congestion issues on the I-5 corridor at the Columbia River are negatively impacting the local economy.
- **1999:** The area's transportation policy-makers appoint the Leadership Committee, a 14-member group of business and civic leaders.
- **December 1999:** Leadership Committee publishes Portland/Vancouver I-5 Trade Corridor Study. The study identified the magnitude of the congestion problem on I-5, costs of inaction, improvements needed, how to fund improvements, and next steps in the process.
- **1999/2000:** Leadership Committee recommends initiating a public process to develop a plan for improving the I-5 corridor.
- **2001:** Washington and Oregon governors form the 26-member I-5 Portland/Vancouver Transportation and Trade Partnership Taskforce to study problems and potential solutions for I-5 corridor from I-205/I-5 junction in Washington to the I-84 interchange in Oregon.
- **June 2002:** Portland/Vancouver I-5 Transportation and Trade Partnership publishes its Final Strategic Plan. The plan provided findings on key issues, including transit, freeway capacity, environmental justice, and financing. It also provided recommendations for action and spelled out the next steps in the process to improve the corridor.
- **Early 2005:** Governors appoint 39-member Task Force to advise the DOTs on project-related issues and concerns.

- **Late 2006:** Four of 12 originally developed transportation plans are selected for a final proposal, along with a fifth no-build option.
- **2007:** Task Force explores using existing I-5 bridges to meet the project's purpose and need. Work on Draft Environmental Impact Statement under way.
- **May 2, 2008:** DEIS published, comment period begins.
- **July 2008:** Six local partner agencies selected a replacement I-5 bridge and light rail extension to Clark College as the project's Locally Preferred Alternative.
- **Summer 2008:** The Environmental Protection Agency finds the DEIS did not adequately cover certain issues, including potential increased suburban sprawl, which could negatively impact minority communities in North Portland.
- **November 2008:** Governors appoint 10-member Project Sponsors Council to help develop a long term, comprehensive solution for a five-mile stretch of I-5 between Portland and Vancouver.
- **December 2009:** Federal Transit Administration approved the project into preliminary engineering.
- **Late 2009/early 2010:** A series of public meetings are held to address the concerns of Hayden Island residents and businesses over lack of local access, overhead structures and elevation at Tomahawk Island Drive, and overall footprint of a proposed interchange on the island.
- **April 2010:** Washington and Oregon governors convene an Independent Review Panel (IRP) to ensure that key project study assumptions and methods are reasonable.
- **August 9, 2010:** Project Sponsors Council chooses 10-lane option with new Hayden Island interchange.
- **September 2010:** Governors and DOTs accept IRP's findings and recommendations. The IRP unanimously assesses that the project should move forward with a new crossing to be built at the earliest possible date.
- **October, 2010:** The Washington and Oregon departments of transportation convene a Bridge Expert Review Panel to evaluate bridge types and configurations for the replacement Interstate Bridge.
- **2010:** City of Vancouver and C-Tran select light rail route through downtown Vancouver.

- **Late 2010/early 2011:** The appearance of a new I-5 bridge is a major topic of discussion among project partners. Some argue for an iconic design, while others argue a simpler design is still effective but less costly.
- **April 2011:** Governors of Washington and Oregon accept Bridge Review Panel's recommendation for a deck truss bridge type, presumably ending the debate over the bridge's appearance.
- **August 11, 2011:** Metro adopts Land Use Final Order, approving the route of CRC through Oregon, including highway improvements, the light rail route and stations, park and ride lots and maintenance facilities.
- **Summer 2011:** WSDOT performs an internal audit on the project's finances in response to accusations of lack of transparency and failure to respond to records requests.
- **September 2011:** Northeast Coalition of Neighborhoods and the Coalition for a Livable Future file suit against Metro, contending they are using an obscure 1996 law to force the project through.
- **October 2011:** Oregon Land Use Board of Appeals (LUBA) rules that Metro did not have authority to grant its approval of the CRC route through Oregon when it used a 1996 law aimed at siting rail lines. LUBA turned back most other opposing arguments.
- **September 2011:** Final EIS published.
- **December 2011:** Federal Record of Decision received.
- **March 2012:** U.S. Coast Guard announces that the new bridge, at 95 feet above the Columbia River, does not provide enough clearance to meet the "reasonable needs" of ships. CRC staff commit to analyzing options for bridge height.
- **April 12, 2012:** Metro Council approves a Revised Land Use Final Order, allowing the project to move forward within the realm of Oregon land use law.
- **November 2012:** Clark County voters reject a sales tax increase that would have covered the local cost to operate light rail.
- **November 9, 2012:** A group of 10 Southwest Washington lawmakers call for a complete redesign of the project, citing the recently rejected sales tax increase for light rail, funding problems and lack of public participation in the design.
- **December 2012:** Analysis of a 115- or 116-foot-high bridge presented to a group of Washington state lawmakers. This height will be used as the basis for the critical bridge permit application expected to be filed with the Coast Guard in early 2013.

-
- **December 19, 2012:** State transportation commissions approve bi-state tolling agreement. Tolls must still have legislative approval to be used as part of funding.
 - **February 2013:** Oregon legislature approves \$450 million for CRC, contingent upon Washington producing its share of the funding.

I-205 and CRC: Bridge-building controversy
March 7, 2013

Introduction

This is a timeline of the process to fund, plan and construct the Interstate 205 corridor, including the Glenn Jackson Bridge. Unlike the CRC project controversy, it was the I-205 corridor, not the I-205 bridge itself that was controversial. Still, comparing I-205 and I-5 is like comparing Granny Smith apples to Red Delicious apples: Though the I-5 corridor and bridge already exist, CRC is faced with the same kinds of trials and controversy that challenged Oregon and Washington during two decades of work on I-205.

- **June 29, 1956:** President Eisenhower signs Federal-Aid Highway Act, which funded construction of 41,000 miles of Interstate Highway System, including I-205. The funding was handled through a Highway Trust Fund that paid 90 percent of construction costs, with the remaining 10 percent funded by the states.
- **Mid-1960s:** I-205 corridor identification and planning.
- **1968:** City of Maywood Park, which incorporated in 1967 with the intent of halting construction of the freeway through its locale, files lawsuit against the Oregon State Highway Commission. The city lost the case and corridor design continued.
- **1969:** Oregon and Washington signed a design and construction pact.
- **May 1970:** I-205 George Abernathy Bridge, over the Willamette River in Oregon City, opened.
- **1971:** Maywood Park again attempted to halt construction, filing suit in federal court. The city lost the suit, but concessions were made by the state. Among those, it was agreed that I-205 would be built below grade, and a large sound berm would be constructed.
- **1973:** Groups opposed to the project filed petitions with the Department of Environmental Quality.
- **1974:** I-205 from I-5 northeast to West Linn and Oregon City opened in Clackamas County.
- **July 1974:** Multnomah County Board of Commissioners formally retracted an earlier approval of the I-205 route and required that ODOT redesign a nine-mile section of freeway.
- **December 1974:** ODOT stopped taking action on all pending right-of-way acquisitions with the I-205 corridor.

- **April 1975:** The City of Portland suggested modification of the I-205 designs to include bus lanes and other mass transit improvements.
- **Summer 1975:** Tentative consensus was reached that would keep the right-of-way but allow some dedication for bus-only lanes while removing or redesigning several of the originally planned interchanges.
- **November 1975:** FHWA objected to portions of the compromise plan related to types of interchanges and busway design. A local group published a “Report to the People” that asked if I-205, as newly proposed and agreed to, would be functional and worth the cost.
- **December 1975:** Following changes to the interchanges and redesign of portions of the bus corridor, FHWA withdrew its opposition and so removed the major obstacle to construction of the segment between Foster Road and the Columbia River.
- **August 1977:** Construction began on the Glenn Jackson Bridge.
- **1978:** Maywood Park filed another lawsuit for alleged damage to properties along the west side of the city. The city again lost its lawsuit.
- **1978 – 1979:** Most controversial segment of I-205 in Multnomah County constructed as a six-lane facility with fewer interchanges and fewer lanes than originally proposed; rights of way reserved for a busway.
- **December 1982:** I-205 Glenn J. Jackson Bridge over the Columbia River opened, thus completing the Oregon section.
- **1983:** Washington section of I-205 completed, thus finishing the bypass route.

Funding

The entire I-205 corridor, including the Glenn Jackson Bridge, cost about \$480 million. Oregon’s portion cost roughly \$230 million, the bridge cost \$170 million, and Washington spent roughly \$80 million.

It is unclear whether the \$53 million it cost to build the justice center to replace Rocky Butte Jail is included in these numbers.

Foot 9

Interstate Bridge

From Wikipedia, the free encyclopedia

Coordinates: 45°36′24″N 122°40′51″W﻿ / ﻿45.60667°N 122.68083°W﻿ / 45.60667; -122.68083

The **Interstate Bridge** (also **Columbia River Interstate Bridge**, **I-5 Bridge**, **Portland-Vancouver Interstate Bridge**, **Vancouver-Portland Bridge**) is a pair of nearly identical steel vertical lift, through truss bridges that carry Interstate 5 traffic over the Columbia River between Vancouver, Washington, and Portland, Oregon, in the United States. First opened to traffic in 1917 with a second span opening in 1958, the bridge handles 121,400 vehicles daily (as of 2008) ^[2]. The green structure, which is over 3,500 ft (1,067 m) long, carries traffic over three northbound lanes and three southbound lanes.

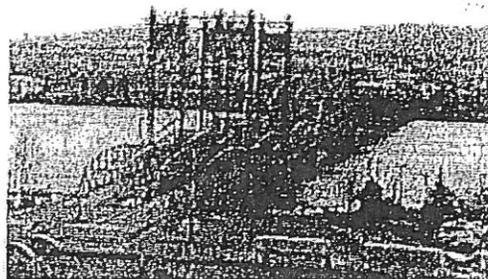
First bridge

The bridge was built to replace an overcrowded ferry system operated by Pacific Railway, Light & Power Co. Construction on the bridge began in March 1915, following the sale of bonds.^[3] The first bridge was opened on February 14, 1917 at a cost of \$1.75 million, which was shared between Clark County and Multnomah County.^[4] Clark County paid \$500,000 with Multnomah County paying \$1,250,000.^[5] The first bridge has a total of 13 steel spans with three measuring 275 ft (84 m) in length while the remaining ten spans are 265 ft (81 m) long.^[5] One of the 275 ft (84 m) spans is the lift span for allowing river traffic under the bridge.^[5] The original paved roadway was 38 ft (11.6 m) wide and had a 5 ft (1.52 m) wide sidewalk.^[5] It was the first automobile bridge across the river between Washington and Oregon,^[5] and the second to span the river at all, after the Wenatchee Bridge of 1908.^[6] It was originally a toll bridge costing 5¢ per person. In 1929 the states of Washington and Oregon jointly purchased it from the counties and subsequently removed the tolls.^[6]

Upgrades

In 1958 a \$14.5 million upgrade created a southbound span and doubled the capacity of the bridge. The new bridge was built with a "humpback" that provides

Interstate Bridge



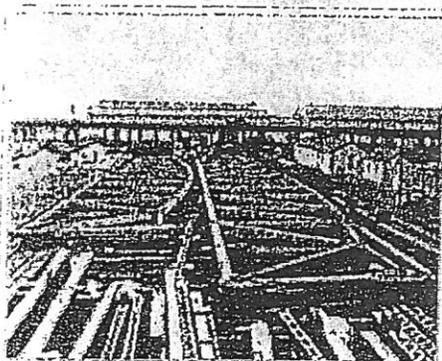
Carries	Interstate 5
Crosses	Columbia River
Locale	Portland, Oregon to Vancouver, Washington
Maintained by	ODOT, WSDOT
ID number	01377, 07333
Design	Dual truss with vertical lifts
Total length	3,538 ft (1,078 m)
Longest span	531 ft (161.8 m)
Vertical clearance	15.5 ft (4.72 m)
Clearance below	72 ft (21.9 m) closed, 176 ft (53.6 m) open
AADT	121,400
Opened	February 14, 1917 (Northbound), 1958 (Southbound)

Vancouver-Portland Bridge

U.S. National Register of Historic Places



72 ft (21.9 m) of vertical clearance and minimizes bridge openings. At the time the new bridge was opened, the old one closed to give it the matching humpback. When both bridges were opened in 1960, tolls were reinstated at \$.20 for cars, \$.40 for light trucks, and \$.60 for heavy trucks and buses, until removed in 1966 after the construction expenses were paid off.^[7]

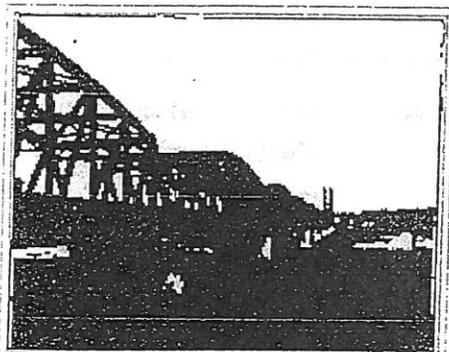


Components of the bridge were manufactured and prepared for assembly in Gary, Indiana.

A \$3 million upgrade to the lift cables, expansion joints, and a deck repaving was completed in

1990. The diesel generator used to power the lift was replaced in 1995 at a cost of \$150,000. In 1999 the bridge was repainted at a cost of \$17 million. A \$10.8 million electrical upgrade was completed in mid-May 2005.^[8]

The bridge is 3,538 feet (1,078 m) long with a main span of 531 feet (162 m).^[9] The vertical lift provides 176 feet (53.6 m) of river clearance when fully opened. Each opening is for ten minutes and does so between 10 and 20 times per month.^[10]



The bridge in 1917

Signals for several miles each direction warn of bridge opening since traffic has to stop and wait. Due to this interruption, the Interstate Bridge is one of the Federal Highway Administration's highest priorities for replacement.^[citation needed] Commercial river traffic schedules passage to avoid rush hour.^[citation needed]

In 2001 the six total lanes of the bridges carried 120,000 vehicles daily including 10,000 trucks. Full traffic capacity occurs four hours every day.^[10]

Replacement

Currently, many traffic engineers consider the bridge to be obsolete, both due to its age and its limited capacity. The bridge is frequently a bottleneck which impacts both traffic on the freeway, as well as on the river. The Oregon and Washington state departments of transportation are jointly studying how to replace the bridge. Initially, the estimated cost for a replacement bridge was around \$2 billion,^[11] but that number has climbed steadily to around \$4.2 billion.^[12]

A replacement (especially a fixed span bridge) is complicated by a railroad drawbridge crossing the Columbia a short distance downriver, which constrains the location of the shipping channel; and by approach paths to Portland International Airport in Portland and to Pearson Field in Vancouver, which limit the height of any new structure. Some have proposed replacing the bridge in a different location.

Location:	Portland, Oregon
Coordinates:	45°36′24″N 122°40′51″W
Built/Founded:	1915
Architect:	Harrington, Howard & Ash
Architectural style (s):	No Style Listed
Governing body:	State
MPS:	Historic Bridges/Tunnels in Washington State TR
Added to NRHP:	July 16, 1982
NRHP Reference#:	82004205 ^[1]

There were originally 12 transportation plans that were being studied to improve and expand the Interstate 5 crossing of the Columbia River.^[13] In late 2006, 4 of these plans were selected for a final proposal, along with a fifth no-build option.^[14] The Columbia River Crossing project's six local partner agencies selected a replacement I-5 bridge and light rail extension to Clark College as the project's Locally Preferred Alternative (LPA) in 2008.^[15]

There is also a long standing debate as to whether or not a new bridge would include a MAX Light Rail line, express buses or bus rapid transit. During his 2007 "State of the City" address, Vancouver mayor Royce Pollard stated

66 I've said it before, but it bears repeating – Vancouver and Clark County residents have the cheapest buy-in to one of the most successful light-rail systems in the world, the MAX system. There is over \$5 billion invested in light rail across the river. We can tap into that system at a very minimal cost. We'd be foolish not to. The bi-state Columbia River Crossing initiative is making plans for the future of our community for 50 years and beyond. This project should not happen without integrating light rail that comes into downtown Vancouver. If the final alternative doesn't have a light rail component, I will not support it.^[16] 99

In December 2007, Oregon Governor Ted Kulongoski advocated for a new bridge, publicly endorsing the Oregon Business Plan's proposal.^[17]

In 2008, as fuel prices increased and project cost estimates soared, many in the area began questioning whether the project is worth the costs. In addition, many on the Portland side of the river fear that a 12 lane highway bridge to Vancouver, which has virtually no land use restrictions, will encourage suburban sprawl and development north of the river.^[18]

Further concerns over the 12-lane "Columbia River Crossing" (CRC) proposal include its failure to examine critical environmental impacts, such as damage to Clark County's drinking water supply, endangered fish habitat in the Columbia, and air pollution in North Portland.

In 2008, the Environmental Protection Agency found that the Draft Environmental Impact Statement for the CRC had failed to adequately cover these issues, as well as the potential induced demand for suburban sprawl. In a letter to CRC planners, the EPA wrote that "There was no indication (in the CRC environmental impact statement) of how these vulnerable populations might be impacted by air pollution, noise, diesel construction vehicles and increased traffic", referring to minority communities in North Portland.^[19]

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- ² [^] http://www.oregon.gov/ODOT/TD/TDATA/tsm/docs/2008_TVT.pdf
- ³ [^] Holstine, Craig E. (2005). *Spanning Washington : Historic Highway Bridges of the Evergreen State*. Washington State University Press. pp. 103–104. ISBN 0-87422-281-8.
- ⁴ [^] Wood, Sharon (2001). *The Portland Bridge Book*. Oregon Historical Society. ISBN 0-87595-211-9.
- ⁵ [^] ^a ^b ^c ^d ^e Horner, John B. (1919). "Oregon: Her History, Her Great Men, Her Literature". The J.K. Gill Co.: Portland.
- ⁶ [^] ^a ^b Dorpat, Paul; Genevieve McCoy (1998). *Building Washington: A History of Washington State Public Works*. Tartu Publications. pp. 111–112. ISBN 0-9614357-9-8.

7. ^ Dylan Rivera (August 9, 2008). "I-5 bridge tolls divide Portland; Vancouver". *The Oregonian*. http://www.oregonlive.com/environment/index.ssf/2008/08/i5_bridge_tolls_divide_portlan.html. Retrieved 2008-08-09.
8. ^ "Interstate Bridges Electrical Upgrade". Oregon Department of Transportation. http://www.oregon.gov/ODOT/HWY/REGION1/interstate_bridges_elec/index.shtml. Retrieved 2006-11-05.
9. ^ Smith, Dwight A.; Norman, James B.; Dykman, Pieter T. (1989). *Historic Highway Bridges of Oregon*. Oregon Historical Society Press. p. 209. ISBN 0-87595-205-4.
10. ^ ^a ^b I-5 Partnership (PDF). *Regional Economic Effects of the I-5 Corridor: Columbia River Crossing Transportation Choke Points*. http://www.i-5partnership.com/reports/RegionalEffects_r1.2.pdf. Retrieved 2009-03-04.
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12. ^ Rivera, Dylan (May 28, 2008). "Charge tolls first, then maybe build a bridge, Metro councilors say". *The Oregonian*. <http://www.oregonlive.com/politics/oregonian/index.ssf?/base/news/1211954106178540.xml&coll=7>.
13. ^ "Preliminary Alternative Packages". Columbia River Crossing. <http://www.columbiarivercrossing.org/AlternativePackages/PreliminaryAltPack.aspx>. Retrieved 2006-11-05.
14. ^ Columbia River Crossing: Project Alternatives
15. ^ Columbia River Crossing: Locally Preferred Alternative
16. ^ "State of the City". City of Vancouver. January 23, 2007. <http://www.cityofvancouver.us/stateofcity.asp?menuid=10462&submenuid=21343>. Retrieved 2007-01-25.
17. ^ McCall, William (2007-12-04). "Ore.: Governor urges new bridge". *Houston Chronicle* (Associated Press). <http://www.chron.com/disp/story.mpl/ap/fv/5350302.html>.
18. ^ "Bridge to Disaster". *The Portland Mercury*. March 19, 2008. <http://www.portlandmercury.com/portland/Content?oid=723304&category=34029>.
19. ^ "I-5 bridge impacts on pollution, growth unexamined". *The Oregonian*. July 10, 2008. http://blog.oregonlive.com/breakingnews/2008/07/epa_i5_bridge_impacts_on_pollu.html.

External links

- WSDOT:Interstate Bridge
- *Columbia River Crossing: Home page of ODOT/WSDOT project to replace the Interstate Bridge*

Retrieved from "http://en.wikipedia.org/wiki/Interstate_Bridge"

Categories: Bridges completed in 1917 | Bridges completed in 1958 | Bridges in Portland, Oregon | Bridges over the Columbia River | Vertical lift bridges | Movable bridges on the Interstate Highway System | Interstate 5 | Bridges on the National Register of Historic Places | National Register of Historic Places in Washington (U.S. state) | U.S. Route 99 | National Register of Historic Places in Multnomah County, Oregon | Towers in Washington (U.S. state) | Bridges in Vancouver, Washington

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PROPOSED AMENDMENT

I-5 BRIDGE PROJECT SHOULD CARRY "PROJECT OF STATEWIDE SIGNIFICANCE" DESIGNATION

The pending I-5 bridge project qualifies for, and should be designated by the State of Washington as a project of statewide significance. In 1997, the state legislature adopted legislation which provides that certain projects and investments merit special designation and treatment by government bodies as government projects and investments of Statewide Significance.

WHEREAS, the above mentioned legislation designates that border-crossing projects involving both private and public investments carried out in conjunction with adjacent states or provinces or a private development with private capital investment qualifies for this special designation; and,

WHEREAS, such designation is designed to "expedite the development of projects of statewide significance" and local governments having comprehensive plans may "develop a process to expedite the review, approval, permitting, and completion of projects of statewide significance; and

WHEREAS, the I-5 bridge project clearly falls under that designation; and

WHEREAS, this legislation refers directly to the types of investment like SEH America and Wafer Tech that were designated as projects of Statewide Significance; and

WHEREAS, we applaud the efforts by Oregon transportation leaders to address the I-5 corridor deficiencies through the I-5/I-84 interchange (aka the Rose Quarter) in Portland; and

WHEREAS, border Crossing projects that involve both private and public investments with adjacent states such as the State of Oregon; and local industries and the employees of those industries rely directly on the bridge that services the I-5 corridor; and

WHEREAS, President Dwight D. Eisenhower designated the I-5 bridge as part of a national defense interstate highway system serving the west coast from Canada to Mexico, including Oregon and Washington and the metropolitan area of Portland and Vancouver; (see attachment) and

WHEREAS, President Bush issued an order to expedite the Columbia River Crossing. This action placed this project in an elite status, extended to only 20 other projects in the USA over the last five years before 2008; (see Attachment) and

WHEREAS, President Obama announced on August 18, 2012 that the Columbia River Crossing project as one of the transportation projects to be expedited through his *We Can't Wait* initiative. This designation recognizes the national significance of the project; (see attachment) and

WHEREAS, existing I-5 bridge congestion is negatively impacting the entire west coast, and the economies of SW Washington and the Portland Metropolitan Area; and the economy of the West Coast of the United States; and

THEREFORE BE IT RESOLVED that the City of Vancouver recommends that the State of Washington designate the I-5 Bridge Replacement as a project of Statewide Significance and that we ask the State of Oregon and Washington to request Congress to assist in funding this important I-5 Interstate Defense Highway because of its importance to the economy of the United States.

THEREFORE BE IT FURTHER RESOLVED that the City of Vancouver's Council requests that legislature remove the amendment that prohibited the State Department of Transportation from working on the I-5 replacement bridge.

RESOLUTION

A RESOLUTION of the Labor Round Table of SW Washington (LRTofSWW) recognizing this region's volunteers, civic leaders and professionals who, over the past two decades, worked tirelessly to create a plan to address congestion in the Interstate 5 corridor through Vancouver and Portland, and expressing the Labor Round Table of SW Washington (LRTofSWW) heartfelt appreciation for the countless hours and great effort these groups and individuals expended on behalf of our region's citizens, present and future.

1. WHEREAS, citizens of this region have long recognized the need for improvements in the Interstate 5 corridor through Vancouver and Portland, particularly in the area of the Interstate Bridge; and
2. WHEREAS, in 1996 leaders from the business and transportation sectors of Washington and Oregon (1) met to determine whether the I-5 corridor was negatively impacting the regional economy and
3. WHEREAS, in 1999 area transportation decision-makers established a Policy Committee (2) and appointed a Leadership Committee (3) to identify the magnitude of I-5 congestion, the cost of inaction, improvements needed, funding sources and next steps; and
4. WHEREAS, in January 2000 the Washington and Oregon departments of Transportation (4) published the Portland/Vancouver I-5 Trade Corridor Freight Feasibility and Needs Assessment¹ study, which determined that the corridor was a chokepoint that, without improvements, threatened the region's economic promise and required new freight and passenger capacity across the river; that it would be dependent in part on federal financial assistance and quite likely tolling; and that the region needed a strategic plan to improve the corridor; and

¹ http://www.columbiarivercrossing.org/FileLibrary/NonCRCRelatedDocuments/I-5_Partnership_Freight_Feasibility_Phase1_Final_Report1.pdf

5. WHEREAS, in 2001, Washington Gov. Gary Locke and Oregon Gov. John Kitzhaber formed the I-5 Portland/Vancouver Transportation and Trade Partnership Task Force (5) to study the problems and potential solutions for the I-5 corridor from the I-205/I-5 junction in Washington to the I-84 interchange in Oregon; and

6. WHEREAS, in 2002 the Transportation and Trade Partnership Task Force published its Final Strategic Plan² establishing that improvements were “necessary to meet the transportation, economic, and livability needs of the Portland/Vancouver Region,”³ and suggesting, among other projects, that light rail should be established in Clark County,⁴ that I-5 needed widening,⁵ that new transit and vehicle capacity should be built across the Columbia River and that the region should undertake an Environmental Impact Study (EIS);⁶ and

7. WHEREAS, in 2005 the governors of Washington and Oregon appointed 39 local residents to the CRC Task Force (6), which met 23 times between February 2005 and June 2008 and advised the Washington State and Oregon departments of Transportation on project-related issues. According to the Final EIS, “[t]he Task Force adopted a Vision and Values Statement and a Problem Definition, which led to the approval of a project Purpose and Need Statement[,] ... identified over 70 potential solutions and engaged in a multipart screening and evaluation process that was used to narrow options and package them into components for further study[,] ... assisted with the evaluation of 12 preliminary alternatives and guided the development of the

² http://www.columbiarivercrossing.org/FileLibrary/NonCRCRelatedDocuments/I-5_Partnership_2002_Strategic_Plan.pdf

³ http://www.columbiarivercrossing.org/FileLibrary/NonCRCRelatedDocuments/I-5_Partnership_2002_Strategic_Plan.pdf, p. 16

⁴ http://www.columbiarivercrossing.org/FileLibrary/NonCRCRelatedDocuments/I-5_Partnership_2002_Strategic_Plan.pdf, p. 19

⁵ http://www.columbiarivercrossing.org/FileLibrary/NonCRCRelatedDocuments/I-5_Partnership_2002_Strategic_Plan.pdf, p. 20

⁶ http://www.columbiarivercrossing.org/FileLibrary/NonCRCRelatedDocuments/I-5_Partnership_2002_Strategic_Plan.pdf, p. 29

five alternatives presented in the Draft EIS. The final action of the Task Force was to make a recommendation on the locally preferred alternative”;⁷ and

8. WHEREAS, in 2006, after two public open houses, two design workshops with neighborhood leaders and a combined open house-U.S. Coast Guard hearing on bridge options,⁸ four transportation plans and a fifth no-build option were selected for a final proposal; and

9. WHEREAS, on May 2, 2008, the Draft EIS was published by project co-leads (7) the Federal Transit Administration (FTA), Federal Highway Administration (FHWA), Oregon Department of Transportation (ODOT), Washington State Department of Transportation (WSDOT), Southwest Washington Regional Transportation Council (RTC), Metro, Clark County Public Transportation Benefit Area (C-TRAN) and Tri-County Metropolitan Transportation District (TriMet), pursuant to the National Environmental Policy Act (NEPA), the Washington State Environmental Policy Act (SEPA), and the guidelines of the U.S. Department of Transportation, FHWA and FTA;⁹ and

10. WHEREAS, the broad range of alternatives evaluated in the Draft EIS took into consideration the nearly 4,500 received comments and community participation at 11 open houses and 350 public events, and responses to information sent to nearly 3,000 email addresses and more than 10,000 mailing addresses;¹⁰ and

11. WHEREAS, the Draft EIS was informed by discussions with the CRC Task Force and study by CRC project staff, which led to a set of 23 river crossing ideas being reduced to four and a set of 14 initial public transportation ideas being reduced to five using evaluation

⁷ http://www.columbiarivercrossing.org/FileLibrary/FINAL_EIS_PDFs/Appendices/CRC_FEIS_Appendix_B.pdf, p. B-10.

⁸ http://www.columbiarivercrossing.org/FileLibrary/FINAL_EIS_PDFs/Appendices/CRC_FEIS_Appendix_B.pdf, p. B-7.

⁹ <http://www.columbiarivercrossing.org/FileLibrary/DraftEIS/DraftEISPrefaceAndAcronyms.pdf>, p. xi.

¹⁰ <http://www.columbiarivercrossing.org/FileLibrary/DraftEIS/DraftEISPrefaceAndAcronyms.pdf>, p. xi.

criteria developed with local agency sponsors (WSDOT, ODOT, RTC, Metro, TriMet, C-TRAN, the City of Vancouver and the City of Portland (8)¹¹), the CRC Task Force, and state and federal permitting agencies (together constituting the Interstate Collaborative Environmental Process Group (InterCEP)) (9), “and extensive public input”;¹² and

12. WHEREAS, in July 2008, after the Draft EIS was published, local project sponsors—WSDOT, ODOT, RTC, Metro, C-TRAN and TriMet—adopted the Locally Preferred Alternative, which included a new river crossing, an extension of light rail to Clark College, bicycle and pedestrian improvements throughout the corridor, a toll on motorists, and transportation demand and system management measures;¹³ and

13. WHEREAS, the governors of Washington and Oregon formed the Project Sponsors Council (10) to consider technical information and input from advisory groups and citizen comments, and advise the departments of Transportation on future project development, and in 2010 the PSC collaborated to refine various components of the Locally Preferred Alternative;¹⁴ ¹⁵ and

14. WHEREAS, in 2010 the City of Vancouver and C-TRAN selected a light rail route through downtown Vancouver;¹⁶ and

15. WHEREAS, in April 2010 the governors of Washington and Oregon convened an Independent Review Panel (11) of eight transportation experts to ensure that the CRC Project’s key study assumptions and methods were reasonable;¹⁷ and

¹¹ <http://www.columbiarivercrossing.org/FileLibrary/DraftEIS/DraftEISPrefaceAndAcronyms.pdf>, p. xi.

¹² <http://www.columbiarivercrossing.org/FileLibrary/DraftEIS/DraftEISPrefaceAndAcronyms.pdf>, xi.

¹³ http://www.columbiarivercrossing.org/FileLibrary/FINAL_EIS_PDFs/CRC_FEIS_Cover_Introduction.pdf, p. iii.

¹⁴ <http://www.columbiarivercrossing.org/AdvisoryGroups/PSC.aspx>

¹⁵ http://columbiarivercrossing.org/FileLibrary/GeneralProjectDocs/PSC%20Final%20Report_091310/PSC%20Final%20Report_091310.pdf

¹⁶ <http://columbiarivercrossing.org/ProjectInformation/ProblemsSolutions/ProjectTimeline.aspx>

¹⁷ http://www.columbiarivercrossing.org/FileLibrary/IRP/GovernorsPressRelease%20_041310.pdf, p. 1.

16. WHEREAS, in September 2010 the two state departments of Transportation accepted the Independent Review Panel's findings and recommendations, including that the CRC must move forward to build a new bridge as soon as possible;¹⁸ and

17. WHEREAS, in October 2010 the two state departments of Transportation convened a Bridge Expert Review Panel (12) of 16 national and international experts to evaluate bridge types and configurations for the replacement I-5 bridge;¹⁹ and

18. WHEREAS, in January 2011 the National Marine Fisheries Service issued an opinion stating that the proposed CRC project would not likely jeopardize the existence or habitat of various species of fish;²⁰ and

19. WHEREAS, in March 2011 the governors of Washington and Oregon accepted the Bridge Review Panel's recommendation for a deck truss bridge;²¹ and

20. WHEREAS, July 20, 2011, the office of the Oregon State Treasury presented a report, at the request of Oregon Gov. Kitzhaber, on the CRC's financing plan, the recommendations of which CRC then incorporated into the Final EIS;²² and

21. WHEREAS, in September 2011 the Final EIS was published; and

22. WHEREAS, between October 2005 and September 2011, when the Final EIS was published, project staff had more than 27,000 public outreach contacts at 900 events;²³ and

23. WHEREAS, in September 2011 the Oregon state legislature created a Joint Legislative Oversight Committee (13) on CRC that was charged with reviewing and providing oversight on all aspects of the CRC project, including the project's finance plan;²⁴ and

¹⁸ http://www.columbiarivercrossing.org/FileLibrary/IRP/DOT_PressRelease_092810.pdf

¹⁹ http://columbiarivercrossing.org/FileLibrary/GeneralProjectDocs/BridgeExpertReviewPanel_PanelistBios.pdf

²⁰ http://www.columbiarivercrossing.org/FileLibrary/Biological_Assessment_Opinion/NMFS_Biological_Opinion_011911.pdf

²¹ <http://www.columbiarivercrossing.org/Newsroom/Default.aspx?Tag=3>

²² <http://columbiarivercrossing.org/ProjectInformation/ResearchAndResults/FinancialPlanReview.aspx>

²³ http://www.columbiarivercrossing.org/FileLibrary/FINAL_EIS_PDFs/CRC_FEIS_Cover_Introduction.pdf, p. xxvi.

24. WHEREAS, in December 2011 the federal Record of Decision was released, stating that the FHWA and FTA found that the requirements of NEPA had been satisfied for the construction and operation of the Selected Alternative of the I-5 CRC Project;²⁵ and

25. WHEREAS, in March 2012 the U.S. Coast Guard announced that the new bridge, at 95 feet above the Columbia River, would not provide enough clearance to meet the “reasonable needs” of ships, and CRC staff agreed to analyze other options for bridge height; and

26. WHEREAS, in March 2012 Washington Gov. Chris Gregoire signed legislation calling for the formation of a Washington legislative oversight committee on CRC (14) that would provide oversight on project plans and financing, and give feedback to WSDOT; and

27. WHEREAS, in November 2012, Clark County voters rejected a sales tax increase that would have covered the local cost to operate light rail; and

28. WHEREAS, on November 9, 2012, a group of 10 Southwest Washington lawmakers (15) called for a complete redesign of the project, citing the recently rejected sales tax increase for light rail, funding problems and lack of public participation in the design;²⁶ and

29. WHEREAS, in November 2012²⁷ the CRC Project released an analysis of a 115- or 116-foot-high bridge that would reduce the number of vessels adversely affected by the bridge height and minimizing additional expenses;²⁸ and

30. WHEREAS, in December 2012 the Washington and Oregon state transportation commissions (16) unanimously approved a bi-state tolling agreement;²⁹ and

²⁴ <http://columbiarivercrossing.org/ProjectInformation/ResearchAndResults/ORLOC.aspx>

²⁵ http://www.columbiarivercrossing.org/FileLibrary/ROD/CRC_ROD.pdf

²⁶ <http://www.columbian.com/news/2012/nov/08/southwest-washington-lawmakers-ask-scrap-crc-plans/>

²⁷ http://www.columbiarivercrossing.org/FileLibrary/TechnicalReports/CRC_NavigationImpactReport_110212

²⁸ http://www.columbiarivercrossing.org/FileLibrary/PressReleases/NewsRelease_121012.pdf

²⁹ <http://www.columbiarivercrossing.org/Newsroom/Article.aspx?ID=79>

31. WHEREAS, in March 2013 the Oregon legislature approved \$450 million for the CRC Project, contingent on Washington producing its share of the funding;³⁰ and

32. WHEREAS, the residents of the City of Vancouver as well as those of both Washington and Oregon owe a deep debt of gratitude to the hundreds of citizens who unselfishly gave time away from their work and families, often in evenings and weekends, to serve on advisory committees and in other important capacities to ensure this crossing would meet the demands of a new 100-year bridge; and

33. WHEREAS, we should be especially thankful for the congressional delegation from the states of Washington and Oregon who have strongly supported the CRC project and its federal funding: Washington State U.S. Senators: Patty Murray, Maria Cantwell and Oregon State U.S. Senators: Ron Wyden and Jeff Merkley; Washington State Congressional Members: Suzan DelBene, Rick Larsen, Derek Kilmer, Jim McDermott, Adam Smith, Denny Heck and Brian Baird; and Oregon State Congressional Members: Suzanne Bonamici, Earl Blumenaur, Peter DeFazio, and Kurt Schrader.

34. WHEREAS, as of June 2014 nearly \$200 million has been spent on planning the \$2.9 billion bridge³¹ and related transportation solutions that might never be realized.

NOW, THEREFORE BE IT RESOLVED BY THE Labor Round Table of SW Washington (LRTofSWW):

Section 1. In this time of project dormancy, the Labor Round Table of SW Washington (LRTofSWW) takes this opportunity to review the history of the CRC project.

Section 2. The Labor Round Table of SW Washington (LRTofSWW) requests that all participating agencies conscientiously preserve the work that has been completed on the

³⁰ <https://olis.leg.state.or.us/liz/2013R1/Measures/Overview/HB2800>

³¹ http://www.oregonlive.com/clark-county/index.ssf/2014/06/columbia_river_crossing_new_i-.html

project, so that our region's and its people's investment of time, money and energy do not go for naught.

Section 3. The Labor Round Table of SW Washington (LRTofSWW) requests that all agencies be prepared to draw on previous work and engage when and where appropriate in future discussions that could lead to a bridge project in the Vancouver/Portland I-5 corridor.

Section 4. The Labor Round Table of SW Washington (LRTofSWW) acknowledges and expresses its deep appreciation to the many people who contributed their time and effort to the CRC project, and we take this opportunity to offer our sincere thanks to all of the groups and individuals who made this work possible. Although we have not identified every participant, we are listing many of the people who participated in the major actions of this project in an addendum to this resolution.

(1) Washington/Oregon leaders from business and transportation sectors

Senator Patty Murray
 Senator Maria Cantwell
 Senator Ron Wyden
 Senator Jeff Merkley
 Suzan DelBene
 Rick Larsen
 Derek Kilmer
 Jim McDermott
 Adam Smith
 Denny Heck
 Brian Baird
 Suzanne Bonamici
 Earl Blumenaur
 Peter DeFazio
 Kurt Schrader

(2) Transportation decision-makers/"Policy Committee" (1999)³⁵

Henry Hewitt, Chair, Oregon Transportation Commission
 Ed Barnes, Commissioner, Washington State Transportation Commission
 Mike Burton, Executive Officer, Metro
 Charlie Hales, Commissioner, City of Portland
 Fred Hansen, General Manager, Tri-Met
 Keith Parker, Executive Director, C-Tran
 Larry Paulson, Executive Director, Port of Vancouver
 Royce Pollard, Mayor, City of Vancouver
 Judie Stanton, Commissioner, Clark County Board of Commissioners
 Mike Thorne, Executive Director, Port of Portland

(3) Leadership Committee (1999)³⁶

Vern Ryles, President, Poppers Supply
 Peter Bennett, Vice President, K-Line
 Mike Bletko, Vice President, Distribution and Trucking, Fred Meyer Stores Inc.
 Margaret Carter, President, Urban League of Portland
 Anthony Ching, General Counsel/Secretary, Wafertech
 Wesley Hickey, President/CEO, Tidewater Barge Lines
 Bill Hutchison, Partner, Tooze, Duden, Creamer, Frank & Hutchison
 Phil Kalberer, General Manager, Kalberer Food Service Equipment
 Steve Madison, President, Cana Realty
 Bill Maris, CFO/Treasurer, Market Transport Ltd.
 Ken Novack, President, Schnitzer Steel Industries/Schnitzer Investment Corp.
 Dick Pokornowski, Vancouver Citizen

³⁵ http://www.columbiarivercrossing.org/FileLibrary/NonCRCRelatedDocuments/I-5_Partnership_Freight_Feasibility_Phase1_Final_Report1.pdf, p. 2

³⁶ http://www.columbiarivercrossing.org/FileLibrary/NonCRCRelatedDocuments/I-5_Partnership_Freight_Feasibility_Phase1_Final_Report1.pdf, p. 3

Carl Talton, Manager of Economic Development, Portland General Electric
Keith Thomson, Commissioner, Port of Portland

(4) Portland/Vancouver I-5 Trade Corridor Technical Staff: Freight Feasibility and Needs Assessment (2000)³⁷

Washington State Department of Transportation

Brian McMullen

Glenn Schneider

Mary Legry

Oregon Department of Transportation

Dan Layden

Kate Deane

Dave Williams

Consultants

Bob Brannan, Parsons Brinckerhoff Quade & Douglas Inc.

Sam Seskin, PBQ&D

John Boroski, PBQ&D

Jay Lyman, David Evans & Associates Inc.

Mike Baker, DE&A

Diana Burke, DE&A

David Parisi, the Duffy Co.

Jeanne Lawson, Jeanne Lawson Associates

Kristen Kibler, JLA

Technical Advisory Committee

Tim Collins, Metro

Lynda David, Southwest Washington Regional Transportation Council

Chris Deffebach, Metro

Scott Drumm, Port of Portland

Mike Haggerty, C-Tran

Steve Iwata, City of Portland

Susie Lahsene, Port of Portland

John McConnaughey, Washington State Department of Transportation

Thayer Rorabaugh, City of Vancouver

Heidi Rosenberg, Port of Vancouver

Phil Selinger, Tri-Met

(5) I-5 Portland/Vancouver Transportation and Trade Partnership Task Force³⁸

Washington

Dave Lohman, Participating Representative

Commissioner Ed Barnes, Washington Transportation Commission

Jeff Beverly, Manager of Facility Engineering, S.E.H. America, Inc.

Lora Caine, Fairgrounds Neighborhood Association

³⁷ http://www.columbiarivercrossing.org/FileLibrary/NonCRCRelatedDocuments/I-5_Partnership_Freight_Feasibility_Phase1_Final_Report1.pdf

³⁸ http://www.columbiarivercrossing.org/FileLibrary/NonCRCRelatedDocuments/I-5_Partnership_2002_Strategic_Plan.pdf

Lynne Griffith, Executive Director, C-Tran
 Anne McEnerny-Ogle, President, Shumway Neighborhood Association
 John McKibbin, J. Simpson McKibbin Company, Inc.
 Scott Patterson, Executive Director, Greater Vancouver Chamber of Commerce
 Larry Paulson, Executive Director, Port of Vancouver
 Mayor Royce Pollard, City of Vancouver
 Commissioner Craig Pridemore, Clark County
 Rick Sant' Angelo, Board Member, Friends of Clark County
 Elson Strahan, President, Clark College Foundation
 Councilman Dan Tonkovich, City of Vancouver

Oregon

Lenny Anderson, Swan Island TMA
 Mike Burton, Executive Officer, Metro
 Andy Cotugno, Participating Representative
 Commissioner Serena Cruz, Multnomah County
 Brian Fitzgerald, Market Transportation
 Bill Maris, Participating Representative
 Stu Hall, Liberty Mutual
 Fred Hansen, General Manager, TriMet
 Henry Hewitt, Stoel Rives, LLP
 Mayor Vera Katz, City of Portland
 Dick Reiten, Northwest Natural
 Gary Bauer, Participating Representative
 Jeri Sundvall, Environmental Justice Action Group
 Walter Valenta, Bridgeton Neighborhood Association
 Bruce Warner, Director, Oregon Department of Transportation
 Bill Wyatt, Executive Director, Port of Portland

(6) CRC Task Force³⁹ (met 23 times)⁴⁰

Co-Chairs

Hal Dengerink, Chancellor, Washington State University, Vancouver
 Henry Hewitt, Past Chair, Oregon Transportation Commission

Public Agencies

Commissioner Sam Adams, City of Portland
 Mike Bennett, City of Gresham
 Councilor Rex Burkholder, Metro
 Serena Cruz Walsh, Multnomah County
 Jeff Hamm, C-TRAN
 Fred Hansen, TriMet
 Dennis Osborn, City of Battle Ground
 Dean Lookingbill, Southwest Regional Transportation Council
 Larry Paulson, Port of Vancouver
 Mayor Royce Pollard, City of Vancouver
 Commissioner Steve Stuart, Clark County

³⁹ <http://www.columbiarivercrossing.org/FileLibrary/DraftEIS/DraftEISAppendixB.pdf>

⁴⁰ <http://columbiarivercrossing.org/AdvisoryGroups/TaskForce.aspx>

Tom Imeson, Port of Portland

Environmental Organizations

Lora Caine, Friends of Clark County, Southwest Washington

Jill Fuglister, Coalition for a Livable Future, Oregon

Neighborhood Associations

Dave Frei, Arnada Neighborhood Association, Southwest Washington

Brad Halverson, Overlook Neighborhood Association, Portland

Dick Malin, Central Park Neighborhood Association, Southwest Washington

Walter Valenta, Bridgeton Neighborhood Association, Portland

Trucking Industry Organizations

Bob Russel, Oregon Trucking Association

Larry Pursley, Washington Trucking Association

Chambers of Commerce and Portland Business-Based Organizations

Rich Brown, Bank of America, Portland

Ed Lynch, Greater Vancouver Chamber of Commerce

Grant Armbruster, Portland Business Alliance

Scot Walstra, NW Natural Gas, Vancouver (appt. by Greater Vancouver Chamber)

Local Economic Organizations

Bob Byrd, Identity Clark County

Monica Isbell, Starboard Alliance Company, LLC, Portland

Bart Phillips, Columbia River Economic Development Council, Vancouver

Jonathan Schleuter, Westside Economic Alliance, Portland

Community Organizations

Dave Tischer, Columbia Pacific Building Trades

Elson Strahan, Vancouver National Historic Reserve Trust

Jeri Sundvall-Williams, Environmental Justice Action Group

Bob Knight, Clark College

Statewide Commuter/Travel Organizations

Elliott Eki, Oregon/Idaho AAA

Janet Ray, Washington AAA

Statewide Freight Organizations

Jerry Grossnickle, Columbia River Towboat Association

Karen Schmidt, Washington Freight Mobility Strategic Investment Board

Tom Zelenka, Oregon Freight Advisory Committee

(7) CRC project co-leads under NEPA⁴¹

Federal Transit Administration (FTA)

Federal Highway Administration (FHWA)

Oregon Department of Transportation (ODOT)

Washington State Department of Transportation (WSDOT)

Southwest Washington Regional Transportation Council (RTC)

Metro

Clark County Public Transportation Benefit Area (C-TRAN)

Tri-County Metropolitan Transportation District (TriMet)

⁴¹ <http://www.columbiarivercrossing.org/FileLibrary/DraftEIS/DraftEISPrefaceAndAcronyms.pdf>, p. xi

(8) Local agency sponsors

WSDOT
 ODOT
 RTC
 Metro
 TriMet
 C-TRAN
 City of Vancouver
 City of Portland⁴²

(9) Interstate Collaborative Environmental Process Group (InterCEP)^{43 44}*NEPA leads*

Federal Highway Administration (FHWA)
 Federal Transit Administration (FTA)

Project sponsors

Oregon Department of Transportation (ODOT)
 Washington State Department of Transportation (WSDOT)

Resource agencies

National Marine Fisheries Service
 U.S. Army Corps of Engineers
 U.S. Environmental Protection Agency
 U.S. Fish and Wildlife Service
 Oregon Department of Environmental Quality
 Oregon Department of Fish and Wildlife
 Oregon Department of Land Conservation and Development
 Oregon Department of State Lands
 Oregon State Historic Preservation Office
 Washington State Department of Archaeology and Historic Preservation
 Washington State Department of Ecology
 Washington State Department of Fish and Wildlife

(10) Project Sponsors Council (met at least 20 times)⁴⁵*Co-Chairs*

Henry Hewitt, Past Chair, Oregon Transportation Commission
 Steve Horenstein, Chair, WSU-Vancouver Advisory Council and board member of Vancouver National Trust

Departments of Transportation

Matthew Garrett, Director, Oregon Department of Transportation
 Paula Hammond, Secretary, Washington Department of Transportation

Cities

Sam Adams, Mayor, City of Portland
 Jeanne Harris, Council member, City of Vancouver

⁴² <http://www.columbiarivercrossing.org/FileLibrary/DraftEIS/DraftEISPrefaceAndAcronyms.pdf>, xi.

⁴³ <http://www.columbiarivercrossing.org/FileLibrary/DraftEIS/DraftEISPrefaceAndAcronyms.pdf>, xi.

⁴⁴ <http://columbiarivercrossing.org/FileLibrary/GeneralProjectDocs/InterCEPAgreement.pdf>

⁴⁵ <http://columbiarivercrossing.org/AdvisoryGroups/PSC.aspx>

Metropolitan Planning Organizations

Rex Burkholder, Council Member, Metro

Steve Stuart, Southwest Washington Regional Transportation Council Board of Directors

Transit Agencies

Neil McFarlane, General Manager, TriMet

Tim Leavitt, C-TRAN Board of Directors

Past Members

David Bragdon, Council President, Metro

Hal Dengerink, Chancellor, Washington State University, Vancouver, Co-Chair

Fred Hansen, General Manager, TriMet

Royce Pollard, Mayor, City of Vancouver

(11) Independent Review Panel⁴⁶

Tom Warne, Chairman

Rodney L. Brown, Jr.

E. Robert Ferguson

Patricia D. Galloway

Diana Mendes

Michael D. Meyer

Timothy Ray Neuman

Mary Lou Ralls

(12) Bridge Expert Review Panel⁴⁷

Tom Warne and Associates, Inc. – Thomas Warne, Chair

CH2M Hill – Joe Showers

C-TRAN – Wesley King

FHWA – Benjamin Beerman and John McAvoy

FTA (PMOC) – John Buchheit

HNTB – Theodore Zoli

Independent Consultant – Steve Thoman (under contract to Bay Area Toll Authority)

Leonhardt, Andra and Partners – Siegfried Hopf

ODOT – Bruce Johnson

Oregon State University – Scott Ashford

Ralls Newman, LLC – Mary Lou Ralls

TriMet – Calvin Lee

T.Y. Lin – David Goodyear

URS – Steve Stroh

WSDOT – Jugesh Kapur

(13) Oregon Joint Legislative Committee on CRC

Sen. Lee Beyer, Co-Chair

Rep. Cliff Bentz, Co-Chair

Rep. Tobias Read, Co-Chair

Sen. Ginny Burdick

⁴⁶ http://www.columbiarivercrossing.org/FileLibrary/IRP/GovernorsPressRelease%20_041310.pdf⁴⁷ http://columbiarivercrossing.org/FileLibrary/GeneralProjectDocs/BridgeExpertReviewPanel_PanelistBios.pdf

Sen. Frank Morse
 Sen. Chuck Thomsen
 Rep. Katie Eyre Brewer
 Rep. Margaret Doherty
 Rep. Nancy Nathanson
 Rep. Matt Wand

(14) Washington CRC Oversight Committee⁴⁸

Rep. Mike Armstrong, Chair
 Rep. Judy Clibborn
 Rep. Jim Moeller
 Rep. Ann Rivers
 Senator Tracey Eide
 Senator Annette Cleveland
 Senator Mary Margaret Haugen
 Senator Curtis King
 Paula Hammond, Secretary, Washington Department of Transportation, Governor Appointee
 Rhonda Boni-Burden, Citizen Appointee

(15) Southwest Washington lawmakers

U.S. Rep. Jaime Herrera Beutler
 State Sen. Don Benton, R-Vancouver
 State Sen. Ann Rivers, R-La Center
 State Rep. Paul Harris, R-Vancouver
 State Rep. Liz Pike, R-Camas
 County Commissioner Tom Mielke
 County Commissioner David Madore
 Vancouver City Councilman Bill Turlay
 State Rep. Brandon Vick
 Julie Olson, who had recently campaigned to become a state representative

(16) State Transportation Commissions (2012)⁴⁹

Dan O'Neal, Chairman, Washington State Transportation Commission
 Pat Egan, Chairman, Oregon Transportation Commission

Other groups and individuals

Governors

Washington Gov. Gary Locke
 Washington Gov. Christine Gregoire
 Washington Gov. Jay Inslee
 Oregon Gov. John Kitzhaber
 Oregon Gov. Ted Kulongoski

⁴⁸ <http://columbiarivercrossing.org/ProjectInformation/ResearchAndResults/WALOC.aspx>

⁴⁹ <http://www.columbiarivercrossing.org/FileLibrary/GeneralProjectDocs/InterstateTollingAgreementandCoverLetter.pdf>

The Urban Design Advisory Group (UDAG) (met at least 19 times)⁵⁰

Rob Barrentine, Vancouver Design Review Comm., Architects Barrentine Bates Lee

Ed Carpenter, Artist

Jane Hansen, Lango Hansen Landscape Architects, P.C.

Mike Iyall, Cowlitz Indian Tribe

Peg Johnson, Jantzen Beach Moorage, Inc.

Mark Masciarotte, Aviation Advisory Committee

Dick Pokornowski, Downtown Redevelopment Authority

Carrie Schilling, Works Partnership Architecture

Jeff Stuhr, HOLST Architecture

Dave Smith, former Vancouver Planning Commission member

Walter Valenta, Bridgeton Neighborhood Association

Past Members

Portland Mayor Sam Adams, Co-Chair

Former Vancouver Mayor Royce Pollard, Co-Chair

Michelle Tworoger, Jantzen Beach Moorage Association, Inc.

Marcia Ward, Salmon Creek neighborhood

Community and Environmental Justice Group (met 33 times)⁵¹

Anne McEnery-Ogle, Shumway Neighborhood Association, Vancouver

Connie Sherrard, Vancouver Housing Authority, Vancouver

Dave Frei, Arnada Neighborhood Association, CRC Task Force

Dave Skagen, Rose Village Neighborhood Association, Vancouver

Diana Avalos, Vancouver Public Schools

Echo Leighton, Celebration Academy, Portland

Ed Garren, Manufactured Homes Association, Hayden Island

Jeri Sundvall-Williams, Environmental Justice Action Group

John Benson, Piedmont Neighborhood Association, Portland

Jonath Colon-Montesi, N/NE Neighborhood Coalition, Portland

Jonnie Hyde, Clark County Public Health

Kris Long, Vancouver resident

Lawrence Russell, East Wilkes Neighborhood Association, Gresham

Marcia Ward, Clark County Resident

Matt Whitney, Bridgeton Neighborhood Association, Portland

Maya Bhat, Multnomah County Health Department

Michelle Tworoger, Jantzen Beach Moorage Association, Hayden Island

Nikki Williams, Boise Neighborhood, Environmental Justice Action Group member,

Insulators and Asbestos Workers Union, Local 36, Portland

Peg Johnson, Jantzen Beach Moorage Inc. Board of Directors, Hayden Island

Ralph Welch, Arnada Neighborhood Association, Vancouver

Steve Kayfes, Kenton Neighborhood Association Board Member, Portland

Yvonne Broders, Community Representative, Vancouver

⁵⁰ <http://columbiarivercrossing.org/AdvisoryGroups/UDAG.aspx>

⁵¹ <http://columbiarivercrossing.org/AdvisoryGroups/CEJG.aspx>

Freight Working Group (met 23 times)⁵²

Steve Bates, Redmond Heavy Hauling
 Bryan Bergman, Georgia Pacific
 Katy Brooks, Port of Vancouver
 Mark Cash, G&M Trucking
 Corky Collier, Columbia Corridor Association
 Ken Emmons, United Road Service
 Jerry Gaukroger, Boise Building Supply
 Bob Hillier, City of Portland
 Lee Johnson, Jet Delivery Systems
 John Leber, Swanson Bark
 Deborah Redman, Metro
 Tracy Whalen, ESCO Corporation
 Kathryn Williams, Port of Portland

Marine Drive Stakeholder Group (met six times)⁵³

Steve Bates, CRC Freight Working Group, Portland Freight Committee
 Corky Collier, Columbia Corridor Association
 Kate Deane, Portland Development Commission
 Val Humble, East Columbia Neighborhood Association
 Neil McFarlane, TriMet
 Jeff Nudelman, Harsch Investment
 Kurt Redd, Diversified Marine
 Shayna Rehberg, CRC Pedestrian Bicycle Advisory Committee
 Steve Rupert, Kenton Neighborhood Association
 Bob Russell, Oregon Trucking Association
 Bob Sallinger, Audubon Society of Portland
 Lainie Smith, Oregon Department of Transportation
 Paul Smith, Portland Office of Transportation
 Jeff Stuhr, CRC Urban Design Advisory Group
 Cheryl Twete, Metropolitan Exposition Recreation Commission
 Walter Valenta, Bridgeton Neighborhood Association
 Kathryn Williams, Port of Portland
 Joe Zehnder, Portland Bureau of Planning

Pedestrian and Bicycle Advisory Committee (met at least 33 times)⁵⁴

April Bertelsen, City of Portland
 Kyle Brown, Community Choices
 Ken Burgstahler, Washington State Department of Transportation
 Basil Christopher, Oregon Department of Transportation
 Seanette Corkill, Arnada Neighborhood Association
 Bob Cromwell, National Park Service

⁵² <http://columbiarivercrossing.org/AdvisoryGroups/FWG.aspx>

⁵³ <http://columbiarivercrossing.org/AdvisoryGroups/MDSG.aspx>

⁵⁴ <http://columbiarivercrossing.org/AdvisoryGroups/PBAC.aspx>

Debbie Elven-Snyder, C-TRAN
 Roger Geller, City of Portland
 Lisa Goorjian, Vancouver-Clark Parks & Recreation Department
 Joe Greulich, Clark County Bicycle Advisory Committee
 Rod Merrick, Portland Pedestrian Advisory Committee
 Shayna Rehberg, Portland Bicycle Advisory Committee
 Phil Wuest, City of Vancouver
 Todd Boulanger, City of Vancouver
 Emily Gardner, Bicycle Transportation Alliance
 Michelle Poyourow, Bicycle Transportation Alliance
 Karl Rohde, Bicycle Transportation Alliance

Portland Working Group (met at least 21 times)⁵⁵
 (list includes all members who served at any time between 2009 and 2011)

Tom Dana, Hayden Island Mobile Home Community
 Pam Ferguson, Hayden Island Livability Project
 Brad Howton, Columbia Crossings
 Sam Judd, Jantzen Beach SuperCenter
 Barbara Nelson, Jantzen Beach Moorage, Inc.
 Deborah Robertson, Bridgeton Neighborhood Association
 Leslie Sawyer, Bridgeton Neighborhood Association
 Walter Valenta, Waterside Condo
 Victor Viets, HINooN
 Tom Kelley, Member at Large
 Bill Jackson, Safeway Corporation
 Peg Johnson, Member-at-Large
 Steve Kayfes, Kenton Neighborhood Association
 Charlie Kuffner, Pedestrian Advocate
 Colin MacLaren, Portland International Raceway

Vancouver Transit Advisory Council (met at least nine times)⁵⁶

Rob Barrentine, American Institute of Architects, Vancouver
 Ken Becker, Lincoln Neighborhood Association
 Chelle Bennett, Property owner
 Marcia Carr, Property owner
 Sara Carter, Vancouver resident, C-TRAN commuter
 Lee Coulthard, Vancouver Downtown Association
 Troy Drawz, Vancouver Housing Authority
 Jack Harroun, Hough Neighborhood Association
 Todd Horenstein, Vancouver School District
 Caroline Hutton, Property owner
 Dean Irvin/Susan Courtney, Property owner
 Elizabeth Jordan, Vancouver-Clark Parks and Recreation
 Dick Malin, Central Park Neighborhood Association

⁵⁵ <http://columbiarivercrossing.org/AdvisoryGroups/PWG.aspx>

⁵⁶ <http://columbiarivercrossing.org/AdvisoryGroups/VTAC.aspx>

Mark Masciarotte, CRC Urban Design Advisory Group
 Terry McCarthy, Esther Short Neighborhood Association
 Dick Pokornowski, CRC Urban Design Advisory Group
 Randy Salisbury, Vancouver resident, Architect
 Bob Sellers, C-TRAN Citizens Advisory Committee
 Dave Smith, CRC Urban Design Advisory Group
 Abbie Spielman, Arnada Neighborhood Association
 Vicki Vanneman, Marshall Community Center
 Debby Watts, Vancouver resident, 17th Street property owner
 Bob Williamson, Clark College

Past Members

Seanette Corkill, Arnada Neighborhood Association
 Terry Hurd, Property owner

Vancouver Working Group (met 13 times)⁵⁷

Jeff Arntson, Albina Fuel
 Rob Barrentine, American Institute of Architects, Vancouver
 Steve Burdick, Killian Pacific
 Sara Carter, Commuter
 Lonnie Chandler, Java House
 Terry McCarthy, Esther Short Neighborhood Association
 Lee Coulthard, Vancouver Downtown Association
 Karin Ford, Vancouver Library
 Dave Frei, Arnada Neighborhood Association
 Lisa Ghormley, Community Representative
 Jack Harroun, Hough Neighborhood Association
 LaVon Holden, Vancouver Housing Authority
 Todd Horenstein, Vancouver School District
 Dave Howard, Lincoln Neighborhood Association
 Geoff Knapp, Clark County Department of Community Services
 Bob Knight, Clark College
 Dick Malin, Central Park Neighborhood Association
 Ross Montgomery, East Vancouver Resident
 Josh Schlesinger, Property Owner
 Cirith Sebree, Umpqua Bank/Uptown Business Association
 Bob Sellers, C-TRAN Citizens Advisory Committee
 Charlene Welch, Community Choices

Consulting American Indian tribes⁵⁸

Confederated Tribes of Grand Ronde
 Spokane Tribe of Indians
 Cowlitz Indian Tribe
 Colville Tribe
 Confederated Tribes of Siletz

⁵⁷ <http://columbiarivercrossing.org/AdvisoryGroups/VWG.aspx>

⁵⁸ <http://columbiarivercrossing.org/ProjectInformation/WhoIsCRC/TribalConsultation.aspx>

Confederated Tribes of Umatilla
 Confederated Tribes of Warm Springs
 Nez Perce Tribe
 Nisqually Tribe
 Yakama Nation
 Chinook Indian Tribes (not federally recognized)

High Tech Council

Robert Bernardi, Kokusai Semiconductor Equipment Corp.
 Casey O'Dell, Sharp Microelectronics of the Americas
 Ralph Parker, Underwriters Laboratories, Inc.
 Robert Schaefer, Shin-Etsu-SEH America
 Scott Keeney, nLight Photonics, Corp.
 Jeff Parker, Linear Technology Corp.
 John Marck, Sharp Microelectronics of the Americas
 KC Hsu, WaferTech
 Larry Meixner, Sharp Labs of America
 Pat Cotter, Kyocera

Washington State Legislators, who supported the CRC project
 Senators:

Patty Murray
 Maria Cantwell
 Annette Cleveland
 Tracey Eide
 Sharon Nelson
 Karen Keiser
 Nick Harper
 Ed Murray
 Karen Fraser
 Christine Rolfes
 Maralyn Chase
 Jeanne Kohl-Welles
 Nathan Schlicher
 David Frockt
 Adam Kline
 Jeannie Darneille
 Paull Shin
 Kevin Ranker
 Bob Hasegawa
 Steve Hobbs
 Rosemary McAuliffe
 Mark Mullet
 Steve Conway
 James Hargrove
 Andy Billig
 Brian Hatfield

 Representatives:

Jim Moeller
Sharon Wylie
Judy Clibborn
Kevin Van De Wege
John McCoy
Laurie Jinkins
Gerry Pollett
Sam Hunt
Chris Reykdal
Ruth Kagi
Jessyn Farrell
Zack Hudgins
Steve Tharinger
Jamie Pedersen
Joe Fitzgibbon
Steve Bergquist
Eileen Cody
Gael Tarleton
Larry Seaquist
David Sawyer
Larry Springer
Cindy Ryu
Jake Fey
Marko Liias
Derek Stanford
Eric Pettigrew
Timm Ormsby
Kristine Lytton
Sharon Tomiko Santos
Sherry Appleton
Jeff Morris
Mary Helen Roberts
Ross Hunter
Roger Goodman
Steve Kirby
Reuven Carlyle
Tami Green
Dawn Morrell
Marcus Riccelli
Mike Sells
Luis Moscoso
Cyrus Habib
Brian Blake
Dean Takko
Tina Orwall
Pat Sullivan
Roger Freeman
Christopher Hurst
Dave Upthegrove
Kathryn Haigh

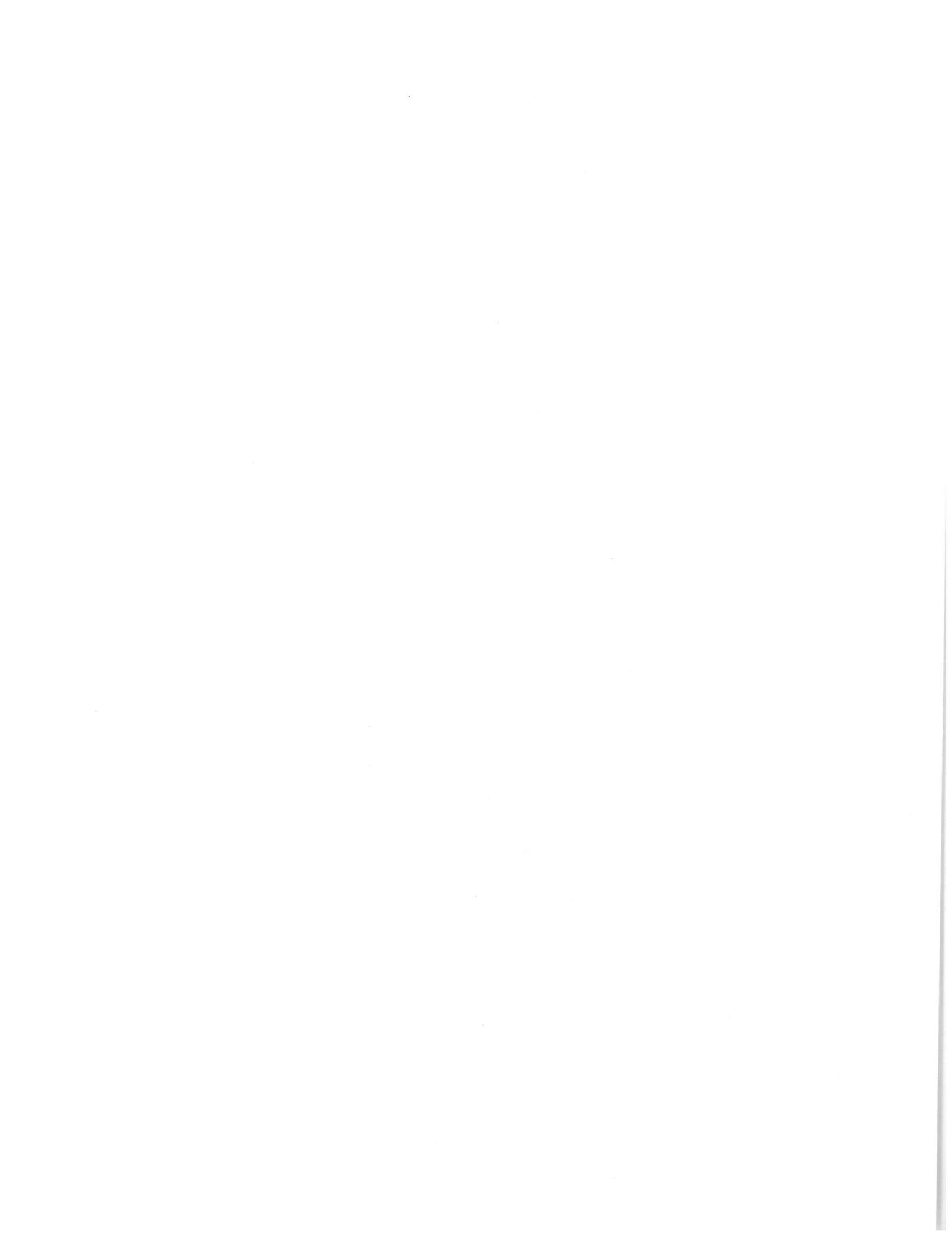


Oregon Legislators:

Peter Courtney
Tina Kotek
Ted Ferrioli
Mike McLane

Oregon Legislators who support the bridge project:

Names will be supplied later



Submitted By:

Sean Philbrook
and Sorin Garber
8-7-2018

BUSINESS LEADERS REGIONAL TRANSPORTATION SUMMIT

1:00—3:30 p.m., Tuesday, August 28, 2018

Red Lion on the River, 909 N Hayden Island Dr, Portland

Join fellow business and government leaders in a discussion pertaining to Portland-Vancouver USA transportation flow on I-5, improvements and plans, especially freight and commerce.

Please join us:

1:00 p.m. | Registration

1:30 p.m. | Program

- Overview
- Washington perspective
- Oregon perspective
- Reaction panel

3:30 p.m. | Wrap-up

By invitation only:

Participation reserved for business leaders, government leaders, and colleagues and guests of:

- Columbia Corridor Association
- Identity Clark County
- SW Freight and Commerce Taskforce

No registration fee. Beverage service provided.

Confirm your participation in advance:

admin@iccbusiness.org

Hosted in partnership by:



COLUMBIA
CORRIDOR
ASSOCIATION





July 23, 2018

Sen. Peter Courtney
Rep. Tina Kotek
900 Court St NE
Salem, OR 97301

Dear Sen. Courtney and Rep. Kotek:

The Portland-Vancouver metropolitan area's business, freight and commerce community believes it's time for legislative leaders from both states to pursue renewed conversations to replace the hyper-congested, obsolete and accident-prone I-5 bridge.

We believe now is the right time to pursue conversations as both states prepare for a new fiscal biennium. Oregon's landmark Keep Oregon Moving package included provision for a mega projects committee. Meanwhile, Washington's 2017 SSB 5806 measure to support I-5 bridge replacement indicates there is broad bicameral, bipartisan support to begin these conversations. An inventory of past work has been completed and a process established in SSB 5806 – which seeks participation by both Oregon and Washington legislators – to determine our next steps in development of a new I-5 bridge by December 15. Further, the FHWA is expecting Oregon and Washington to reimburse the \$135 million in funds they granted toward the Columbia River Crossing project unless we can show that some related transportation project is underway.

Traffic congestion from the outdated I-5 bridge comes at a steep economic, environmental and social price to our region. In fact, one area of great concern to our customers is our inability to meet shipping schedules which lead to production impacts throughout the supply and manufacturing chains. The I-5 bridge is both our primary funnel and our number one chokepoint in the region and will significantly worsen as we welcome around 50,000 new residents to our metropolitan area each year for decades to come. These delays are a primary contributor to the Portland-Vancouver USA region earning the dubious honor of being the nation's 12th worst congested city, already costing \$1 billion in annual lost productivity. This will only grow through our inactivity which will discourage future employment and commerce and place an even greater burden on our social fabric.

We vastly prefer pursuing a highly functional I-5 replacement bridge now rather than making substantial investments in deferred maintenance, seismic reinforcements and reconciliation for past planning work on the existing spans.

At the end of the CRC process, the project stalled in the Washington Legislature, but that body now has bipartisan, bi-cameral support to advance a new I-5 bridge, and passed legislation directing them to join with their Oregon peers to do so. We stand ready to facilitate and support you and all of our legislative leaders from Oregon and Washington in pursuing the replacement of the I-5 bridge as soon as possible.

Sincerely,


Corky Collier, Executive Director
Columbia Corridor Association


Ron Arp, President
Identity Clark County





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- Transportation Links
- TripCheck
- Weekly Construction News
- Region 1 Home

Interstate Bridges Electrical Upgrade

Submitted By:
Sharon Nasset
8-7-2018



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

A Don Wagner quote from a Columbian May 13, 2009 article (this is one continuous, unedited quote of a mid-portion of the article):

"We have a bridge that's functioning, maybe not as good as we would like, but it's there, it's safe, it's open, the freeway's moving," he said. "It's not a 520 Bridge up in Seattle that we worry about sinking with the next windstorm. It's not an Alaskan Way Viaduct that the next earthquake may bring down."

The Big One

Wagner said the existing I-5 spans, opened in 1917 and 1958, are structurally solid.

"About 10 years ago, when we replaced the pulley mechanism that lifts the northbound bridge, we did extensive studies on the steel itself because we got into areas that hadn't been exposed for 70 years at the time," he said. "And the steel was great. In fact, it was thicker than the plans call for. So from that standpoint, they are really quite solid."

But a major earthquake could be disastrous because the bridge is built on 60-foot wood piles driven into the bed of the Columbia River, Wagner said.

"So in an earthquake, a major earthquake of any length, we could get liquefaction out there and the bridges would tend to fall over," he said.

"Is that earthquake going to hit next year? 50 years from now? 100 years from now? 500 years? We don't know."

Wagner said he has no doubts the existing crossings are safe, so much so that he drives and cycles across the spans without hesitation.

"If we don't have an earthquake of any magnitude, those two bridges are going to stay there until something hits them," he said.