

INTERSTATE-5 COLUMBIA RIVER CROSSING PROJECT

Vancouver, Washington and Portland, Oregon

Draft Environmental Impact Statement

Submitted Pursuant To:

The National Environmental Policy Act (42 U.S.C. 4322(2)(c))
and the Washington State Environmental Policy Act (Ch. 43.21 C RCW)

Submitted By:

Federal Highway Administration
Federal Transit Administration

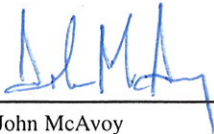
and

Washington State Department of Transportation
Oregon State Department of Transportation
Southwest Washington Regional Transportation Council
Metro

Clark County Public Transportation Benefit Area
Tri-County Metropolitan Transportation District

In cooperation with

U.S. Army Corps of Engineers
U.S. Coast Guard
Federal Aviation Administration
National Park Service
Washington State Department of Archaeology and Historic Preservation
U.S. General Services Administration



John McAvoy
FHWA Major Projects Manager



R. F. Krochalis
FTA Regional Administrator, Region 10

4/21/2008

Date of Approval

21 April 2008

Date of Approval



Megan White
Washington State Department of Transportation,
Director, Environmental Services

4/21/08

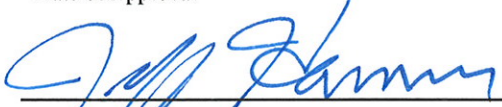
Date of Approval



Dean Lookingbill
Southwest Washington Regional Transportation
Council, Executive Director

4/21/08

Date of Approval



Jeff Hamm
C-TRAN, Executive Director/CEO

4/21/08

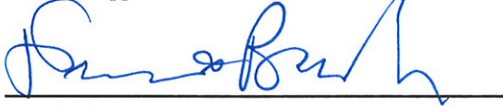
Date of Approval



John Osborn
Oregon Department of Transportation,
Columbia River Crossing Co-Director

4/21/08

Date of Approval



David Bragdon
Metro, Council President

21 April 2008

Date of Approval



Fred Hansen
TriMet General Manager

21 April, 2008

Date of Approval

Americans with Disabilities Act (ADA) Information

If you would like copies of this document in an alternative format, please call the Columbia River Crossing project office at (360) 737-2726 or (503) 256-2726. Persons who are deaf or hard of hearing may contact CRC using Telecommunications Relay Service by dialing 7-1-1.

Title VI

The Columbia River Crossing project team ensures full compliance with Title VI of the Civil Rights Act of 1964 by prohibiting discrimination against any person on the basis of race, color, national origin or sex in the provision of benefits and services resulting from its federally assisted programs and activities.

Project Abstract

The Columbia River Crossing (CRC) project is a bridge, transit, and highway improvement project proposed by the Oregon and Washington Departments of Transportation, Southwest Washington Regional Transportation Commission (RTC), Metro, Clark County Public Transportation Benefit Area (C-TRAN), and Tri-County Metropolitan Transportation District (TriMet) to improve safety and mobility in the I-5 corridor between Portland, Oregon and Vancouver, Washington. I-5 is the main interstate corridor on the west coast from Canada to Mexico and one of only two roadway crossings of the Columbia River in the Portland-Vancouver metropolitan area. The CRC project focuses on a five mile segment of the I-5 corridor extending from State Route 500 in Vancouver to approximately Columbia Boulevard in Portland. Alternatives considered include a No-Build alternative and four multi-modal build alternatives that either replace or rehabilitate the existing river crossing, provide highway improvements, either extend light rail or provide bus rapid transit with several transit alignment and length options, improve bicycle and pedestrian facilities, consider tolling and implement transportation system management and demand measures.

The CRC project initiated this Environmental Impact Statement (EIS) to analyze the transportation performance and potential community and environmental impacts of the proposed alternatives. This analysis also considers the financial feasibility and cost-effectiveness of the alternatives. The findings of this study will be used to help identify a locally preferred alternative.

The following persons can be contacted for additional information regarding this document:

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FACT SHEET

Project Title

Interstate-5 Columbia River Crossing

Project Description

The Interstate-5 (I-5) Columbia River Crossing is a bridge, transit and highway improvement project of the Oregon and Washington transportation departments, the Southwest Washington Regional Transportation Council, Metro, C-TRAN, and TriMet. The project's purpose is to reduce congestion, enhance safety, and increase mobility. The project area begins at State Route 500 in Vancouver, Washington, and extends to Columbia Boulevard in Portland, Oregon, and includes the Interstate Bridge across the Columbia River.

Date of Issue

May 2, 2008

Document Availability

Download an electronic copy: www.columbiarivercrossing.com

Request a CD-ROM or printed copy of the DEIS:

Submit request to feedback@columbiarivercrossing.org, or

Call (360) 737-2725 or (503) 256-2726 or toll free at (866)396-2726

The Executive Summary and CD of the Draft EIS are available at no charge. Hard copies of the Draft EIS are available for purchase.

The Draft EIS is also available for review at various public libraries and meeting places throughout the project area.

Washington Locations:

Esther Short Building 610 Esther Street, Vancouver, WA 98660	(360) 696-8200
Marshall Center 1009 E McLoughlin Blvd, Vancouver, WA 98663	(360) 487-7100
Lupke Center 1009 E McLoughlin Blvd, Vancouver, WA 98663	(360) 696-8202
Firstenburg Center 700 NE 136th Avenue, Vancouver, WA 98684	(360) 487-7001
Fort Vancouver Regional Library 1007 E Mill Plain Blvd, Vancouver, WA 98663	(360) 695-1561
Washington State University - Vancouver Campus - Library 14204 NE Salmon Creek Ave, Vancouver, WA 98686	(360) 546-9680
Clark College - Cannell Library 1933 Fort Vancouver Way #112, Vancouver, WA 98663	(360) 992-2869

Oregon Locations:

Peninsula Park Community Center 700 N Rosa Parks Way, Portland, OR 97217	(503) 823-3620
St. Johns Community Center 8427 N Central Street, Portland, OR 97203	(503) 823-3192
Matt Dishman Community Center 77 NE Knot Street, Portland, OR 97212	(503) 823-3673
University Park Community Center 9009 N Foss Avenue, Portland, OR 97203	(503) 823-3631
Multnomah County Central Library 801 SW 10th Ave, Portland, OR 97205	(503) 988-5123
Portland State University – Branford P. Millar Library 1875 SW Park, Portland, OR 97201	(503) 725-5874
Portland Community College - Cascade Campus - Library 705 N Killingsworth Street, Portland, OR 97217	(503) 244-6111
University of Portland Library – Wilson W. Clark Memorial Library 5000 N. Willamette Blvd, Portland, OR 97203	(503) 943-7788
Albina Library 3605 NE 15th Avenue, Portland, OR 97212	(503) 988-5362
North Portland Library 512 N Killingsworth Street, Portland, OR 97217	(503) 988-5394
St. Johns Library 7510 N Charleston Avenue, Portland, OR 97203	(503) 988-5397

Additionally, copies have been provided to all active neighborhood associations in the project area. Please contact your neighborhood leader to request to borrow the document.

Comment Period

May 2, 2008 to July 1, 2008

Review Comments and Contact Information

Where to send written comments:

Columbia River Crossing
c/o Heather Gundersen
700 Washington Street, Suite 300
Vancouver, WA 98660

Where to email comments: DraftEISfeedback@columbiarivercrossing.org

For more information regarding this document please contact:

Heather Gundersen, CRC Environmental Manager
700 Washington Street, Suite 300
Vancouver, WA 98660
(360) 737-2726 or (503) 256-2726

Comments on the Draft EIS will be responded to in the Final Environmental Impact Statement, expected to be published in Summer 2009.

Public Open Houses

Public open houses and hearings will be held in Portland and Vancouver in at the following dates and locations:

May 28, 2008
 5 p.m.–8 p.m.
 Red Lion at the Quay
 100 Columbia Street
 Vancouver, WA 98660

May 29, 2008
 5 p.m.–8 p.m.
 Portland Metropolitan Exposition Center
 2060 North Marine Drive
 Portland, Oregon 97217

Subsequent Environmental Review

Comments on the Draft EIS will be accepted May 2, 2008 through July 1, 2008.

Following the Draft EIS comment period and public open houses, the project sponsors, which include WSDOT, ODOT, RTC, Metro, C-TRAN, TriMet, and the cities of Vancouver and Portland, will identify a locally preferred alternative. Identifying an LPA will allow the project team to advance with the engineering design and environmental analysis that will inform the Final EIS, anticipated to be released in Summer 2009. This will be followed by a Record of the Decision that is anticipated in Fall 2009.

Anticipated State and Federal Permits and Approvals

Water Quality, Wetlands and Shoreline

Clean Water Act (CWA) Section 404 Permit
 Oregon Removal and Fill Permit
 Washington Hydraulic Project Approval
 CWA Section 401 Water Quality Certification
 CWA National Pollutant Discharge Elimination System Permit
 Rivers and Harbors Act Section 9 Bridge Permit
 Rivers and Harbors Act Section 10 Waterway Structures Permit
 Sole Source Aquifer protection review
 Washington Shoreline Management Act Substantial Development Permit
 Floodplain Construction Permit

Fish and Wildlife

Endangered Species Act Section 7 Consultation
 Marine Mammal Protection Act
 Magnuson-Stevens Fishery Conservation Management Act
 Migratory Bird Treaty Act
 Oregon Endangered Species Act
 Washington Aquatic Lands Act

Air Quality

Air Quality Conformity Determination

Indirect Source Permits

Hazardous Waste

Voluntary Cleanup Program Approval

Archaeological and Historic Resources

Section 106 Memorandum of Agreement

Oregon Archaeological Excavation Permit

Section 4(f)

Section 4(f) Evaluation

Public Utilities

Use and occupancy agreements (if relocated)

Federal Highways Administration Approvals

Several different approvals necessary for I-5 freeway improvements

Federal Land Acquisitions

Federal Land Transfer

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B	PUBLIC INVOLVEMENT
C	EARLY SCREENING OF RIVER CROSSING AND TRANSIT COMPONENTS
D	COMPREHENSIVE LIST OF POTENTIAL PROPERTY ACQUISITIONS
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PREFACE

The Columbia River Crossing project co-leads for the federal National Environmental Policy Act (NEPA) process are 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). The co-leads prepared this draft environmental impact statement (Draft EIS) for the Interstate 5 (I-5) Columbia River Crossing Project 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, Federal Highway Administration (FHWA) and Federal Transit Administration (FTA).

The Draft EIS: 1) describes project alternatives along with their potential impacts in the context of the existing conditions and foreseeable future conditions in the project area; 2) provides transportation, community and environmental information to assist the public and decision-makers; 3) identifies potential mitigation measures that could reduce or eliminate impacts; 4) assesses project costs, institutional issues, and potential revenue options; and 5) encourages agency and public comments during the review period and at public open houses.

In 2001, the governors of Oregon and Washington formed a bi-state partnership to study transportation problems and possible solutions for the I-5 corridor from the Interstate 205 interchange north of Vancouver to the Interstate 84 interchange in Portland. The I-5 Transportation and Trade Partnership recommended fixing three bottlenecks in its 2002 Strategic Plan; one bottleneck was I-5 at the Columbia River.¹ Staff from the Oregon and Washington departments of transportation began initial work to refine the work of the I-5 Transportation and Trade Partnership and plan for on-the-ground projects to reduce congestion in the project area. A Task Force was established in early 2005 to advise the transportation departments on key decisions and decision-making criteria. The 39-member Task Force is composed of leaders from a broad cross section of Washington and Oregon communities, including public agencies, civic organizations, neighborhoods, and freight, commuter, and environmental groups. Through discussion with the Task Force and community, the CRC project staff studied alternatives proposed for improving the river crossing and public transportation. A set of 23 initial river crossing ideas were eventually reduced to four and a set of 14 initial public transportation ideas were reduced to five over a period of months, using the evaluation criteria developed through consultation with local agency sponsors (WSDOT, ODOT, RTC, Metro, TriMet, C-TRAN, the City of Vancouver, and the City of Portland), the CRC Task Force, state and federal permitting agencies which, on the CRC project, have been brought together in the Interstate Collaborative Environmental Process Group (InterCEP), and extensive public input. Further packaging and analysis of river crossing and public transportation ideas was conducted before the best-performing alternatives were moved forward for further evaluation in this Draft EIS.

The wide range of alternatives evaluated in this Draft EIS is in part response to nearly 4,500 comments received and community participation at 11 open houses, 350 public events, along with responses to written information sent to a mailing list with nearly 3,000 email addresses and over 10,000 mailing addresses.

¹ The other two bottlenecks identified were I-5 at Salmon Creek in Clark County and I-5 at Delta Park in Portland. The project to address the Salmon Creek bottleneck was completed in 2006, and construction to improve the Delta Park bottleneck is expected to begin this year (2008).

To comply with NEPA and SEPA requirements, this Draft EIS focuses on the most pertinent information regarding the project purpose, impacts from evaluated alternatives, and proposed mitigation measures. The level of detail is intended to inform the public and project sponsors with relevant information in order to identify a locally preferred alternative. The Final EIS will further refine the impacts and potential mitigation measures of the locally preferred alternative.

The Draft EIS is organized as follows:

The **Summary** briefly describes key information and findings of the overall document. It describes the Columbia River Crossing project, project co-leads, studies that preceded the project, and problems the project is seeking to fix. It discusses the different alternatives for addressing these problems, the advantages and disadvantages of these alternatives, and the next steps for identifying a locally preferred alternative. It concludes with a brief discussion of the currently unresolved issues, next steps and methods by which the public can get involved in the project.

Chapter 1, **Project Purpose and Need**, describes the parameters for project development and decision-making as based on defined problems and issues. It outlines the significance of the Columbia River Crossing corridor, the project purpose, the need for the project, and reviews the principles used to frame the physical limits and alternatives of the project. It concludes with a discussion of the project's vision and values as outlined by the project team, sponsoring agencies and project Task Force.

Chapter 2, **Description of Alternatives**, describes the alternatives evaluated in this Draft EIS. It describes the proposed river crossing, highway and transit improvements, as well as bicycle, pedestrian, transportation system and demand management, and tolling scenarios. It describes likely construction duration, techniques and approaches, and concludes with an explanation of how the alternatives in this Draft EIS were developed through an iterative process of public input, agency input, and analysis of a wide range of alternatives. It also includes a description of alternatives which were not brought forward and why.

Chapter 3, **Existing Conditions and Environmental Consequences**, describes the likely temporary and long-term effects of the project alternatives on the area's existing and future transportation system, community, and environment. Each section of chapter 3 outlines existing conditions in the project area, and analyzes the impacts of project alternatives. It describes potential mitigation strategies to reduce or eliminate impacts and concludes with a discussion of the cumulative effects of this project and other past, present, and reasonably foreseeable actions. This chapter includes the following disciplines:

- Transportation
- Aviation and Navigation
- Property Acquisitions and Displacements
- Land Use and Economic Activity
- Neighborhoods and Environmental Justice
- Public Services and Utilities
- Parks and Recreation
- Historic and Archaeological Resources
- Visual and Aesthetic Qualities
- Air Quality

- Noise and Vibration
- Energy
- Electric and Magnetic Fields
- Ecosystems
- Wetlands and Jurisdictional Waters
- Hydrology and Water Quality
- Geology and Soils
- Hazardous Materials
- Cumulative Effects

Chapter 4, **Financial Analysis**, provides an assessment of project costs, institutional issues, and potential revenue options, along with highway and transit financial plan scenarios.

Chapter 5, **Draft Section 4(f) Evaluation**, identifies the potential impacts of project alternatives on federally protected historic, park, and recreational resources. It evaluates alternatives that could avoid these resources, including whether such alternatives are prudent and feasible. It also identifies potential measures to minimize harm to these resources, and evaluates whether these measures are reasonable.

The **Appendices and Supplemental Materials** to this Draft EIS provide additional detail on the project and the Draft EIS process. They include summaries of agency and tribal coordination, and public involvement, as well as an index and glossary. The appendices also list references, and identify project staff and report recipients. Additional information can be found in the Draft EIS supporting documents included on a CD-ROM at the back of this document. These include the following technical reports and memoranda:

- Acquisitions Technical Report
- Air Quality Technical Report
- Archaeology Technical Report
- Aviation Technical Report
- Conceptual Stormwater Design Report
- Cost Risk Assessment Final Report
- Cumulative Effects Technical Report
- Economics Technical Report
- Ecosystems Technical Report
- Electromagnetic Fields (EMF) Technical Report
- Energy Technical Report
- Environmental Justice Technical Report
- Geology and Soils Technical Report

- Hazardous Materials Technical Report
- Historic Built Environment Technical Report
- Hydrology and Water Quality Technical Report
- Land Use Technical Report
- Navigation Technical Report
- Neighborhoods and Population Technical Report
- Noise and Vibration Technical Report
- Parks and Recreation Technical Report
- Public Services Technical Report
- Stacked Transit/Highway Bridge Technical Memorandum
- Traffic Technical Report
- Transit Alignment Options Maps
- Transit Technical Report (includes the Final Definition of Transit Alternatives)
- Utilities Technical Report
- Visual and Aesthetics Technical Report
- Wetlands and Jurisdictional Waters Technical Report

ACRONYMS

AC	Alternating current
ACGIH	American Conference of Governmental Industrial Hygienists
ADA	Americans with Disabilities Act
ADT	Average daily traffic
APE	Area of Potential Effect
AQMA	Air Quality Management Area
BIA	Bridge influence area
BNSF	Burlington Northern Santa Fe Railroad
BRT	Bus rapid transit
Btu	British thermal unit
CAA	Clean Air Act
CAFE	Corporate Average Fuel Economy
CMAQ	Congestion Management Air Quality
CO	Carbon monoxide
CO ₂	Carbon dioxide
CPI	Consumer Price Index
CRC	Columbia River Crossing
dB	Decibel
dba	A-weighted decibel
DAHP	Washington Department of Archaeology and Historic Preservation
DC	Direct current
DDE	Dichloro-diphenyl-dichloroethylene
DDT	Dichloro-diphenyl-trichloroethane
DEIS	Draft Environmental Impact Statement
DEQ	Oregon Department of Environmental Quality
DMV	Department of Motor Vehicles
DPS	Distinct population segment
EIA	U.S. Energy Information Administration
EIS	Environmental Impact Statement
EJ	Environmental Justice
EMF	Electromagnetic field
EPA	U.S. Environmental Protection Agency
ESA	Endangered Species Act
ESU	Evolutionarily significant unit
FAA	Federal Aviation Administration
FCC	Federal Communications Commission
FEIS	Final Environmental Impact Statement
FEMA	Federal Emergency Management Agency
FFGA	Full Funding Grant Agreement
FHWA	Federal Highway Administration

ft	feet/foot
ft/NM	feet/nautical mile
FTA	Federal Transit Administration
FVNHS	Fort Vancouver National Historic Site
FY	Fiscal year
G	Gauss
GARVEE	Grant Anticipation Revenue Vehicle
HBC	Hudson's Bay Company
HCT	High-capacity transit
HfL	Highways for Life
HOV	High-occupancy vehicle
Hz	Hertz
IBRD	Innovative Bridge Research and Deployment
ICNIRP	International Commission on Non-Ionizing Radiation Protection
IM	Interstate Maintenance
IMD	Interstate Maintenance Discretionary
IPCC	Intergovernmental Panel on Climate Change
ITS	Intelligent Transportation Systems
kV	Kilovolt
lbs	Pounds
Ldn	Day-night equivalent sound level
LEED	Leadership in Energy and Environmental Design
Leq	Equivalent sound pressure level
Lm	Maximum noise level
LOS	Level-of-service
LPA	Locally Preferred Alternative
LRT	Light rail transit
LWCFA	Land and Water Conservation Fund Act
mG	milliGauss
MOS	Minimum operable segment
MP	Milepost
Mph	Miles per hour
MSAT	Mobile source air toxics
MSFCMA	Magnuson-Stevens Fishery Conservation Management Act
NAAQS	National Ambient Air Quality Standards
NEPA	National Environmental Policy Act
NHPA	National Historic Preservation Act
NHS	National Highway System
NHTSA	National Highway Traffic and Safety Administration
NMFS	National Marine Fisheries Service
NPDES	National Pollutant Discharge Elimination System
NPS	National Park Service
NRHP	National Register of Historic Places

O & M	Operations and maintenance
ODFW	Oregon Department of Fish and Wildlife
ODOT	Oregon Department of Transportation
OTIA	Oregon Transportation Investment Act
PAH	Polyaromatic hydrocarbon
PCB	Polychlorinated biphenyls
PM	Particulate matter
PPM	Parts per million
PPP	Public private partnership
PTBA	Public Transportation Benefit Area
ROD	Record of Decision
ROW	Right-of-way
RTC	Regional Transportation Council
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SEPA	State Environmental Policy Act
SHPO	State Historic Preservation Office
SOV	Single-occupancy vehicle
SR	State Route
STHB	Stacked Transit/Highway Bridge
STIP	State Transportation Improvement Program
STP	Surface Transportation Program
SWCAA	Southwest Washington Clean Air Agency
TBD	Transportation Benefit District
TCP	Traditional cultural property
TCSP	Transportation, Community, and System Preservation Program
TDM	Transportation demand management
TMDL	Total Maximum Daily Load
TOD	Transit-oriented development
TSM	Transportation system management
TSS	Total suspended solids
U.S.C.	United States Code
USDOT	U.S. Department of Transportation
V	volt
VdB	Vibration decibel
VHD	Vehicle hours of delay
VMT	Vehicle Miles Traveled
VNHR	Vancouver National Historic Reserve
VOC	Volatile organic compounds
WDFW	Washington Department of Fish and Wildlife
WSDOT	Washington State Department of Transportation

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