

IBR Draft SEIS - RECORD #3 DETAIL**First Name :** Matt**Last Name :** Dela Pena**Attachments :** DSEIS-3_Pena_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #3 DETAIL
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Submission Date : 9/20/2024
First Name : Matt
Last Name : Dela Pena
Business/Organization/Agency :

Submission Input :

I respectfully oppose the planned bridge crossing and MAX stations with oversized parking garages. Infrastructure projects in the Portland region should be people-centric, not car-centric. The proposed MAX stations next to the proposed bridge will benefit no one. The proposed bridge will stand as a blight and ruin the beauty of the ever-improving landscape of the Vancouver Waterfront. Reconsider the tunnel option and reroute the MAX closer to where people actually need to be, or don't build anything at all.

IBR Draft SEIS - RECORD #4 DETAIL**First Name :** Adam**Last Name :** Babuka**Attachments :** DEIS-4_Babuka_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #4 DETAIL
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Submission Date : 9/20/2024

First Name : Adam

Last Name : Babuka

Business/Organization/Agency :

Submission Input :

Dear Interstate Bridge Team,

Thank you for the providing the Draft Supplemental Environmental Impact Statement (SEIS) Report.

After reading the statement, I have a few questions:

- 1) Why replace the I-5 bridge with a similar number of lanes with only 1 additional lane for merging? This bridge should be created with the future in mind. One additional lane for merging will not be sufficient in today or in 75-100 yrs.
- 2) Many of the issues in the Statement in would be satisfied in boring underground, unearth the Columbia River, especially since the cost of underground tunnels, specifically for the rail line could be charged directly to the rail company. If they want it, they can pay for it.
- 3) Why ruin the Vancouver and Portland skyline when it would be more cost efficient and more effective to dig underground tunnels, especially since the Navy and Coastguard would not hit the tunnels?

I hope your team seriously considers a tunnels.

Kind Regards,

Adam Babuka, MBA

IBR Draft SEIS - RECORD #5 DETAIL**First Name :** Gregory**Last Name :** Pearson**Attachments :** DSEIS_5_Pearson_Original.pdf (2 kb)
grasshopper_+13607205112_9_20_2024_170944052.mp3 (472 kb)

IBR Draft SEIS - RECORD #5 DETAIL
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Submission Date : 9/20/2024

First Name : Gregory

Last Name : Pearson

Business/Organization/Agency :

Submission Input :

Yes, my name is Gregory Pearson. I would like this recorded. First, the URL to put this online is broken. I tried that three times this morning, the 20th, and having to listen to like 18 languages. There's only seven U.N. languages that you need to copy. English, French, German, Spanish, Russian, and I'm leaving one out or two. You don't need to copy everything.

Here is my comment. I was a GS-12 in the Middle East for five years. Defense Threat Reduction Agency, DTRA, reviewed two programs that I had being installed. That's a four-star General CENTCOM Commander Directive. The rest of the comment reads, the Northern Command Commander, four-star, gets two things, fully funded a year to review. DTRA, the Defense Threat Reduction Agency, finds all threats and makes the program mitigate them on the spot, or a four-star general has to take the threat on his signature. I now think like DTRA. Fund them, then mitigate against the two-mile-long oil and coal trains. BNSF railroad ships under and above those railroad spans every day, hundreds of miles a day. All that oil goes to a supertanker in Longview to China. Once you mitigate against a two-mile-long, highly explosive oil train under your bridge, then mitigate against the 50,000 gallon gas barge - can be 100,000 to 50,000 together - that go through all the dams and locks and under every bridge on the lower Columbia, taking made-in-Washington gasoline to oil aiding Oregon people. Maybe, Washington can fund our side with a dollar a liter export tax on that gas. I can't submit that.

IBR Draft SEIS - RECORD #6 DETAIL**First Name :** Chris**Last Name :** Smith**Attachments :** DSEIS-6_Smith_Original.pdf (2 mb)

IBR Draft SEIS - RECORD #6 DETAIL
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Submission Date : 9/20/2024

First Name : Chris

Last Name : Smith

Business/Organization/Agency :

Attachments : Urban Roadway in America The Amount Extent and Value.pdf (2 mb)

Submission Input :

The attached journal article suggests that urban real estate value lost to highways is underestimated.

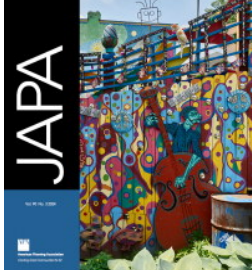
Citation: Erick Guerra, Gilles Duranton & Xinyu Ma (05 Aug 2024): Urban Roadway in

America: The Amount, Extent, and Value, Journal of the American Planning Association, DOI:

10.1080/01944363.2024.2368260

To link to this article: <https://doi.org/10.1080/01944363.2024.2368260>

The expanded area (and very high structures) of IBR will have dramatic impacts, particularly on Hayden Island, the Vancouver waterfront and downtown Vancouver. The suggested effect should be carefully analyzed.



Urban Roadway in America: The Amount, Extent, and Value

Erick Guerra, Gilles Duranton & Xinyu Ma

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Urban Roadway in America: The Amount, Extent, and Value

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ABSTRACT

Problem, research strategy, and findings: We predicted the amount, share, and value of land dedicated to roadways within and across 316 U.S. primary metropolitan statistical areas. Despite the amount and value of land dedicated to roadways, our study provides the first such estimate across a broad range of metropolitan areas. Our basic approach was to estimate roadway widths using a 10% sample of widths provided by the Highway Performance Monitoring System and apply our estimates to the rest of the roadway system. Multiplying estimated widths by segment length and netting out double counting at intersections provided estimates of land area. We also matched roadway segments and areas to existing land value estimates and satellite-based measures of urbanized land. We found that a little less than a quarter of urbanized land—roughly the size of West Virginia—was dedicated to roadway. This land was worth around \$4.1 trillion in 2016 and had an annualized value that was higher than the total variable costs of the trucking sector and the total annual federal, state, and local expenditures on roadways. Conducting a back-of-the-envelope cost–benefit analysis, we found that the country likely has too much land dedicated to urban roads.

Takeaway for practice: Federal, state, and local agencies dedicate substantial time, money, and resources to providing roadways. Even with relatively generous assumptions and no external costs from driving, however, we estimated that the average cost of expanding roadways exceeded the benefits by a factor of nearly three when accounting for land value. Policymakers should question policies focused on roadway expansion and consider options to reduce the amount of space dedicated to roadway in favor of more housing, offices, and other land uses. In addition to our findings, we provide a novel data set that academics and policymakers can use to draw their own conclusions about the state of America's urban roadways.

KEYWORDS


Land use; land value;
roadway; streets;
transportation policy

Academics, policymakers, and practitioners do not agree whether the United States has too much or too little roadway infrastructure.¹ Nevertheless, federal, state, and local governments spend hundreds of billions of dollars annually building, expanding, rebuilding, and maintaining roads (Federal Highway Administration, 2020; U.S. Census Bureau, n.d.-a, n.d.-b). Beyond disagreement on costs and benefits, researchers and policymakers do not even know how much land is dedicated to roadways, where it is located, or how much it is worth. Without a better accounting, it is difficult to assess whether there is too much or too little roadway or even whether outcomes such as commute times, wealth, health, or employment vary with the amount of roadway.

For all the benefits to motorists, roadway takes land that could otherwise be used for homes, businesses, shops, and open spaces.² Better understanding roadway space and value is an essential component of assessing state and federal transportation policy, conducting cost–benefit analyses, and helping local officials understand how their city, town, and metropolitan areas compare with others.

Some systematic records do exist. For example, the federal government and states keep records on the total length of national and state roadway by roadway type (Federal Highway Administration, 2020; U.S. Department of Transportation, 2019a). The number of lanes and width of these lanes, however, vary substantially. A centrally located arterial

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in an old Midwestern downtown likely occupies less space than a suburban arterial in a fast-growing Sun Belt city. Spatial databases provide additional information, sometimes including total lane numbers and approximate width, but only for a sample of roadways and disproportionately from highways and major arterials (U.S. Census Bureau, [n.d.-c](#); U.S. Department of Transportation, [n.d.](#)).

Even in large cities with relatively good spatial databases, academics and practitioners know surprisingly little about how much space is dedicated to roadways and where these roadways are located. Manville and Shoup (1997, 2005) traced a widely reported statistic that two-thirds of Los Angeles's (CA) land area was dedicated to roadways and parking back to an uncited reference from 20 years earlier. An even earlier congressional report on the interstate program made a similar, uncited claim (The Special Assistant for Public Works Planning, 1960), as did Lewis Mumford (1961). A 1924 plan, by contrast, faulted Los Angeles for dedicating far less space to downtown roads than peer cities (Olmsted et al., 1924). As part of a project to help the World Bank develop its urban transportation investment strategy, Gwilliam (2002, 2003) argued that the 10% to 12% of land area dedicated to roadways in Asian cities was insufficient and well below a 20% to 30% of space in U.S. cities. No methods or citations supported these assertions.

Scholars have provided more systematic estimates in a handful of U.S. cities and counties. Using parcel data, Millard-Ball (2022) estimated that 17% to 21% of land area is dedicated to streets in 20 urban counties, predominantly from California and Texas, with adequate parcel-level data. This estimate was generally consistent with 13% to 30% estimates collected from city officials and summarized in Meyer and Gómez-Ibáñez (1981), and estimates based on satellite imagery for the *Atlas of Urban Expansion* (Angel et al., 2016).

Here we present a novel methodology for combining publicly available data sets to generate predictions of roadway widths and areas by roadway class across U.S. metropolitan areas. We matched these predictions to estimated land values (Davis et al., 2021) and aggregated data by metropolitan subarea, core city, and downtown for 316 primary metropolitan statistical areas (PMSAs) where approximately 80% of the U.S. population resides.

Roadway accounted for a fifth to a quarter of all urbanized land in U.S. PMSAs, which is the equivalent of the total land area of West Virginia. This

roadway was worth approximately \$4.1 trillion, with large, wealthy PMSAs like New York (NY), Los Angeles, and Chicago (IL) representing a substantial share of this value. Within PMSAs, suburban neighborhoods generally dedicated more but less-valuable land to roadways.

Demonstrating an application of our publicly available data set, we conducted a back-of-the-envelope cost-benefit analysis of U.S. roadway investments. Land is an important component of the cost of providing roadways and worth more per year than governments spend building and maintaining the roadway system. We found that dedicating more land to roadways would likely lead to net losses in social welfare even without accounting for external costs of driving, such as pollution and congestion. Even ignoring externalities and allowing for generous assumptions, we found that the costs of widening roadways exceeded the benefits to drivers and truckers by a factor of three on average after accounting for the value of land. In short, the U.S. urban roadway system is overbuilt. As a result, expanding roadway systems is unlikely to have anything close to the economic benefits that state and federal policymakers hope for. Removing and narrowing roadways, by contrast, may have the potential to generate substantial benefits.

First, we summarize existing knowledge about the amount and location of roadways in U.S. cities. Second, we present an overview of how we estimated the amount and value of land used for roadways by block group, city, and metropolitan area. The [Online Appendix](#) provides additional details on the data, data processing decisions, and modeling procedures. Next, we provide summary details of our findings about roadway amount and values across and within U.S. metropolitan areas. We then discuss several ways in which planners and researchers can use these data, including for benchmarking and cost-benefit analysis. Last, we conclude with a summary of our main findings and planning implications.

Existing Estimates of Road Space

The existing literature relies on three main approaches to examining the amount of roadway in countries, cities, and neighborhoods.

Road Network Databases

The first and most common approach uses existing databases of road networks, such as the U.S.

Highway Performance Monitoring System (HPMS; U.S. Department of Transportation, [n.d.](#)), the Topologically Integrated Geographic Encoding and Referencing (TIGER) system (U.S. Census Bureau, [n.d.-c](#)), OpenStreetMap (OpenStreetMap contributors, [n.d.](#)), and the Global Roads Inventory Project (World Bank, [n.d.](#)). These databases typically contain information on the length, type, and other features of roadways in a geography. Most of these databases also contain geographic shapefiles, indicating the location of roadway networks. For example, the HPMS has provided data on U.S. roadways since 1978 and currently contains spatial information on the extent and type of public roadways throughout the country. A 10% sample of roadways provide additional information, such as road widths and median widths.

Researchers have used these databases to generate measures of roadway supply to examine a wide of research topics, such as road provision and vehicle ownership (Ingram & Liu, 1999), vehicle travel (Duranton & Turner, 2018; Ewing & Cervero, 2010; Stevens, 2017), mode choice (Ewing & Cervero, 2010; Guerra & Li, 2021), city structure (Boeing, 2021), congestion (Couture et al., 2018; Ewing & Cervero, 2010; Stevens, 2017), and traffic safety (Dumbaugh & Rae, 2009; Merlin et al., 2020). Manville and Shoup (2005) used HPMS data reported for 85 urbanized areas in the Texas Transportation Institute's *Urban Mobility Report* (Schrunk & Lomax, 2004) to estimate the lane-miles per capita and per square mile of census land area in 20 large metropolitan areas. The authors reported a range of 0.8 lane-miles per capita in New York to 1.7 lane miles per capita in Dallas (TX). The authors also found that denser areas across and within metropolitan areas tended to have fewer lane-miles per capita but more lane-miles per acre. No information was provided about widths or land areas.

Our general research approach relied on the HPMS. Our contribution is that we combined the HPMS with additional publicly available data sets to develop a predictive model of roadway widths, multiplied roadway lengths by predicted widths, and assigned these estimates to block groups, counties, and PMSAs for all U.S. metropolitan areas.

Remote Sensing

Researchers have frequently estimated features of roadways using high-resolution satellite imagery and other forms of remotely sensed data.³ In early examples, Mena and Malpica (2005) and

Mokhtarzade and Zoej (2007) used artificial neural networks to categorize high-resolution satellite images with limited distortion from shadows, trees, or other features into binary categories of *roadway* and *not roadway*. Processing large amounts of high-resolution satellite imagery across multiple cities, however, introduces substantial computational challenges. Most published work has thus focused on predicting roadways using small samples of imagery or existing data sets of imagery. Though the general technique could be extended to estimate road widths (Guan et al., 2010; Manandhar et al., 2020; Zhang & Couloigner, 2007), estimating road areas introduces additional challenges, and most work has focused on classifying roads (Chaudhuri et al., 2012; Fakhri & Shah-Hosseini, 2022; Ghandorh et al., 2022). In one particularly relevant example, Engstrom et al. (2017) used satellite imagery from Sri Lanka to estimate various urban features, such as number of buildings and the length and density of roadways. They found that features extracted from satellite imagery explained around 60% of the variance in poverty rates across 1,291 administrative units using ordinary least squares regression. Chao et al. (2021) extended this work and applied estimated road widths by road classification in Accra (Ghana) and parts of Belize and Sri Lanka to generate estimates of total road area.

Due to the challenges of automatically extracting road area, researchers have also employed a hybrid approach. For example, Angel et al. (2016) hand-measured roadways and other urban features from randomly sampled 3-km grid cells stratified by time periods of urban growth. Combined with road widths and features from existing road network files, such as OpenStreetMap, the authors also assigned roads to different categories, such as local and major arterial. These hand calculations were then extrapolated to provide metropolitan estimates of the amount and share of land area dedicated to roadway by type for 200 out of 4,231 cities and metropolitan areas with 100,000 or more residents in 2010. Across the sample, roadways took up about one fifth of the total built-up land area. The sample included 14 U.S. cities. New York had the least space dedicated to roadway at 13% of the built-up metropolitan area. Modesto (CA) had the most at 39%.

Researchers at UN Habitat applied a similar methodology to a selection of 30 global cities and found a similar average of 20% but a much more substantial range of values (UN Habitat, 2013). Instead of drawing all road area by hand, they applied average

widths from a sample of roadways to all roadways of the same type in the sampled cities. Bangui (Central African Republic) and Yerevan (Armenia) had just 6% of city area dedicated to roadway compared with 36% in Manhattan, 34% in Hong Kong, and 33% in Barcelona (Spain).

Proprietary estimates of roadways based on other types of remotely sensed data also exist. For example, major phone and map-producing companies, such as Google and Apple, have sufficient data from cell phone traces to develop detailed models of roadway systems. Vehicle-mounted light detection and modeling (LiDAR) and cameras also provide inputs to develop models of roadway networks that are almost certainly being applied in the development of automated vehicles. Ravi et al. (2020), for example, used LiDAR data to estimate road widths around work zones.

Parcel Data

The third general approach to estimating land areas relies on detailed parcel-level data. Millard-Ball (2022) collected spatial parcel data from 20 urban counties and used parcel areas to net out the amount of space dedicated to streets (including sidewalks) and match these to street line data from OpenStreetMap. Across counties, Millard-Ball reported a consistent range of 7% to 20% of land area dedicated to local streets and 14% to 30% dedicated to all streets. Matching localized land value data (Davis et al., 2021) to roadway area estimates resulted in a total estimated \$1.8 trillion of land value in the 20 counties. This approach provided fine-grained and accurate estimates of road widths but required detailed geospatial parcel-level data, which are not consistently publicly available, particularly for smaller counties and towns.

Research Design

Our general approach to estimating road widths was to develop predictive models using the 10% sample of HPMS roadway segments by roadway class that have data on lane numbers, lane widths, shoulder lanes, and medians and apply this model to predict road widths for the remaining 90% of HPMS roadways and a sample of TIGER roadways to account for the significant number of missing local roadways in the HPMS data (58% of the total length of local roads in our final data set). We then netted out overlapping intersection widths, summed the

product of estimated widths and segment lengths by geography, and matched these estimates to existing data on land values, populations, and other physical features. Here we summarize our key data transformation choices and predictive modeling approach. The [Online Appendix](#) provides additional details.

Road Network Data

The HPMS provided geographic data on the location and characteristics of seven classes of roadway in the United States, ranging from interstate highways to local roadways. The 10% sample provided additional data, including the number of through lanes, width of through lanes (excluding parking lanes), width of left and right shoulder lanes, and width of the median lane. Because the HPMS excluded many local and service roads, we supplemented the data set with TIGER shapefiles. This required a combination of spatial joins, matching segments, cutting segments, and removing overlapping roadway segments and intersections from the data set. We also tested for selection bias in the HPMS's sample and found evidence of small but statistically significant selection bias based on observable attributes. [Online Appendix A](#) provides additional details on the HPMS data, spatial matching procedures, and tests for selection bias. The final data set (Guerra et al., n.d.) used the 2016 HPMS, 2016 TIGER, and 2016 5-year American Community Survey data.

Predictions

We predicted road segment features (number of through lanes, width of through lanes, width of left and right shoulder lanes, and width of the median lane) as a function of their distance to the metropolitan center, county-level indicators, and surrounding block groups' 2016 5-year American Community Survey socioeconomic indicators, such as income, population density, and ethnic compositions. We also tried segment length as a predictor but dropped this due to limited predictive power and inconsistencies across the HPMS and TIGER segment lengths. Our final road width estimates relied on random forest models predicting each of the five road width features for each of the seven roadway classes (35 sets of models) on an 80% training set using the default model parameters from Python's scikit-learn library (Pedregosa et al., 2011). We used the 20% remainder of the sample for

testing model performance at the end. [Online Appendix B](#) provides additional details on our model selection, model fits, and overall model performance.

Estimating Road Area

Next, we assigned roadway segments geographically to census block groups. In instances where segments crossed multiple block groups, we assigned a fraction of the roadway to each block group. In the case where a road segment was the boundary line of two census block groups, we divided the fraction evenly between two census block groups. When aggregating road quantity to census block groups, we used these fractions as weights. At intersections, we estimated the area of the intersection using road width estimates and dropped overlapping areas based on the number of road segments passing through the intersection. [Online Appendix C](#) provides additional details on the process of estimating and assigning land areas to block groups.

Land Value and Land Cover Data

We supplemented our road width predictions with estimated land values (Davis et al., 2021) and the Multi-Resolution Land Characteristics Consortium's (2019) Urban Imperviousness descriptor land cover raster data from Landsat (Dewitz & U.S. Geological Survey, 2021). For maximum coverage we used Davis et al.'s (2021) pooled cross-section estimates of "Land Value (Per Acre, As-Is)" from 2012 to 2019 (2015 dollars) and assigned census tract values to constituent block groups or the next best geographic equivalent area ([Online Appendix C](#)).

We used the impervious Landsat data to provide better estimates of urbanized land than the census block group estimates, which often included desert, mountains, farmland, national parks, and other types of nonurbanized land. For 30-m grid cells throughout the United States, the land cover data set provided estimates of different impervious surface classes. These classes varied substantially from what most planners would classify as impervious land and included yards, parks, and other urban features associated with urbanized land. For context, roughly 85% of New York's Central Park was classified as impervious. The Central Park Reservoir accounted for most of the land identified as nonimpervious.

We also estimated land areas using only the census-designated land areas of urban blocks within PMSAs ([Online Appendix C](#)). Our publicly available data sets (Guerra et al., n.d.) include land area measurements from the Landsat, census block groups, and urban census blocks. We focused our discussion of the share of land dedicated to roadway on the Landsat data because it best represented the urbanized land within entire PMSAs ([Online Appendix C](#)).

Geographic Aggregation

Finally, we aggregated block group estimates to three geographic units: PMSA, the primary city within each PMSA, and the downtown as defined by all census block groups within 3 miles of the PMSA center. We defined PMSA centers using coordinates returned by Google Maps when using the PMSA name as the search query.

Data Limitations and Robustness Check

Our estimates of the land area used for roadway included several limitations related to our reliance on the HPMS data. All data are self-reported by state departments of transportation and may contain systematic differences in reporting within and across metropolitan areas. Of note, estimates did not include parking lanes, whose existence was also poorly reported throughout the HPMS sample and universe. Different considerations of bike lanes, shoulders, and average lane widths may also have affected data consistency.

As a robustness check, we compared our block group estimates to Millard-Ball's (n.d., 2022) estimates after assigning the latter to the block group level. The two measures of land area occupied by roadway had Pearson's correlations of 0.88 at the block group level and 0.98 at the county level ([Online Appendix D](#)). Regressing the estimates on one another, we found our estimates to be 81% to 86% of Millard-Ball's estimates on average. The exclusion of parking lanes and sidewalks from our estimates likely contributed to this difference.

Our land value estimates were also generally consistent with Millard-Ball's (2022) and Albouy et al.'s (2018) estimates. For example, Albouy et al. estimated the New York PMSA's land to be worth roughly \$14.4 million per hectare compared with our estimate of \$12.7 million despite substantial methodological and moderate spatial differences. Our estimated street values per capita also tended

to fall within Millard-Ball's estimated range of \$20,000 to \$275,000 per household.

Findings

How Much and What Share?

In total, we estimated that there were 58,000 km² (22,000 mi²) of roadway—roughly the total land area of West Virginia—in the United States' 316 PMSAs. This corresponded to 0.06 hectares per household (around three times more than a new U.S. single-family house's average size and a little less than half its average lot size), 3.2% of all PMSA census land area, and 21.7% of urbanized land estimated from the Landsat data.

More dispersed settlement patterns generally required more roadway (Table 1). On average, city cores and central cities had less than half as much roadway per capita and per household as entire metropolitan areas (Table 1). Suburban and rural areas also tended to dedicate more urbanized land to roadways than central cities and city cores on average. Cities and city cores used an average of 17% of urbanized land used compared with 24% for PMSAs. The relationship was also nonlinear. Within PMSAs, the share of urbanized land covered by roadway tended to decrease from around 23% close to the central business district to about 18% at an average distance from the downtown and then increased substantially in block groups that were 1 to 3 standard deviations away from the average distance (Figure 1). Roadway occupied a large share of land in urban centers—likely to allow for traffic volumes—and on the outskirts of cities—likely to provide access to low-density parcels.

The relationship between geography and the share of land dedicated to roadways, however, depended heavily on the denominator used. The average PMSA dedicated 24% of Landsat-estimated urban land to roadways, with 95% of PMSAs dedicating 11.8% to 45.0%. The average PMSA, by contrast, had 3.6% of census land area covered by roadway, with 95% of PMSAs having 1.2% to 7.8% of land area covered by roadway. Moreover, metropolitan areas with a lower share of census land area

dedicated to roadway tended to have a higher share of Landsat-estimated urban land dedicated to roadway (Pearson's *R* of -0.27). This inverse relationship has two primary explanations. First, metropolitan areas with the largest amounts of land area in census block groups tended to include the most rural and uninhabited land. For example, just 2.4% of the Las Vegas (NV) PMSA's 102,000 km² of census land area was urbanized, as measured from the Landsat data. Most of the census land area was desert and included multiple national parks and mountain ranges. Like in Las Vegas, desert, parkland, and mountains dominated the landscape in many PMSAs. Second, more dispersed settlement patterns tended to include more rural and uninhabited land, with development occurring in spread-out patterns along roadway.

The measures of roadway consumption also varied substantially across the 20 most populous PMSAs (Online Appendix D). Large metropolitan areas had an average of 19% of urbanized land dedicated to roadway. Los Angeles was no outlier and dedicated less land area to roadways than New York, Chicago, Boston (MA), and other large cities. If anything, large, dense cities tended to dedicate a higher share of land to roadway than smaller or more sprawling ones. Contrary to the rest of the sample but consistent with earlier findings (Manville & Shoup, 2005; Meyer & Gómez-Ibáñez, 1981), the largest metropolitan areas tended to have more or equivalent urbanized land dedicated to roadway in the core and central cities than the rest of the metropolitan area. There was also substantial variation in the share of the PMSA population that lived in the primary city or within 3 miles of the PMSA center. For example, 86% of the New York PMSA residents lived in New York City, compared with just 8% of the Riverside (CA) PMSA (Orange County) residents living in Riverside.

The mix of roadway types also varied by geography. On average, highways accounted for 7% of the land area consumed by roadways in metropolitan areas, arterial for 27%, and local roads for 67% the remaining two-thirds (Table 2). Primary cities and city cores tended to have a higher share of

Table 1. Average land area consumed by roadway in U.S. urban areas.

	PMSA	City	Core
Roadway (m ²) per capita	391.2 (382.5)	147.3 (71.8)	129.8 (60.2)
Roadway (m ²) per household	1,031.0 (1,019.1)	380.7 (203.0)	328.5 (146.0)
Share of census land area	0.036 (0.09)	0.101 (0.05)	0.143 (0.05)
Share of Landsat-estimated urban land area	0.242 (0.08)	0.169 (0.04)	0.175 (0.04)

Note: Standard deviations in parentheses.

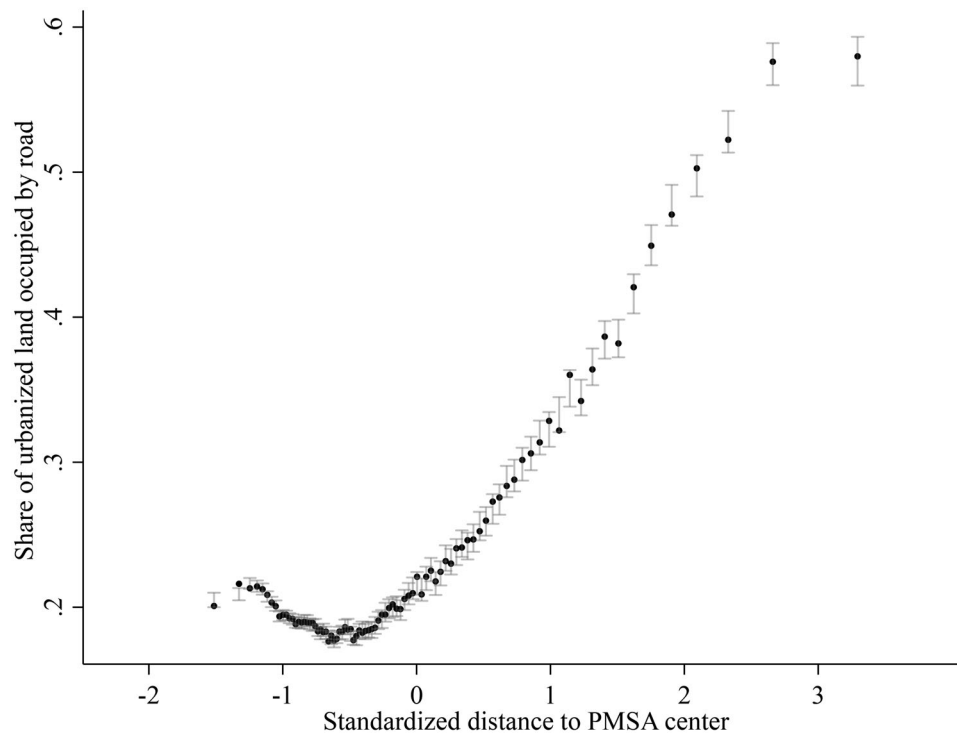


Figure 1. Roadways as a share of urbanized land (as estimated from Landsat) against standardized distance from center. Standardized distance is calculated by subtracting from a block group's distance to the PMSA center the average distance for all block groups in the same PMSA. This result is then divided by the standard deviation of distances to PMSA center for all block groups in the same PMSA. Black dots show the average share of urbanized land used for roadway by distance, with the 95% confidence interval of the mean in brackets.

Table 2. Average share of roadway area by roadway type.

	PMSA	City	Core
Share highway	0.067 (0.037)	0.086 (0.055)	0.084 (0.059)
Share arterial	0.268 (0.107)	0.318 (0.107)	0.338 (0.115)
Share local road	0.665 (0.126)	0.596 (0.124)	0.578 (0.122)

Note: Standard deviations in parentheses.

highways and arterials than suburban areas. This distribution was consistent with early national efforts to locate highways in central locations where they would generate the most traffic, thereby raising the most fuel tax revenue to build new highways (Lewis, 2013; Rose & Mohl, 2012; Taylor et al., 2023).

What Was It Worth?

We estimated that the land area dedicated to roads in U.S. metropolitan areas was worth \$4.1 trillion, 22% of national gross domestic product, in 2016. Based on the share and value of land dedicated to roadway, this figure was generally consistent with Albouy et al.'s (2018) inflation-adjusted estimate of urban land being worth \$30 trillion. The total value translated to \$43,000 per PMSA household, \$16,000 per person, and \$710,000 per hectare (\$287,000 per

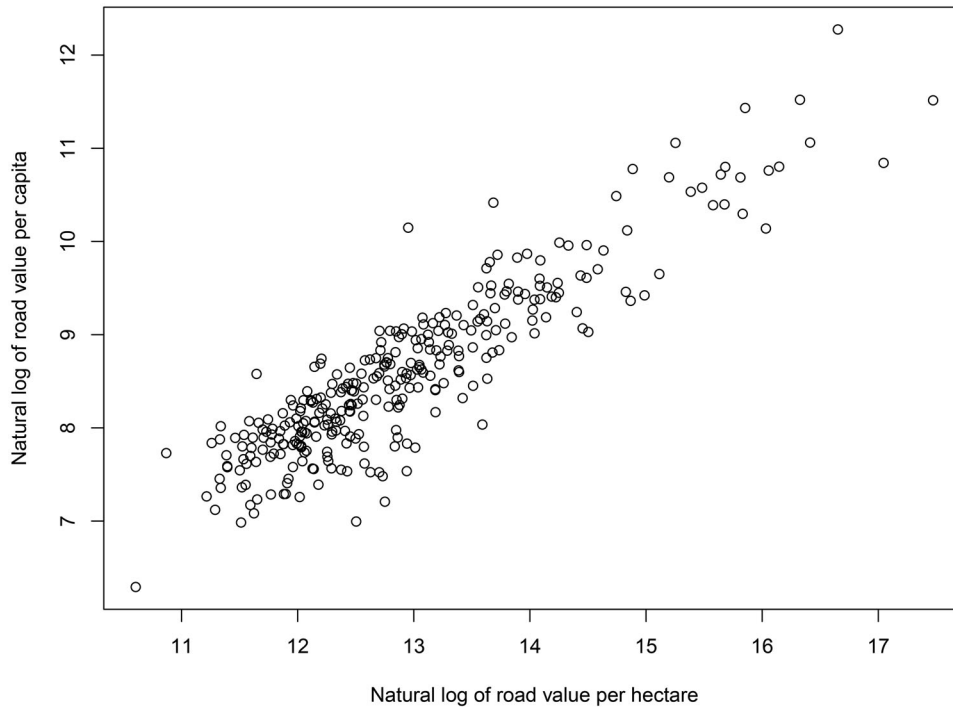
acre) in 2016. Even more than with the share of land dedicated to roadway, there was substantial variation in the value of road area within and across metropolitan areas. On average, the land value of roadway per hectare in central cities and city cores was double or more the value of roadway in suburban areas (Table 3). Because these more central locations are denser, however, the value per capita and per household was lower. Despite some extremely high land values, such as the core of New York City at \$114 million per hectare, land values fell between \$66,000 and \$3.1 million per hectare in 95% of PMSAs. Despite the greater variance in land values per hectare than land values per capita, the two were strongly correlated (with correlations of 0.77 to 0.93 across the three different geographies when taking the variables in log). Figure 2 plots the relationship for central cities. Across the sample, cities with 10% more valuable roadway per hectare had 6% more valuable roadway per capita.

Within PMSAs, the total value of land dedicated to roadway was high close to the center and decreased before rising again into the suburbs (Figure 3). Despite lower land values per hectare, suburban areas tended to occupy substantially

Table 3. Roadway land value across metropolitan areas.

	PMSA	City	Core
Road value per capita	\$12,124 (\$15,730)	\$9,518 (\$17,582)	\$9,768 (\$15,235)
Road value per household	\$32,994 (\$44,884)	\$24,125 (\$39,170)	\$24,089 (\$34,936)
Road value per hectare	\$571,342 (\$1,479,616)	\$1,124,133 (\$3,205,545)	\$1,601,520 (\$7,307,983)

Notes: Standard deviations in parentheses. Dollar values in 2016 U.S. dollars.

**Figure 2.** Relationship between land value per hectare and land value per capita across central cities.

more land, with more of that land dedicated to roadways.

The distribution of land values varied substantially by geography. In some places, such as Boston, New York, Washington (DC), and Chicago, central land values were substantially higher than in suburban areas ([Online Appendix E](#)). In others, such as Los Angeles, Irvine (CA), and Detroit (MI), land values were substantially flatter. In the case of Irvine, land values were relatively high throughout Orange County at around \$8 million per hectare. In the case of Detroit, average land values were similarly low throughout the metropolitan area. In total, the 20 most populous PMSAs accounted for 50% of the total land value dedicated to roadways in the sample. New York, Los Angeles, and Chicago alone accounted for 22% of the total value.

Road Area, Road Value, and Planning

Knowing the amount and value of land used for roadways has intrinsic value for planning. Other than residential land—and possibly parking

(Chester et al., 2010)—no other land use consistently uses as much urban land as roadway. Given that few houses or apartments cover all or even most of their lots, roadway likely does more to contribute to impervious surfaces than any other land use. [Table 4](#) provides comparative data on some of the costs and benefits of the transportation network to help put the \$4.1 trillion value of the 58,000 km² of urban roadway in perspective. Annualized at 5% to 9% of total land value—a range between a common figure for public funds and an estimate provided by the managing director of Morgan Stanley Infrastructure Partners (J. F. Pfeiffer, personal communication, August 1, 2023)—urban roadway was worth more than either government spending on roadway (Federal Highway Administration, 2020; U.S. Census Bureau, [n.d.-a](#), [n.d.-b](#)) or the total variable costs of the freight trucking sector (American Transportation Research Institute, 2020; U.S. Department of Transportation, 2019a).

The value was also a bit less than the inflation-adjusted estimates of the total external costs of

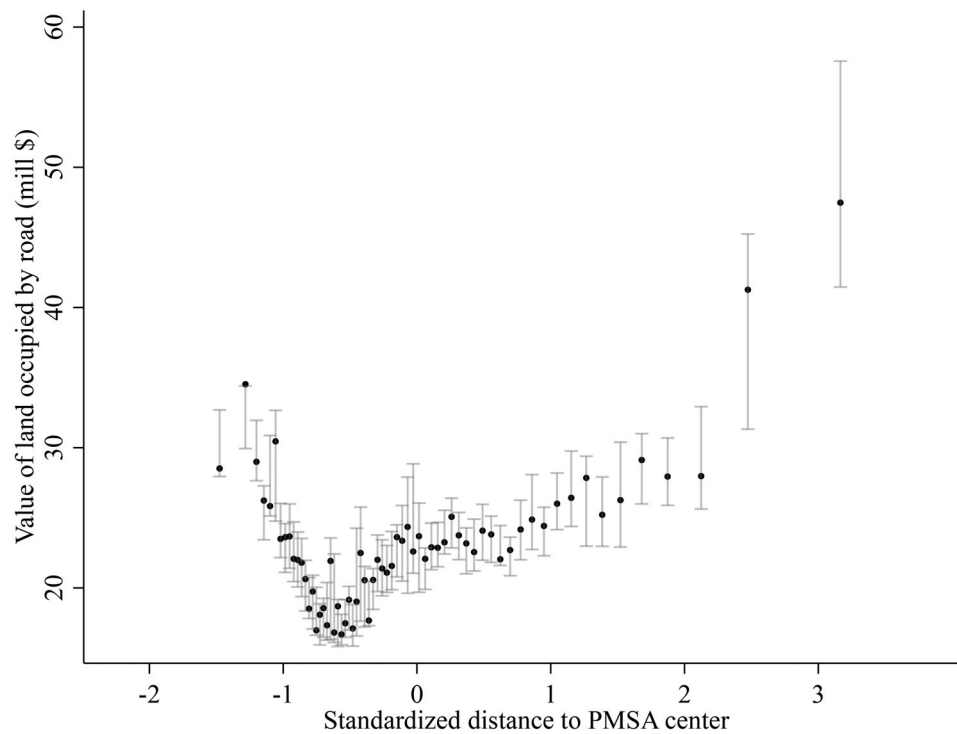


Figure 3. Total land value of roadways against standardized distance from center. Standardized distance is calculated by subtracting from a block group's distance to the PMSA center the average distance for all block groups in the same PMSA. This result is then divided by the standard deviation of distances to PMSA center for all block groups in the same PMSA. Black dots show the average value of land used for roadway by distance, with the 95% confidence interval of the mean in brackets.

Table 4. Summary of annual roadway transportation costs and benefits in 2016.

	Per household	Total (billions)	Calculation sources
Government spending on roads	\$1,590	\$200	Federal Highway Administration (2020); U.S. Census Bureau (n.d.-a, n.d.-b)
Consumer spending on vehicle purchases	\$3,634	\$471	U.S. Bureau of Labor Statistics (2016, 2017)
Consumer spending on motor fuel	\$1,909	\$247	U.S. Bureau of Labor Statistics (2016, 2017)
Consumer spending on other vehicle expenses	\$2,884	\$374	U.S. Bureau of Labor Statistics (2016, 2017)
Time costs (urban households)	\$11,026	\$1,075	U.S. Bureau of Labor Statistics (2016, 2017); U.S. Department of Transportation (2017)
Variable costs of urban freight trucking	\$2,521	\$246	American Transportation Research Institute (2020); U.S. Department of Transportation (2019a)
Land value of urban roads	\$2,164–\$3,895	\$206–\$370	Authors' calculations
External costs of urban VMT	\$3,020	\$295	Federal Highway Administration (n.d.); Parry et al. (2007)

Note: VMT = vehicle miles traveled.

travel (including greenhouse gas emissions, local pollution, oil dependency, congestion, and traffic collisions) estimated using figures from the Federal Highway Administration (n.d.) and Parry et al. (2007). Using more recent and less conservative estimates of the external costs of greenhouse gas emissions (Tol, 2023) could put the carbon costs of driving at \$500 to \$6,500 per household, 5 to 80 times higher than Parry et al.'s (2007) carbon cost estimates.⁴ Of note, consumer money and time spent on car travel—estimated as the total time spent traveling by car times half the wage rate

using a common transportation heuristic—were much higher than any of the other measures of the costs of travel (U.S. Bureau of Labor Statistics, 2016, 2017; U.S. Department of Transportation, 2017).

In addition to illuminating the quantity and value of land used for roadways, our findings and database have specific and general applications for planning and public policy. In the following we discuss uses in benchmarking and cost-benefit analysis before outlining several other ways in which public planners and researchers might use our database.

Benchmarking

Planners and policymakers use comparative benchmarking to help set public policy. For example, City of Philadelphia (PA) transportation staff have frequently presented comparisons of peer cities' congestion measures and traffic fatality rates to support arguments that public policy and planning should emphasize traffic safety more broadly than congestion mitigation (City of Philadelphia, 2022). Benchmarking has also been used more generally to encourage reduced energy consumption (Hsu et al., 2019; Meng et al., 2017), compare water and sanitation systems (Carolini & Raman, 2021), develop airport plans (Suh & Ryerson, 2017), support environmental justice planning (Brinkley & Wagner, 2024), compare the relative sustainability of buildings (Retzlaff, 2008), and set public policy and planning goals more generally.

Our data provide opportunities for public planners to compare their jurisdictions with others for benchmarking purposes (Online Appendix E). As with other metrics defining cities and towns, no single measure of roadway area captured all aspects of cities' road networks. Values per acre and per capita were highly dependent on land values and the distribution of land values within PMSAs. Other measures were highly associated with population density. Nevertheless, road area per household appears to be a particularly effective comparative metric. More compact cities tended to dedicate a higher share of urban land to roadway but notably less roadway per capita. The largest metropolitan areas dedicated around 200 to 800 m² to roadway per household in the PMSA, 50 to 300 m² in the primary city, and 25 to 300 m² in the central core (Online Appendix E).

Cost–Benefit Analysis

Given the substantial amount and value of land dedicated to urban roadways, we investigated whether the value exceeded the costs on average and what role land values played in those estimates. Our basic approach was to compare the expected value of time savings to truckers and car drivers from a 10% increase in roadway supply to the costs of government spending, the value of the land used, and the expected external costs associated with increased driving from the road investments. We assumed that the increase would come primarily from widening highways and converting local roads and arterials to highways. We chose a 10% increase because it was enough to see impacts and could be

achieved through plausible and common lane widenings and new road investments. Similarly, a 10% increase or reduction in roadway capacity was a small enough figure that it might be achieved without major impacts on the access or amenity values of surrounding parcels. From a theoretical perspective, a city with no roads and a city comprising only roadway would have close to no value.

In general, we chose conservative estimates, such as the lowest annualized land values, more generous expectations of how much time new infrastructure would save drivers, and lower estimates of how much traffic new roadway investments would generate. We assumed that the 10% increase in urban roadway would have resulted in a 1% increase in speed and travel time savings. This was on the high end of existing estimates (Akbar et al., 2023) and double our own estimates when matching our road supply database to speed data using similar approaches. Other important assumptions included the assumption that a 10% increase in roadway would have proportionately increased the amount of land consumed and the public-sector costs of building and maintaining roadway. We estimated the value of travel time savings by multiplying half of the wage rate by the estimated reductions in travel times based on increased speeds. We reduced the variable costs of the trucking sector using a similar approach. Finally, we assumed that a 10% increase in roadway supply corresponded to a 7% increase in vehicle travel—on the lower end of existing estimates (Cervero & Hansen, 2002; Downs, 2004; Duranton & Turner, 2011)—and associated externalities using Parry et al.'s (2007) estimates per mile of vehicle travel. Due to data limitations, we excluded investment costs borne by private developers, benefits to bus users, and external costs other than greenhouse gas emissions, local pollution, oil dependency, congestion, and traffic collisions.

Despite conservative assumptions, we found that the estimated costs of increased road investments substantially outweighed the estimated benefits on average, especially when accounting for land values (Table 5). Ignoring externalities and land values entirely, the costs of expanding urban roadways exceeded the benefits by a somewhat modest 17%. The external costs of new traffic and especially the opportunity costs of lost urban land, however, were the largest costs of adding road supply. Including the land value, costs outweighed benefits by a factor of nearly three. Including externalities resulted

Table 5. Estimated costs and benefits per urban household of a 10% increase in urban roadway capacity.

Benefits	
Time savings	\$110.26
Freight trucking	\$25.21
Costs	
Government spending	\$158.96
Land value	\$216.42
Externalities	\$211.39
Cost-benefit ratios	
Without land or externalities	0.85
Without land	0.36
Total	0.23

in costs that were four to five times higher than benefits.

The poor economic performance of U.S. roadway investments on average was robust to major changes in assumptions about the value of time, external costs of travel, or the value of trucking. Beyond the high costs, the main assumption that drove the results was the increases in speeds associated with road investments. Including land values but ignoring externalities, speeds would have to increase by 3% for a 10% increase in urban roadway investments to have economic benefits that exceed costs. Including externalities, the increased speeds would need to be closer to 50%.

These results are consistent with findings that the construction costs of urban interstate highways were twice that of the benefits on average (Duranton & Turner, 2011) and that new highways have produced little in the way of economic development for quite some time (Boarnet, 1997). The main issue is that widening roadways does not produce benefits to drivers or truckers that are as high as the already high and increasing costs of construction (Brooks & Liscow, 2023). Our main contribution is to show that the opportunity costs of using land for other productive uses are also substantial and should be incorporated along with construction costs and the social and environmental costs of the increased driving caused by new roadway capacity. This is not, of course, to say that all roadway construction projects are bad construction projects. Given the increasing costs and decreasing benefits of highway construction over time, however, most new road widenings are unlikely to produce benefits that outweigh costs at the margin. Moreover, the places where new road investments are likely to produce the highest benefits are also likely the places where the construction and land costs are highest.

Dedicating more land for housing, offices, and other land uses instead of roadway would likely

increase net social benefits on average. A 10% reduction in urban roadway from removing, narrowing, or downgrading roadways resulted in an estimated net benefit of \$27.8 billion per year. At some point, reductions in roadways would result in economic harm, but across U.S. urban areas today, reducing the amount of space dedicated to urban roadways appeared to have the potential to generate substantial gains while also reducing pollution, greenhouse gas emissions, and traffic fatalities.

Uses of the Data Set

There are many other ways in which researchers and policymakers might use our publicly available data set beyond demonstrating the high land costs of urban roadways, benchmarking against other cities, and articulating the high costs and relatively low average benefits of using more urban land for roads. Examples include (a) examining whether shorter, more walkable blocks tend to dedicate more land to roadway than larger, wider blocks; (b) including the amount of roadway in local and metropolitan studies of the effects of the built environment on travel behavior, traffic safety, or other outcomes; and (c) examining whether there are equity issues related to the distribution of roadway within and across metropolitan areas.

In addition to the limitations described in our Research Design section, we also emphasize that these data are best used over large geographies and more aggregated scales. If a researcher or policymaker would like to know the amount of roadway in a specific geography or the width of a specific roadway, we recommend measuring them directly. As with any statistical predictions and extrapolations, ours contain both measurement and prediction error.

Conclusion

We describe here how we developed predictive models to estimate the amount and share of land covered by roadway in U.S. metropolitan areas. We then matched these predictions to estimates of land value to generate estimates of the value of land dedicated to roadway across metropolitan areas, cities, and central cores. Finally, after showing how much the land used for roadways was worth, we discussed potential uses of the data for planning, including for benchmarking and a back-of-the-

envelope cost–benefit analysis that incorporated the value of urban land. Two key findings emerged.

First, the amount and value of urban land dedicated to roadway was substantial, at more than \$4 trillion on the land area the size of West Virginia. Roadway in suburban areas tended to consume both a high share and high total amount of land and land value. Downtown roads generally used the most expensive land but tended to have higher densities and thus lower land consumption per capita. Contrary to previous assertions, Los Angeles was no outlier in its share of land dedicated to roadway. If anything, the city had less land dedicated to roadways than the average city ([Online Appendix E](#)).

Second, the United States almost certainly dedicates too much land, money, and effort to building roadways. Even with generally optimistic assumptions, the costs of adding urban road capacity substantially outweigh the benefits, especially when incorporating the land costs of roadways. This result was unsurprising given the U.S. history of building roadways to meet peak demand decades out into the future. Although numerous policy reforms have called for an emphasis on economic competitiveness, conservative roadway networks, and environmental protection, government agencies have continued to pump billions of dollars into expanding, rebuilding, and maintaining roadway networks each year. Future research could shed light onto why government agencies tend to assume these investments will generate net economic benefits. The likely answer is that they assume both much higher increases in travel speeds from new investments and much higher congestion benefits for existing roadway users, despite decades of empirical evidence to the contrary.

Finally, we have made our data publicly available at the county, block group, and segment levels in addition to the three summary geographies we used here (Guerra et al., [n.d.](#)) and provided interactive web maps at the county and block group levels (U.S. Roadway Project, [n.d.](#)). We hope that other researchers and policymakers find these useful in generating their own estimates and analyses of the state of U.S. urban roadway.

Notes

1. The federal government's model of highway investments finds a healthy average return on investment (U.S. Department of Transportation, [2019b](#), chapter 10). The model reports that benefits are at least equal to costs, even for the worst-

performing individual investments and investment scenarios. Academic estimates are less rosy: Studies have presented a wide range of effects on output, productivity, and income (Bhatta & Drennan, [2003](#); Boarnet, [1997](#)).

2. Major roads are also arguably a negative local amenity that bisect neighborhoods and bring accidents, noise, and pollution (Brinkman & Lin, [2024](#)). Baum-Snow ([2007](#)), for example, estimated that each additional urban highway reduced central cities' population by 18% on average.
3. The Multi-Resolution Land Characteristics Consortium ([2019](#)), a partnership of U.S. federal agencies, provides 30-m grid cell data that classify impervious surfaces, including roadway surfaces, across the United States. The pixel resolution, however, is wider than most roadways. As a result, the impervious surfaces data assign substantially more land areas to roadways than what can be seen from a satellite image.
4. Authors' calculations based on total emissions from surface transportation and total vehicle miles of travel.

Disclosure Statement

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IBR Draft SEIS - RECORD #7 DETAIL**First Name :** Mike**Last Name :** Starks**Attachments :** DSEIS_7_Starks_Original_redacted.pdf (6 kb)
grasshopper_+13606938531_9_18_2024_193761658.mp3 (201 kb)

IBR Draft SEIS - RECORD #7 DETAIL**Submission Date :** 9/18/2024**First Name :** Mike**Last Name :** Starks**Business/Organization/Agency**
:**Submission Input :**

My name is Mike Starks. I need to be contacted at [REDACTED]. I'm possibly an impacted property owner. I need to talk to a human. I don't need an email. I don't need a letter. I need a human. Thank you. Your process really sort of sucks. So have a person call me. Thank you. And this time, actually do it. The last time, it took a lot of effort to get someone to actually call me back, and then you guys talk about your outreach program. Your outreach is just a letter, which is a crock, and no real communications or transparency. So have a human call me. Thank you. And one who can actually give answers, not one who says nothing in a lot of words.

IBR Draft SEIS - RECORD #10 DETAIL**First Name :** Perry**Last Name :** Waddell**Attachments :** DSEIS-10_Waddell_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #10 DETAIL

Submission Date : 9/20/2024

First Name : Perry

Last Name : Waddell

Business/Organization/Agency
:

Submission Input :

Support.

There should be tolling for motorized vehicles.

Support lanes for: cars; buses; trains; commuter rail; bicycles; walking ; and sitting - with multiple ramps for all.

IBR Draft SEIS - RECORD #11 DETAIL**First Name :** Perry**Last Name :** Waddell**Attachments :** DSEIS-10_Waddell_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #10 DETAIL

Submission Date : 9/20/2024

First Name : Perry

Last Name : Waddell

Business/Organization/Agency
:

Submission Input :

Support.

There should be tolling for motorized vehicles.

Support lanes for: cars; buses; trains; commuter rail; bicycles; walking ; and sitting - with multiple ramps for all.

IBR Draft SEIS - RECORD #13 DETAIL

First Name : Scott

Last Name : Amon

Attachments : DSEIS-13_Amon_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #13 DETAIL

Submission Date : 9/20/2024
First Name : Scott
Last Name : Amon
Business/Organization/Agency : Rev Motors

Submission Input :

Concern number one should be how to move the highest number of vehicles across the river in the safest and fastest way. You need to add lanes, not walking trails. Leftists, woke, progressives should not be in charge. You are more concerned with engineering a way to get people out of their cars than making their commute more efficient. This report shows everything which is wrong with America. The report says nothing about how the new bridge will transport more people across the river more quickly. I give you an F. You Fail.

IBR Draft SEIS - RECORD #14 DETAIL

First Name : Jordan

Last Name : Hamann

Attachments : DSEIS-14_Hamann_Original.pdf (2 kb)

IBR Draft SEIS - RECORD #14 DETAIL

Submission Date : 9/20/2024

First Name : Jordan

Last Name : Hamann

Business/Organization/Agency : Southwest Washington Regional Transportation Council

Submission Input :

I am in favor of this project. However, I do have some comments that I wish to make. To start, I support the 2-Auxillary lane alternative. Based on the report's numbers, that option would have the greatest decrease in congestion and travel times. I believe that after two decades of trying, we need to replace the I-5 bridges with the option that includes the highest degree of improvement, regardless of cost.

Secondly, I think that if the C Street ramps in Vancouver are retained, they should be exclusive to busses. Adding car traffic so close to the Highway 14 & Mill Plain onramps, not to mention the bridge itself, adds too much of a conflict between thru and merging traffic.

Thirdly, please do not waste space in downtown Vancouver by adding station park & rides for the yellow line extension. If a Clark County resident intends to use the MAX service to go into Portland, then they would park at a C TRAN transit center, etc., and take that into downtown Vancouver. Trimet is already trying to repurpose many of their old park & rides (such as at Gresham Station) as the transit pattern is no longer viable. Very few people will bother to drive all the way to the Interstate Bridge just to park downtown and hop on the train to cross the river. Those park & rides would be an opportunity loss for the city and introduce prime areas for urban decay.

Fourth and finally, Trimet should not be allowed to piggy-back the purchase of 19 new LRT vehicles as part of this project. On the same point, their project in Gresham at Ruby Junction yard should not be included in the cost of this project either. Yes, system improvements improve the whole system which would technically include the yellow line extension, but the cost here is prohibitive. I worry about another CRC rebellion from politicians in Washington. The improvements contained in this project proposal should only include constructions that are immediately connected to the IBR study area.

My only other comment would be to please remember beauty in the final design of the bridge. No matter what, this bridge is going to be a symbol of our region. The current bridge, while deficient in every way, is a visual icon and makes for a pleasant viewshed. There's no law saying a bigger bridge would have to be ugly, right?

IBR Draft SEIS - RECORD #15 DETAIL

First Name : ISRAEL

Last Name : LOPEZ-VEGA

Attachments : DSEIS-15_Lopez-Vega_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #15 DETAIL

Submission Date : 9/20/2024
First Name : ISRAEL
Last Name : LOPEZ-VEGA
Business/Organization/Agency :

Submission Input :

I appreciate that the Draft SEIS indicates the cyclist and pedestrian path will be aligned on the east side of the bridge. This is a fantastic feature for pedestrians and visitors, enhancing the experience of our community.

Given this design, it is important to ensure that the pedestrian paths are wide enough to accommodate multiple uses. This would encourage people to stop and take pictures, while still providing ample space for those who wish to move through the area without interruption.

IBR Draft SEIS - RECORD #16 DETAIL**First Name :** Ariel**Last Name :** Friedman**Attachments :** DSEIS-16_Friedman_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #16 DETAIL

Submission Date : 9/20/2024

First Name : Ariel

Last Name : Friedman

Business/Organization/Agency
:

Submission Input :

•HCT was not in the list of acronyms.

IBR Draft SEIS - RECORD #17 DETAIL

First Name : Michael

Last Name : DeLisle

Attachments : DSEIS-17_DeLisle_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #17 DETAIL

Submission Date : 9/20/2024

First Name : Michael

Last Name : DeLisle

Business/Organization/Agency
:

Submission Input :

My comment would be regarding tolling.

There is no mention that the tolling will have an estimated end date. I believe the tolling should be in place to pay the bill, but once that is achieved the tolling should be removed. We have precedent for this in Oregon, it happened with the Astoria-Megler bridge between Oregon and Washington. Once the bill was paid after so many years, the toll booths were removed.

IBR Draft SEIS - RECORD #18 DETAIL**First Name :** Leslie**Last Name :** Stevenson**Attachments :** DSEIS-18_Stevenson_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #18 DETAIL

Submission Date : 9/20/2024
First Name : Leslie
Last Name : Stevenson
Business/Organization/Agency :

Submission Input :

The majority of us are disappointed the project won't add lanes. We'd like to at least see 2 auxiliary lanes.

Hopefully you can pay the companies that need a higher span to move their location. That seems like the best case scenario.

IBR Draft SEIS - RECORD #19 DETAIL

First Name : John

Last Name : Shetterly

Attachments : DSEIS-19_Shetterly_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #19 DETAIL

Submission Date : 9/20/2024

First Name : John

Last Name : Shetterly

Business/Organization/Agency
:

Submission Input :

Build the bridge! Why is this taking so long? We needed a new bridge 10 years ago.

IBR Draft SEIS - RECORD #20 DETAIL

First Name : Christopher

Last Name : McGregor

Attachments : DSEIS-20_McGregor_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #20 DETAIL

Submission Date : 9/20/2024
First Name : Christopher
Last Name : McGregor
Business/Organization/Agency :

Submission Input :

I'm glad this project has gotten a Supplemental Environmental Assessment, however, why wasn't this done nearly 20 years ago when I moved here and a new bridge could have been built by now? The interstate bridge has needed to be replaced 40 years at least if not longer than that. Toll it until it's paid then remove the toll (or like California does and just run a toll continuously for maintenance and repairs). This current bridge is obsolete and will fail during a major earthquake which the region is way overdue. Please for all that is holy, build a new bridge already!

IBR Draft SEIS - RECORD #21 DETAIL**First Name :** Don**Last Name :** Bailey**Attachments :** DSEIS-21_Bailey_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #21 DETAIL

Submission Date : 9/20/2024

First Name : Don

Last Name : Bailey

Business/Organization/Agency
:

Submission Input :

I am totally AGAINST mass transit on the new bridge. Mass transit is not self supporting and they are disruptive. Some people claim they cause disruption and crime. Don't ruin Vancouver.

IBR Draft SEIS - RECORD #22 DETAIL**First Name :** BK**Last Name :** KISO**Attachments :** DSEIS-22_Kiso_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #22 DETAIL

Submission Date : 9/20/2024

First Name : BK

Last Name : KISO

Business/Organization/Agency
:

Submission Input :

No light rail into Vancouver please!

IBR Draft SEIS - RECORD #23 DETAIL

First Name : Michael

Last Name : Hailey-giannetti

Attachments : DSEIS-23_Hailey-giannetti_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #23 DETAIL

Submission Date : 9/20/2024
First Name : Michael
Last Name : Hailey-giannetti
Business/Organization/Agency :

Submission Input :

With the amount of taxes you are charging Oregonians for gas and how you are mis spending you do not need a new bridge. You have a new beige east. Use it for truck traffic and leave the tolls to the east coast. This is getting out of hand. We can't afford more garbage spending

IBR Draft SEIS - RECORD #24 DETAIL

First Name : Jerry

Last Name : Morris

Attachments : DSEIS-24_Morris_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #24 DETAIL

Submission Date : 9/20/2024

First Name : Jerry

Last Name : Morris

Business/Organization/Agency
:

Submission Input :

NO LIGHT RAIL. Obviously you don't live in Washington and you aren't listening us. NO LIGHT RAIL. You can build the bridge any way you choose. That's OK but NO LIGHT RAIL. If it comes to a vote it won't stand chance. If you don't let us vote then you don't really want to hear from us because the truth is WE DON'T WANT LIGHT RAIL.

IBR Draft SEIS - RECORD #25 DETAIL

First Name : Mary Anne

Last Name : Joyce

Attachments : DSEIS-25_Joyce_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #25 DETAIL

Submission Date : 9/20/2024

First Name : Mary Anne

Last Name : Joyce

Business/Organization/Agency
:

Submission Input :

do you intend to really use public input or is this just window dressing. after the Burnside Bridge design people went ahead with the most expensive option, I assume you do not care either

IBR Draft SEIS - RECORD #26 DETAIL

First Name : Jillian

Last Name : Arnaut

Attachments : DSEIS-26_Arnaut_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #26 DETAIL

Submission Date : 9/20/2024

First Name : Jillian

Last Name : Arnaut

Business/Organization/Agency
:

Submission Input :

I absolutely Do NOT support any plan that includes light rail service on the bridge project!

Are the studies on the projected increase on crime and unhoused persons in WA from OR as a result of light rail being included in this project?

IBR Draft SEIS - RECORD #27 DETAIL**First Name :** Rob**Last Name :** Powell**Attachments :** DSEIS-27_Powell_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #27 DETAIL

Submission Date : 9/20/2024
First Name : Rob
Last Name : Powell
Business/Organization/Agency : commercial driver since 1977

Submission Input :

I have worked primarily as a commercial driver since 1977. I-5 from Rose Quarter to the Columbia crossing is a terrible bottleneck that will not be solved by commuter rail, buses, tolls, or carpooling. To keep freight and people moving smoothly, any I-5 crossing plan must include a substantial increase in vehicle lanes. Thank you...

IBR Draft SEIS - RECORD #28 DETAIL**First Name :** Dale**Last Name :** Ransdell**Attachments :** DSEIS-28_Ransdell_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #28 DETAIL

Submission Date : 9/20/2024

First Name : Dale

Last Name : Ransdell

Business/Organization/Agency
:

Submission Input :

No statewide tax to support this project. It is not necessary to tax the whole state for something they may never use. Tax people in the area who use the bridge. I do think a new bridge is necessary.

IBR Draft SEIS - RECORD #29 DETAIL

First Name : Matthew

Last Name : Metsker

Attachments : DSEIS-29_Metsker_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #29 DETAIL

Submission Date : 9/20/2024

First Name : Matthew

Last Name : Metsker

Business/Organization/Agency
:

Submission Input :

I love the light rail and bike/walking additions. I want to make sure that these alternative transportation options are included. Thanks!

IBR Draft SEIS - RECORD #30 DETAIL

First Name : Dan

Last Name : Wood

Attachments : DSEIS-30_Wood_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #30 DETAIL

Submission Date : 9/20/2024

First Name : Dan

Last Name : Wood

Business/Organization/Agency
:

Submission Input :

I have three priorities:

*It must include light rail

*Tolls must be a part of the funding plan

*HOV lanes both directions (enforced)

IBR Draft SEIS - RECORD #31 DETAIL**First Name :** Kate**Last Name :** Meyers**Attachments :** DSEIS-31_Meyers_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #31 DETAIL

Submission Date : 9/20/2024

First Name : Kate

Last Name : Meyers

Business/Organization/Agency
:

Submission Input :

Would love to see light rail come all the way to 39th

IBR Draft SEIS - RECORD #32 DETAIL

First Name : nancy

Last Name : nelson

Attachments : DSEIS-32_Nelson_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #32 DETAIL

Submission Date : 9/20/2024

First Name : nancy

Last Name : nelson

Business/Organization/Agency
:

Submission Input :

People Living in Washington and working in Oregon are going to get double charged for crossing the bridge for work. They already have to pay Oregon State Tax without Representation and now pay a toll to go to work. How fair is that. Public transportation is not a time saver or convenient. All the tolling does is hurt the people already living pay check to pay check.

IBR Draft SEIS - RECORD #33 DETAIL**First Name :** Paul**Last Name :** Smith**Attachments :** DSEIS-33_Smith_Original.pdf (2 kb)

IBR Draft SEIS - RECORD #33 DETAIL

Submission Date : 9/20/2024

First Name : Paul

Last Name : Smith

Business/Organization/Agency :

Submission Input :

You have the once in a lifetime opportunity to build an iconic bridge. It matters what it looks like. Bridges are some of the most iconic and recognizeable pieces of architecture there is. They stir feelings thoughts and emotions good and bad. San Francisco, New York, Tampa Bay, Tokyo, Hong Kong, Sydney, are just some of the cities with bridges that are a big part of their identity. The Golden Gate, Brooklyn. GW, Queensboro, Manhattan, Williamsburg, Sunshine Skyway, Fremont, Mackinaw Island, and the cable bridge in our own Tri cities. This bridge will span the the 2nd biggest river in America. Up to 3/4 of a mile with a backdrop of the Gorge and Mt Hood. Add in sailboats and all the forest to the east and you have an iconic vista. I IMPLORE YOU TO BUILD A BRIDGE DESIGNED TO INSPIRE INCREDIBLY POSITIVE THOUGHTS ABOUT HOW IT VISUALLY ADDS TO THE COMMUNITY. THIS BRIDGE CAN BE A TOURIST ATTRACTION WITH IT BEING PHOTOGRAPHED MILLIONS OF TIMES. IT CAN BE THE BACKDROP OF BUSINESS LETTER HEADS, GOVERNMENT LETTER HEADS AND POSTCARDS. ITS DESIGN IF VISUALLY IMPRESSIVE CAN ADD TO THE IMAGE OF OUR COMMUNITY. A BRIDGE IS NOT JUST TRANSPORTATION OVER AN IMPASSABLE PIECE OF LAND OR OVER A BODY OF WATER, THEY ARE ROMANTICISED, ADD LIGHTS TO ITS MASTS, CABLES, ARCHES ETC AND YOU HAVE A NIGHT TIME ICON. I AM ALSO CONCERNED ABOUT THE APPROACHES AND THE INCLINE. TO GET IT HIGH ENOUGH OVER THE CHANNEL, THERE WILL NEED TO BE A FREEWAY APPROACH OF A LEAST 1 MILE TO GRADUALLY REACH ITS APPEX. IT CANNOT HAVE AN INCLINE TOO STEEP OR TRAFFIC WILL NOT MOVE. IT MUST BE A LONG GRADUAL INCLINE. I AM VERY WORRIED THAT A RAISED FREEWAY WILL DESTROY THE LOOK OF DOWNTOWN VANCOUVER. LASTLY.....IF YOU DO NOT BUILD SOMETHING VISUALLY POSITIVE TO PEOPLE, IT ABSOLUTELY CAN AND WILL CREATE A NEGATIVE IMAGE OF OUR COMMUNITY. WE CANNOT HAVE PEOPLE THINK WHAT A BORING, UNINSPIRED, UGLY, BRIDGE. THEY SHOULD HAVE DONE SO MUCH MORE. THEY HAD A GORGEOUS ONE OF A KIND URBAN VISTA TO THE EAST AND THEY BUILT AN UGLY BRIDGE THAT DOES NOTHING TO STIR POSITIVE THOUGHTS ABOUT IT AND OUR COMMUNITY. PLEASE....DO NOT BUILD ANOTHER 205 BRIDGE. WE BLEW THAT, LETS REALIZE THE OPPORTUNITY TO BUILD AN ICONIC BRIDGE AT THIS ICONIC LOCATION WITH THE ICONIC VISTA TO THE EAST. BEFORE I DIE IN 10 OR 20 YRS, I WANT TO SEE A NEW BRIDGE AND SAY....YEAH, I LIKE HOW IT LOOKS. ITS NICE LOOKING BRIDGE. ITS MORE ARCHITECTURALLY PLEASING. IT HAS ARTISTIC DESIGN TO IT. CAN YOU IMAGINE IF THEY JUST BUILT A 205 TYPE BRIDGE WHERE THE GOLDEN GATE IS. OR THE BROOKLYN BRIDGE OR THE BEAUTIFUL SUNSHINE SKYWAY AFTER IT GOT HIT BY THE SHIP. I DONT CARE WHAT HAPPENS JUST AS LONG AS IT HAS A NICE DESIGN. IT MUST, AND I MEAN MUST, BE SOMETHING OUR COMMUNITY SEES AS SOMETHING THAT LOOKS SOMEWHAT ICONIC. OTHERWISE IT BECOMES A NEGATIVE AND A DRAG ON THE IMAGE OF OUR COMMUNITY. PLEASE BUILT A BEAUTIFUL BRIDGE THAT MAKES ME SMILE WHEN I LOOK AT IT. MAYBE THE WORLD WILL LOOK AT IT AND SMILE ALSO.

IBR Draft SEIS - RECORD #34 DETAIL**First Name :** Greg**Last Name :** Hendricks**Attachments :** DSEIS-34_Hendricks_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #34 DETAIL

Submission Date : 9/20/2024
First Name : Greg
Last Name : Hendricks
Business/Organization/Agency :

Submission Input :

I was born, raised, and live in Vancouver. We are at least two decades behind where we should be. The new bridge should have four travel lanes in each direction with a full on/off lane in each direction. Walking, bike access?? Absolutely LRT? Absolutely. Lift span? Absolutely not.

IBR Draft SEIS - RECORD #35 DETAIL	
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First Name : JULIE

Last Name : JULIE

Attachments : DSEIS-35_Julie_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #35 DETAIL

Submission Date : 9/20/2024

First Name : JULIE

Last Name : JULIE

Business/Organization/Agency
:

Submission Input :

Hayden Island residents should absolutely be exempt from any tolling for the current or future I-5 bridge - including before, during or after construction of any new bridge. The only viable road off and on Hayden Island is I-5 and residents should not be penalized north or south for their only way off this island for services both north and south! Physical mailed material should be sent out to all Hayden Island residents throughout the process and ahead of any decision on tolling or bridge design or build as we, the long-term residents of this island are the most impacted by tolling or bridge development. The City, county and state legislators should seriously think about impact to local residents. We pay some of the highest taxes in Multnomah County, and we do not feel that we get fair representation for our taxation. It's time the city and county opened their ears and eyes to residents of this island. And they should also think about future development on the west end waterfront where the former Roadside Inn and current trailer park are located; and do what Vancouver has done in a very short period of time. Wake up legislators and do what's right for this city and Hayden Island.

IBR Draft SEIS - RECORD #36 DETAIL

First Name : John

Last Name : Adams

Attachments : DSEIS-36_Adams_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #36 DETAIL

Submission Date : 9/20/2024

First Name : John

Last Name : Adams

Business/Organization/Agency
:

Submission Input :

I drive for Fedex Freight. Our yard is off Fazio street, close to the Marine Dr. exit off Interstate 5 northbound. Each day I sit in traffic, heading north, around 4:30 pm starting usually at the Terwilliger exit. It takes roughly 40 minutes to travel 9 miles.

You people should build the most INEXPENSIVE bridge you can, PERIOD! Forget about cramming light rail down our throats, or making it "bike" friendly. It is a freeway, FOR CARS and TRUCKS. Get rid of the STUPID HOV lane on the Oregon side heading north. HOV lanes are for cities with many lanes.

Stop spending OTHER PEOPLES MONEY like it grows on trees. Where is the 500 million Kitzhaber spent?

If you want to solve the transportation issues, complete the circle of 205. Forget about the I-5 bridge. Run 205 west, over the river, over the west hills and have it connect to I-5 in Wilsonville. 1000's of vehicles would never go through Portland or use the Interstate Bridge that way.

IBR Draft SEIS - RECORD #37 DETAIL

First Name : Matthew

Last Name : Meskill

Attachments : DSEIS-37_Meskill_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #37 DETAIL

Submission Date : 9/20/2024

First Name : Matthew

Last Name : Meskill

Business/Organization/Agency
:

Submission Input :

At this point I just don't believe anything ODOT touches.

IBR Draft SEIS - RECORD #38 DETAIL

First Name : Hayden

Last Name : Peabody

Attachments : DSEIS-38_Peabody_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #38 DETAIL

Submission Date : 9/20/2024

First Name : Hayden

Last Name : Peabody

Business/Organization/Agency
:

Submission Input :

I'm excited about the new bridge! Despite what a vocal group might be shouting I think that the higher upfront cost (and possibility of tolling) is worth it to have even more modes of transport across the Columbia! Of course none would be ideal, but guaranteeing that tolls have an expiration once the total cost has been recuperated would probably go a long ways. Something similar to how the Astoria bridge was financed, with the only remnants of the tolls being the old booths :)

IBR Draft SEIS - RECORD #39 DETAIL	
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First Name : S

Last Name : B

Attachments : DSEIS-39_B_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #39 DETAIL

Submission Date : 9/20/2024

First Name : S

Last Name : B

Business/Organization/Agency
:

Submission Input :

Please do not bring the light rail into Vancouver. I left Oregon because it made me uncomfortable to live near it, and I love my home in Vancouver. I do not want max on this side of the river. I do not want to see businesses and houses taken over to build a behemoth nobody asked for. I've heard there may be tolls, this is just ridiculous. Please do not bring the light rail to Vancouver.

IBR Draft SEIS - RECORD #40 DETAIL**First Name :** Rita**Last Name :** Johnson**Attachments :** DSEIS-40_Johnson_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #40 DETAIL

Submission Date : 9/21/2024

First Name : Rita

Last Name : Johnson

Business/Organization/Agency :

Submission Input :

Hello,

Can Amtrak get on board with trains to and from Oregon to Washington??

Please call me and I'll share my ideas, vision and wisdom

I've worked in transportation for years, with all ages,

There are solutions to create clean, inexpensive answers by looking at how other cities and countries provide transportation wisely

IBR Draft SEIS - RECORD #41 DETAIL**First Name :** Caleb**Last Name :** Patterson**Attachments :** DSEIS-41_Patterson_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #41 DETAIL

Submission Date : 9/21/2024

First Name : Caleb

Last Name : Patterson

Business/Organization/Agency :

Submission Input :

Based on this report construction of a bridge is too impactful and destructive to the environment. A series of direct bore tunnels with electric tunnel bore machines and project requirement for all electric vehicles will avoid nearly all environmental impacts stated. A tunnel replacement is the best environmental option

IBR Draft SEIS - RECORD #42 DETAIL

First Name : Anthony

Last Name : Beery

Attachments : DSEIS-42_Beery_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #42 DETAIL

Submission Date : 9/21/2024
First Name : Anthony
Last Name : Beery
Business/Organization/Agency : A.R.B. Enterprises

Submission Input :

Understanding the cost of living and car insurance the project would be the best thing for the future of commerce and community transportation and the safety because Interstate 5 is Alive. World Capitol Owner Chamber of commerce chair Owner Anthony Beery

IBR Draft SEIS - RECORD #43 DETAIL**First Name :** Teresa**Last Name :** McGrath**Attachments :** DSEIS-43_McGrath_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #43 DETAIL

Submission Date : 9/21/2024
First Name : teresa
Last Name : mcgrath
Business/Organization/Agency [- Select -
:

Submission Input :

we oppose the interstate bridge replacement project due to less traffic, possible demolition of 43 homes, plus more businesses being removed....we want the bridge saved...build another bridge at diffrent spot....we want light rail into vancouver one day.....tolling is wrong too, as it impacts many middle class and marginal folk....we opposed the first attempt at this too...thx

IBR Draft SEIS - RECORD #44 DETAIL**First Name :** Meleea**Last Name :** Miller**Attachments :** DSEIS-44_Miller_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #44 DETAIL

Submission Date : 9/21/2024

First Name : Meleea

Last Name : Miller

Business/Organization/Agency
:

Submission Input :

I fully support a toll bridge and light rail. We go to pdx all the time and have wanted this for Years. Not afraid and we need a new bridge!!

IBR Draft SEIS - RECORD #45 DETAIL**First Name :** Joel**Last Name :** Jones**Attachments :** DSEIS-45_Jones_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #45 DETAIL

Submission Date : 9/21/2024

First Name : Joel

Last Name : Jones

Business/Organization/Agency
:

Submission Input :

No tolls. Tolls disproportionately impact the working class and the poor. Tolling will not be tolerated.

IBR Draft SEIS - RECORD #46 DETAIL**First Name :** Steve**Last Name :** Clarke**Attachments :** DSEIS-46_Clarke_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #46 DETAIL

Submission Date : 9/21/2024

First Name : Steve

Last Name : Clarke

Business/Organization/Agency
:

Submission Input :

A community connector/partial I5 cap at Evergreen Blvd. is shown on the LPA diagram and mentioned briefly in the executive summary. Additional pedestrian and cyclist crossings of I5 between Evergreen and the river should be incorporated into this project. Caps or pedestrian overpasses or underpasses at East 5th Street, McClellan Rd, and the SR14 cloverleaf would greatly enhance the sense of community between downtown and Fort Vancouver and the surrounding neighborhoods.

IBR Draft SEIS - RECORD #47 DETAIL**First Name :** John**Last Name :** Fresch**Attachments :** DSEIS-47_Fresch_Original.pdf (2 kb)

IBR Draft SEIS - RECORD #47 DETAIL

Submission Date : 9/21/2024

First Name : John

Last Name : Fresch

Business/Organization/Agency :

Submission Input :

There will be no time savings for commuters; no capacity is being added, and light rail isn't an option that folks traveling in cars will choose. Light rail will require the probability of changing to buses and likely a significant walk for most people since bus stops aren't always convenient. Plus, using LR increases the time of most peoples commute. Any appointments that a person has could take significant time out of a workday using buses and/or LR. LR is also a poor option due to cleanliness and health related risks! LR has issues with hot weather, significant rain and snow; buses are used in these circumstances to move people to where they need to go.

LR requires a much more expensive bridge design due to its limitations. Ridership on Trimet LR is a fraction of what it was projected to be, and continues to drop. Take LR rail out of the plan, and replace with bus service!!!

As with ALL major government infrastructure projects, the cost of this bridge will be significantly higher than projected!!!

The existing bridge has a useful life of another 50 years according to ODOT. No need to rush, especially since the replacement adds no capacity!

A 3rd bridge is needed now, not a replacement that will create nightmares for people and cripple the major interstate on the West coast!!!

I say NO!!!

IBR Draft SEIS - RECORD #48 DETAIL

First Name : Bradley

Last Name : Olson

Attachments : DSEIS-48_Olson_Original.pdf (2 kb)

IBR Draft SEIS - RECORD #48 DETAIL

Submission Date : 9/21/2024

First Name : Bradley

Last Name : Olson

Business/Organization/Agency
:

Submission Input :

As a resident of the salmon creek neighborhood in Vancouver, travel to Portland is always first considered against the question, "what will traffic be like?" Often, my decision to go into Portland for restaurants, shopping, or events is limited to the weekend for fear of being "stuck" in returning bridge traffic on the current I-5 bridge. As a resident who could easily live in Salmon Creek for the next 45 years, I'm under no illusion that the current bridge will in any way meet future needs. A replacement is essential and highly desirable. We should implement the design that has the greatest possible impact for future populations to both states, and our Nation. A bridge that would facilitate more mass public transportation - ESPECIALLY a light rail - would not only improve the likelihood of my own personal transportation into Portland more frequently, but it would also encourage others in my own community as well. Existing mass transit options are not appealing- but when faced with a bridge replacement that prioritizes those options - such as the light rail and express bus lanes - I predict many others who live further north of Portland would see more viability in travel to Portland not only for shopping and events, but for finding employment. I also view having PROTECTED bike lanes as a highly desirable method for increasing interstate tourism and improving foot traffic to the renovated downtown Vancouver and Jantz Island commercial areas. I understand that there are some other drastically improved environmental factors as well. Reducing emissions, capturing storm water runoff, and fewer bridge supports are all things that would continue to improve the waterway and waterfronts for both states. In summary - I can not stress enough how highly preferable a bridge replacement with the most emphasis on mass transit options would be. Thank you.

IBR Draft SEIS - RECORD #49 DETAIL**First Name :** Harry**Last Name :** Ciraolo**Attachments :** DSEIS-49_Ciraolo_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #49 DETAIL

Submission Date : 9/21/2024

First Name : Harry

Last Name : Ciraolo

Business/Organization/Agency
:

Submission Input :

Light Rail only benefits Oregon Light Rails bottom line. It is not a benefit to the people of Clark County. Light Rail increases the cost of project by 25 percent and I will work to remove it from project.

IBR Draft SEIS - RECORD #50 DETAIL

First Name : Wendell

Last Name : Hendershott

Attachments : DSEIS-50_Hendershott_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #50 DETAIL

Submission Date : 9/21/2024
First Name : Wendell
Last Name : Hendershott
Business/Organization/Agency : Retired

Submission Input :

While I now live in Bellingham, I have lived in Portland for seven years and Corvallis for a dozen. Hence, I still use the I-5 bridge traveling to visit friends. Also, living here in Bellingham we are a part of the I-5 corridor. What happens on one end of the state still impacts what happens at the other end of the state. This replacement is needed for the economic health and well-being of our life together. If this project would have been implemented ten years ago, we would be benefitting from this now. Holding off on this bridge will only get more expensive and contribute to more congestion and traffic slowdowns. The age of this infrastructure is telling us to get this done sooner rather than later. The benefits of this project will outweigh the costs. Get it done.

IBR Draft SEIS - RECORD #51 DETAIL**First Name :** Millard**Last Name :** Shires**Attachments :** DSEIS-51_Shires_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #51 DETAIL

Submission Date : 9/21/2024

First Name : Millard

Last Name : Shires

Business/Organization/Agency
:

Submission Input :

I am in favor of the bridge project. One thing I want to mention is that it needs to add lanes. It always seems we build for current or near needs, and not plan for future. I see all over the state examples of this in towns and interstates. Add a lane Plus shoulder for people who (believe it or not) walk/bike. But most importantly....I object to tolling. This is a public interstate and everyone benefits even if they don't ever drive across it....because many of the goods and services we enjoy come from freight, companies, et al. Therefore, I believe one group shouldn't be punished (tolls) while another group enjoys the benefits without paying for them. Bonds, Grants, Taxes; everyone pays.

IBR Draft SEIS - RECORD #52 DETAIL

First Name : jerome

Last Name : joseph

Attachments : DSEIS-52_Joseph_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #52 DETAIL

Submission Date : 9/21/2024
First Name : jerome
Last Name : joseph
Business/Organization/Agency : Waterfall Productions

Submission Input :

We do NOT want tolls nor our town destroyed anymore, but you don't care and none of you have to drive it regularly so you don't even know/admit that it's always been I5 on OR's side through Portland that's been the traffic problem, and it's disgraceful to screw SW WA citizens any further because our town can't make and keep good jobs so that people don't have to commute to corrupt Ptown. But, this comment nor any of them will do any good as you just ignore us anyway for a crazy old cat-lady mayor, so we'll just have to move out of my hometown which has been ruined by you political inepts for so long now.

IBR Draft SEIS - RECORD #53 DETAIL**First Name :** david**Last Name :** beasley**Attachments :** DSEIS-53_Beasley_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #53 DETAIL

Submission Date : 9/21/2024
First Name : david
Last Name : beasley
Business/Organization/Agency : retired

Submission Input :

The old bridge is a difficult commute at best. Tolls are not going to make that any easier. Very much in favor of the new bridge. Excited to see what we will have. Tolls however, as difficult as it may be for some to see, do create a degree of financial difficulty for a major portion of our population. Simply put, many will have to figure a way to come up with another dime. In my mind, in relation to the cost of tolls, this should be a consideration. No tolls is the best solution.

IBR Draft SEIS - RECORD #54 DETAIL

First Name : Jim

Last Name : Parker

Attachments : DSEIS-54_Parker_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #54 DETAIL

Submission Date : 9/21/2024

First Name : Jim

Last Name : Parker

Business/Organization/Agency
:

Submission Input :

Sir/Madam, Still do not understand why the Glenn Jackson Bridge is not used as intended. Light rail right up the middle. It was designed for light rail. Hang the bike lanes over the side. Much less weight, much easier. Run it to the mall. Vancouver leaders do not want to hear it. Buses are lower cost, regardless. Use the rail main line for the balance have 3 scheduled runs in the morning 3 at night. Solves the hallowed downtown area. Save a lot of work and frankly waste of money. We keep talking about how ridership is increasing... but there are only one to 5 people in the buses most of the time. Yes we are up but add one person and ridership goes up 20 to 50%! Then we buy these giant buses but the other ones are not even full. Wake up and quit trying to build a monument, and have a public speaking moment for our elected leaders. Who wants to get on Max and get mugged? Stop the nonsense.

IBR Draft SEIS - RECORD #55 DETAIL**First Name :** Henry**Last Name :** Ackerman**Attachments :** DSEIS-55_Ackerman_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #55 DETAIL

Submission Date : 9/21/2024

First Name : Henry

Last Name : Ackerman

Business/Organization/Agency
:

Submission Input :

FEED and HOUSE the poor long before building new
highway bridges.

SHAME ON YOU!

MONEY WASTERS!

IBR Draft SEIS - RECORD #56 DETAIL

First Name : Bryan

Last Name : Fakler

Attachments : DSEIS-56_Fakler_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #56 DETAIL

Submission Date : 9/21/2024

First Name : Bryan

Last Name : Fakler

Business/Organization/Agency
:

Submission Input :

No tolls and No light rail.

IBR Draft SEIS - RECORD #57 DETAIL

First Name : Lin

Last Name : DeMartini

Attachments : DSEIS-57_DeMartini_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #57 DETAIL

Submission Date : 9/21/2024

First Name : Lin

Last Name : DeMartini

Business/Organization/Agency : Paradise Moorage

Submission Input :

Any new bridge MUST accommodate MAX and a connection to C Tran.

IBR Draft SEIS - RECORD #58 DETAIL

First Name : Jennifer

Last Name : Winchester

Attachments : DSEIS-58_Winchester_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #58 DETAIL

Submission Date : 9/21/2024
First Name : Jennifer
Last Name : Winchester
Business/Organization/Agency :

Submission Input :

Some residents that "may" be impacted have renovations planned for our homes, which seems unnecessary at this point until we know more. We need to know if and when we will be impacted by having our homes taken from us. I feel like I'm living in limbo not knowing how long I have to live here, or how I will be impacted. what is the timeline we are looking at? When will we have final answers?

IBR Draft SEIS - RECORD #59 DETAIL**First Name :** Art**Last Name :** Lewellan**Attachments :** DSEIS-59_Lewellan_Original.pdf (2 kb)

IBR Draft SEIS - RECORD #59 DETAIL

Submission Date : 9/21/2024

First Name : Art

Last Name : Lewellan

Business/Organization/Agency :

Submission Input :

The CRC I-5 bridge replacement project has been a fiasco from the start as far back as 1993 with the North/South MAX extension. Voters wisely said "hell no" to that poorly engineered proposal. The most objectionably high impact was in ODOT jurisdiction along the I-5 embankment from Rose Quarter to North Lombard and Kenton. I urged Metro Council to go back to the drawing board. Within 6 months the Interstate MAX alignment surfaced and won support. Why didn't ODOT schmucks choose that alignment first? Could it have been sabotage? Are you against public transit? Was the SW Corridor MAX extension another example of ODOT wasting millions of dollars to sabotage transit system design? I do not trust a single ODOT department head or project manager to fairly and fully inform the public.

That said, my take on the IBRP (pronounced I burp) is simple enough:

- 1) the bridge should be "single-deck" rather than "double-deck" Period. Why you clowns are still considering double-deck is another sign of criminal distortion of the planning process.
- 2) The number of lanes should be 5-lanes northbound and 4-lanes southbound. The extra lane northbound is necessary for afternoon rush hour traffic and because the exits to SR14 and downtown Vancouver are too close together. There is only 1 exit southbound onto Marine Drive. With 2-lanes for transit adjacent to the southbound and 1-lane for ped/bikeway adjacent to northbound. This makes the total number of lanes of 6 each direction which may reduce costs.
- 3) The latest access to Hayden is similar to Concept #1 from 2010, "off-island" access from Marine Drive. The main difference is Concept #1 was west of I-5 while this new one is east of I-5 which has less impact. I supported Concept #1 back then and believe this new design needs more accurate renderings to fairly inform the public. The downtown Vancouver and SR14 interchange is the only necessary rebuild. The other Warshington state interchanges are just you people padding your paychecks. Take back your Warshingtonian chump Kris Strickler. He's no Oregonian.

IBR Draft SEIS - RECORD #60 DETAIL

First Name : Aaron

Last Name : Bini

Attachments : DSEIS-60_Bini_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #60 DETAIL

Submission Date : 9/21/2024

First Name : Aaron

Last Name : Bini

Business/Organization/Agency
:

Submission Input :

This new bridge is currently expected to cost 7.5 billion dollars. This is an absolutely outrageous amount of money, and the projected cost will only continue to balloon as the planning continues to move along at a snails pace. Why not consider a seismic retrofit on the existing bridge? That is ultimately the most important piece of the project: ensuring a bridge crossing still exists after an earthquake. If a new bridge must be built, it should only be for public transit, bikes, and pedestrians (thereby incentivizing healthier modes of transportation). And I think one of the main problems with this project is that the bridge portion of the project is actually quite small. The cost seems to have ballooned out of control because there's a proposed massive highway widening along with new monstrous interchanges for miles in both directions of the bridge. I really hope this project does not move forward in its current form, it's just not a responsible use of taxpayer money.

IBR Draft SEIS - RECORD #61 DETAIL**First Name :** Laura**Last Name :** Mounce**Attachments :** DSEIS-61_Mounce_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #61 DETAIL

Submission Date : 9/21/2024

First Name : Laura

Last Name : Mounce

Business/Organization/Agency
:

Submission Input :

We are eager for this project to happen, and support bringing light rail to Vancouver. No specific comments on the design.

IBR Draft SEIS - RECORD #62 DETAIL

First Name : David

Last Name : Hernandez

Attachments : DSEIS-62_Hernandez_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #62 DETAIL

Submission Date : 9/21/2024
First Name : David
Last Name : Hernandez
Business/Organization/Agency :

Submission Input :

I do not agree or support the light rail or any other public transportation. It brings crime, drugs and other problems from the city to the suburbs. I also do not support tolls. Use the money provided or don't do it. It's a big enough burden on citizen with taxes as it is.

IBR Draft SEIS - RECORD #63 DETAIL**First Name :** Ann**Last Name :** Serafin-Miller**Attachments :** DSEIS-63_Serafin-Miller_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #63 DETAIL

Submission Date : 9/21/2024
First Name : Ann
Last Name : Serafin-Miller
Business/Organization/Agency :

Submission Input :

I am outraged that the MAX train is coming to Vancouver. It was voted down by Vancouver a few times and now it's just being shoved down our throats. Building a station, parking, tracks for 2 miles is all a waste of public funds when you can bus or drive to the first max station across the bridge. Heck they could build a station where the old ODOT building sits on the SW side of the current bridge. We also don't need Portlands criminals and tweakers having easy access to our beautiful city. I used to live in the Shumway neighborhood when the first bridge was being proposed and we were NOT happy about a max station and parking changing the landscape and safety of our historic neighborhoods and still adhere to that today.

IBR Draft SEIS - RECORD #64 DETAIL

First Name : Gordon

Last Name : Chow

Attachments : DSEIS-64_Chow_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #64 DETAIL

Submission Date : 9/21/2024

First Name : Gordon

Last Name : Chow

Business/Organization/Agency
:

Submission Input :

I am opposed to the plan as-is due to the following factors: If the bridge is to the benefit of Washington residents and Oregon residents, then the costs should be split by both parties. Additionally, I'm very opposed to tolling as the tolling administrator/vendor/management company will raise rates to be excessive. Lastly, this gets proposed every 5-10 years and even when passed, something de-rails the construction after having already spent an enormous of money on it. Every one of these projects go over budget.

IBR Draft SEIS - RECORD #65 DETAIL

First Name : Jason

Last Name : Multanen

Attachments : DSEIS-65_Multanen_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #65 DETAIL

Submission Date : 9/21/2024
First Name : Jason
Last Name : Multanen
Business/Organization/Agency : Consolidated Supply Co

Submission Input :

A solution needs to be done, but the proposed tolling is outrageous. You can't justify the \$6-8 a day for people trying to work. Unreasonable for hard working families.

IBR Draft SEIS - RECORD #66 DETAIL

First Name : Heather

Last Name : Hertz

Attachments : DSEIS-66_Hertz_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #66 DETAIL

Submission Date : 9/21/2024

First Name : Heather

Last Name : Hertz

Business/Organization/Agency
:

Submission Input :

Not that you will listen as we (Vancouver) have voted and stated numerous times. NO LIGHT RAIL!! To expensive to build and operate we want NO part of that money pit. Use buses transit lanes that can operate as regular lanes in non peak hrs or emergency lanes. Build a new bridge in another location and just revamp of fix the i5 bridge. It can be refurbished at a fraction of the cost. NO TOLLS equitable or not. We can't afford anymore of our money to be taken we are STRUGGLING TO SURVIVE. And this is from an upper middle class house hold.

IBR Draft SEIS - RECORD #67 DETAIL**First Name :** Mark**Last Name :** Tipperreiter**Attachments :** DSEIS-67_Tipperreiter_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #67 DETAIL

Submission Date : 9/21/2024
First Name : Mark
Last Name : Tipperreiter
Business/Organization/Agency :

Submission Input :

Please include a provision for motorcycles to use the shoulder or share the HOV / mass transit lanes during peak/congested travel times If they will not get a dedicated travel lane.

IBR Draft SEIS - RECORD #68 DETAIL

First Name : Brittney

Last Name : Jackson

Attachments : DSEIS-68_Jackson_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #68 DETAIL

Submission Date : 9/21/2024
First Name : Brittney
Last Name : Jackson
Business/Organization/Agency : The Overcomers LLC

Submission Input :

To whom it may concern, As a resident of Vancouver, WA, I am very opposed to tolls on the new or existing bridges between Portland and Vancouver. I believe this would disproportionately impact the residents of Vancouver, especially those that commute to Portland for work. It would essentially kill our economic progress on the Vancouver Waterfront, because most people from Portland would not want to hassle with paying a toll each way to come dine, shop and/ or hang out on our waterfront. Right now, with no tolls, people come over here from Portland to enjoy our waterfront.

My second concern is with the traffic. I hope any new bridge being proposed would actually eliminate the traffic bottleneck that we currently have leading up to the I-5 Bridge going north. A new bridge must have enough wide lanes to handle the extreme flow of rush hour traffic created by the many Washington residents that work in Portland who are on their way back home. I am also not interested in an expensive light rail or other public transportation system on the bridge that would be used primarily by our large homeless population. Those are my thoughts on the project. Thank you for taking time to read and consider my concerns. Sincerely, Brittney Jackson

IBR Draft SEIS - RECORD #69 DETAIL

First Name : Derrick
Last Name : Cameron
Attachments : DSEIS-69_Cameron_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #69 DETAIL

Submission Date : 9/21/2024

First Name : Derrick

Last Name : Cameron

Business/Organization/Agency
:

Submission Input :

My wife and I travel to Oregon 4 - 5 days per week (separately much of the time) and due to origin - destination travel patterns public transportation is not/will not be an option. Per your numbers, currently 143k vehicles cross the bridge each day and 175k is projected in the future. This number I assume takes into account all the other factors (projected ridership on public services, tolling, etc.). With the planned three lane bridge mirroring what we have now, common sense suggests congestion will be worse. Shoulders will help with accidents, but daily congestion will likely increase. The result will be an additional cost to our family of est. \$250 per month with current or worse commute times in the future. As much as most of us support getting off using our cars, we don't live in a dense European city/country and most of us will have a limited ability to modify our travel patterns. WHY DID'NT THE PLAN ADD LANES, similar to I-205?

IBR Draft SEIS - RECORD #70 DETAIL

First Name : Brandon

Last Name : Miller

Attachments : DSEIS-70_Miller_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #70 DETAIL

Submission Date : 9/21/2024

First Name : Brandon

Last Name : Miller

Business/Organization/Agency
:

Submission Input :

I support breaking ground on this before something happens and we're stuck with exclusively the 205 bridge...

IBR Draft SEIS - RECORD #71 DETAIL

First Name : sheryl

Last Name : hansen

Attachments : DSEIS-71_Hansen_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #71 DETAIL

Submission Date : 9/21/2024

First Name : sheryl

Last Name : hansen

Business/Organization/Agency
:

Submission Input :

I read the draft SEIS and support the IBR project 100%. I hope that the Interstate Bridge can be replaced as soon as possible. I also favor tolls to help pay for it. I've lived in Gresham since 1988 and the Interstate traffic has just been horrendous causing spill over traffic jams east on I 84 and I 205 toward the Glenn Jackson Bridge literally Monday through Friday. When I occasionally need to drive over the Interstate bridge I am in dread of getting stuck in traffic for possibly hours. The new bridge is desperately needed.

IBR Draft SEIS - RECORD #72 DETAIL

First Name : Ballentine

Last Name : Palubinsky

Attachments : DSEIS-72_Palubinsky_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #72 DETAIL

Submission Date : 9/21/2024
First Name : Ballentine
Last Name : Palubinsky
Business/Organization/Agency : 257 SE 188th Ave

Submission Input :

Please put a light rail going over the bridge so I can get to Vancouver on the train.

IBR Draft SEIS - RECORD #73 DETAIL

First Name : Caleb

Last Name : Powell

Attachments : DSEIS-73_Powell_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #73 DETAIL

Submission Date : 9/21/2024

First Name : Caleb

Last Name : Powell

Business/Organization/Agency :

Submission Input :

I think more resources should be given to the MAX light rail. Extending the MAX a few more stops into Vancouver and having integrated stations instead of park and rides, especially on the Vancouver waterfront, would make the system more usable and reduce congestion especially as more people live in downtown Vancouver.

While I am disappointed a tunnel was not considered, I think it would be wise to make the bridge visually pleasant. Please don't build an ugly box girder bridge or truss bridge like the marquam, we should beautify our community.

Additionally, I am greatly concerned by the construction timeline. Work should be done to streamline this and greatly speed up the process. The Golden Gate Bridge was built in 4 years and that was a substantially larger project.

Due to the important and significance of this project, all red tape should be cut and leniency should be given to improve construction speed. A short period of higher environment damage is significantly less impactful than a longer period of medium damage. 15 years, or even 7, is absolutely unacceptable.

IBR Draft SEIS - RECORD #74 DETAIL**First Name :** Fred**Last Name :** Rotinski**Attachments :** DSEIS_74_Rotinski_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #74 DETAIL

Submission Date : 9/21/2024

First Name : Fred

Last Name : Rotinski

Business/Organization/Agency
:

Submission Input :

I already pay enough in mandatory taxes (sales tax, property taxes, vehicle registration, gas taxes, etc...) that I don't feel like I should have to pay a bridge toll to go between Washington and Oregon because the government can't manage their budgets properly!!! This problem has been known for the better part of 50 years, and poor planning on the government's part should not fall on me, the tax paying U.S. citizen!!!

IBR Draft SEIS - RECORD #75 DETAIL

First Name : Richard

Last Name : Yeoman

Attachments : DSEIS_75_Yeoman_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #75 DETAIL

Submission Date : 9/21/2024

First Name : Richard

Last Name : Yeoman

Business/Organization/Agency
:

Submission Input :

Encouraging to see this moving forward. It is badly needed.

Light rail is an important component, though the highest priority should be to include that along with as many additional lanes as possible for vehicle traffic to keep the local economy moving.

IBR Draft SEIS - RECORD #76 DETAIL

First Name : Richard

Last Name : Egan

Attachments : DSEIS_76_Egan_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #76 DETAIL

Submission Date : 9/21/2024

First Name : Richard

Last Name : Egan

Business/Organization/Agency
:

Submission Input :

I cross I-5 Bridge frequently; I see no need to increase the size of pedestrian/bike lanes. They are seldom used and a waste of money just to accommodate a handful of people. And light rail is also a waste of money, because so few people use it. It would be like \$10,000 per rider or more a day (my guess). When I see how FEW people use it in Portland, Just doesn't justify the expense. Besides its a federal highway and bridge, the Feds should be footing the cost of the bridge not the states. My tax dollar is already being paid to the government for roads and improvements.

IBR Draft SEIS - RECORD #77 DETAIL

First Name : Andrew

Last Name : Barker

Attachments : DSEIS_77_Barker_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #77 DETAIL

Submission Date : 9/21/2024

First Name : Andrew

Last Name : Barker

Business/Organization/Agency
:

Submission Input :

Bridge should be built as narrowly as possible to encourage transit and discourage vehicle trips, with tolls set high enough that transit is cost competitive with driving. Intersection changes off the bridge itself, which are unnecessary for seismic safety and counterproductive for transit, should be removed from the project.

IBR Draft SEIS - RECORD #78 DETAIL**First Name :** Terry**Last Name :** Gordon**Attachments :** DSEIS_78_Gordon_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #78 DETAIL

Submission Date : 9/21/2024

First Name : Terry

Last Name : Gordon

Business/Organization/Agency
:

Submission Input :

I am the owner of the property on 29th street and K. The property is at the east end of the 29th street overpass. I have repeatedly asked about the impact of the project to my property, without any success. I live with my wife and my severely autistic son of 39 years. He is very sensitive to loud noises and vibrations. This causes him to have grand mal seizures. It is our hope that the project will take consideration into our situation. We are also concerned about the elimination of onstreet parking on 29th street, as this will impact the parking in front of my residence.

IBR Draft SEIS - RECORD #79 DETAIL

First Name : Pamela

Last Name : Vetter

Attachments : DSEIS_79_Vetter_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #79 DETAIL

Submission Date : 9/21/2024

First Name : Pamela

Last Name : Vetter

Business/Organization/Agency
:

Submission Input :

Hello, I'm a resident of the Shumway neighborhood and I have noticed that my property is shown as temporary impact. I was wondering what that means. I will be looking forward to an answer soon. Thanks.

IBR Draft SEIS - RECORD #80 DETAIL**First Name :** Sarah**Last Name :** Hinis**Attachments :** DSEIS_80_Hinis_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #80 DETAIL

Submission Date : 9/21/2024

First Name : Sarah

Last Name : Hinis

Business/Organization/Agency
:

Submission Input :

I support building the bridge as traffic is expected to pick up significantly in the years to come with more and more people like myself moving to the area. The congestion alone would be the #1 reason to build the bridge.

IBR Draft SEIS - RECORD #81 DETAIL

First Name : Steve

Last Name : Schmitt

Attachments : DSEIS_81_Schmitt_Original.pdf (2 kb)

IBR Draft SEIS - RECORD #81 DETAIL

Submission Date : 9/21/2024

First Name : Steve

Last Name : Schmitt

Business/Organization/Agency
:

Submission Input :

I've lived in Vancouver over 50 years and since I was 2 years old. This project has been studied over and over too many times - wasting an immense amount of money. It has also been voted down numerous times by residents over many decades. Vancouver residents do not want more connectivity to Portland — especially now. This very short 5-6 mile project may improve traffic for that stretch of I-5, but does nothing to address other bottlenecks south of Columbia Blvd. and into Portland. Also, 3 lanes each direction on the CRC is inadequate — both currently and certainly into the future. The I-205 bridge has more lanes (4-5) and that is already inadequate. Just look at it's current congestion issues. And if the blame for I-205 congestion is the bottle necks on the OR side & not the bridge, then that proves my point that the CRC solution proposed will not remedy the traffic problems between Vanc. and Portland. Also, since I no longer have any desire to visit Portland like I often frequently did (due to crime, homelessness, safety concerns, etc., etc.) I am not willing to pay for a bridge I will rarely use. I certainly will not use light rail (same concerns as above), so I am not willing to pay for that at all. However, that will certainly be factored in when deciding till fees. I am not in favor of this proposed solution, however I feel that regardless of public input, the decision has already been made and it will be done — which is very unfortunate. As residents become more frustrated with local issues and declining way of live, they will decide to leave (just like many businesses in the Portland-Vancouver Metro Area have done). This will result in a spiraling economy & ultimately a further decline in these once wonderful cities.

IBR Draft SEIS - RECORD #82 DETAIL

First Name : Dennis.

Last Name : McCord

Attachments : D1-82_McCord_Original.pdf (2 kb)

IBR Draft SEIS - RECORD #82 DETAIL

Submission Date : 9/21/2024

First Name : Dennis.

Last Name : McCord

Business/Organization/Agency :

Submission Input :

I was on the toll committee. I noticed that a lot of the ideals were more driven around reprieves than the actual ideal of tolls. Which as a Washington resident, I'm strictly against as we pay taxes on our fuel for road maintenance, which covers the bridge for many many years. I don't see why giving out handouts to individuals of color has anything to do with the toll situation or build a bridge. This all ended when the governor of Oregon, stopped the toll committees. As for a light rail, it's a waste of money and all it does is bring crime. This has been proven over and over again and reducing traffic. If that's the main goal put a bridge over by 192nd and going over to Troutdale and your problem on 205 and I goes away. Now as a driver, the drive to Eugene and up to Seattle. I can tell you that construction bridge is a big no no as all traffic will be diverted to 205 making trips to Eugene longer and more expensive for manufacturers and delivers of goods this dries right back to the consumer, which is strapped enough as it is a bridge on 192nd in Washington and over to Troutdale would not have an impact on the consumer as no roads to be affected especially I-5 which is a main thoroughfare to Portland and beyond. I have spoken these words to the committee. It goes nowhere and I know this will go nowhere with this organization either but I'll say it again. The bridge does not need replaced. What does need to happen is a bridge or by Troutdale, that would stop the inflow of traffic from the eastern part of the state, and all traffic coming from the East Coast

IBR Draft SEIS - RECORD #83 DETAIL**First Name :** Olivia**Last Name :** Wilson**Attachments :** D1-83_Wilson_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #83 DETAIL

Submission Date : 9/21/2024

First Name : Olivia

Last Name : Wilson

Business/Organization/Agency
:

Submission Input :

I think that, while temporarily and mildly inconvenient in the immediate, a more efficient bridge system is an excellent idea. I have to rely on public transportation due to my disabilities, and if this bridge is going to have a positive impact on that (and on vehicle emissions, of course) I am on board with it.

IBR Draft SEIS - RECORD #84 DETAIL

First Name : Galina

Last Name : Bell

Attachments : D1-84_Bell_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #84 DETAIL

Submission Date : 9/21/2024

First Name : Galina

Last Name : Bell

Business/Organization/Agency
:

Submission Input :

Toll road should have an alternative free roads!!!

IBR Draft SEIS - RECORD #85 DETAIL**First Name :** Roger**Last Name :** Hernandez**Attachments :** D1-85_Hernandez_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #85 DETAIL

Submission Date : 9/21/2024
First Name : Roger
Last Name : Hernandez
Business/Organization/Agency :

Submission Input :

No !! No!! No!! No tollz or LIGHT
RAIL INFLATION IS ALREADY UP 300%
WE CANT AFFORD IT !! THIS WILL HURT MINORITYS AND LGBTQ

IBR Draft SEIS - RECORD #86 DETAIL

First Name : Jessica

Last Name : Proctor

Attachments : D1-86_Proctor_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #86 DETAIL

Submission Date : 9/21/2024

First Name : Jessica

Last Name : Proctor

Business/Organization/Agency
:

Submission Input :

If the current bridge is not earthquake safe, then it should be replaced.

IBR Draft SEIS - RECORD #87 DETAIL**First Name :** Jan**Last Name :** Natale**Attachments :** D1-87_Natale_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #87 DETAIL

Submission Date : 9/21/2024

First Name : Jan

Last Name : Natale

Business/Organization/Agency
:

Submission Input :

This is a ridiculous expenditure for no good outcome.

WE DO NOT WANT LIGHT RAIL IN CLARK COUNTY!!

WE DO NOT WANT TOLLS!!

Retrofit the existing bridge for seismic safety.

IBR Draft SEIS - RECORD #88 DETAIL**First Name :** Eric**Last Name :** Jenkin**Attachments :** D1-88_Jenkin_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #88 DETAIL

Submission Date : 9/21/2024

First Name : Eric

Last Name : Jenkin

Business/Organization/Agency
:

Submission Input :

NO TOLLS. Make businesses and the rich pay for it. They're the ones that are profiting off it. We're driving to shop/vacation or to work, all of which creates tax revenue. We shouldn't be taxed for creating tax revenue.

WHEN THE HELL ARE THE BUSINESSES AND RICH GOING TO START PAYING THEIR FAIR SHARE?

Their trucks are what wore out the last bridges and are going to wear these out too. Not us.

IBR Draft SEIS - RECORD #89 DETAIL**First Name :** Aaron**Last Name :** Macdonald**Attachments :** D1-89_Macdonald_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #89 DETAIL

Submission Date : 9/21/2024
First Name : Aaron
Last Name : Macdonald
Business/Organization/Agency :

Submission Input :

The majority of people do not want to pay tolls, we can not afford it as is with all the Washington/clark county taxes.

We DO NOT want the rail system at all. It's a waste of money and we won't use it. The rail system is Portland is not used any time I am there.

The city of Portland is not going to move the rose qtr/moda center. You can build 6,8,10 lanes and it will all funnel down to 2 lanes at that choke point. It's a waste of money.

Find a spot in scappose to woodland or camas to Gresham.

We don't want to pay more taxes, tolls, or any amount of money. The amount of money used for the last 10 years for these (studies) could have been saved or not charged as much for something that HAS ALREADY BEEN "STUDIED" FOR 10 Years!!!!!!!

IBR Draft SEIS - RECORD #90 DETAIL**First Name :** Mari**Last Name :** Greenly**Attachments :** D1-90_Greenly_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #90 DETAIL

Submission Date : 9/21/2024

First Name : Mari

Last Name : Greenly

Business/Organization/Agency :

Submission Input :

No rail or train

Tolls yes

IBR Draft SEIS - RECORD #91 DETAIL

First Name : James

Last Name : Bryant

Attachments : D1-91_Bryant_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #91 DETAIL

Submission Date : 9/21/2024

First Name : James

Last Name : Bryant

Business/Organization/Agency
:

Submission Input :

Portland can keep thier failed light rail, it's ruined ever neighborhood its expanded too. Tolls are out of the question. Oregon and Washington already pay special taxes and gas taxes to to maintain and upkeep roads, if you've driven down division or Powell in Portland the improvements made on the east side only caused further traffic issues and none of those roads were repaved. Tax payer funds typically mismanaged as usual.

Vancouver does not want max in clark county period, tolls place an undue burden on commuters who cross the river to work in Oregon, pay oregon tax and have no say l how those funds are spent.

IBR Draft SEIS - RECORD #92 DETAIL

First Name : Christina

Last Name : Feeken

Attachments : DSEIS-92_Feeken_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #92 DETAIL

Submission Date : 9/21/2024

First Name : Christina

Last Name : Feeken

Business/Organization/Agency
:

Submission Input :

How many times do we have to vote/say no before y'all listen? We don't want the light rail. We don't want a Crc. We don't want all of Portland problems to become ours even more. We voted no and will keep voting no!!

IBR Draft SEIS - RECORD #93 DETAIL**First Name :** Lorene**Last Name :** Henderson**Attachments :** DSEIS-93_Henderson_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #93 DETAIL

Submission Date : 9/21/2024

First Name : Lorene

Last Name : Henderson

Business/Organization/Agency
:

Submission Input :

I'm not in support of tolls. I am in favor of reducing traffic congestion

IBR Draft SEIS - RECORD #94 DETAIL

First Name : Thomas

Last Name : Wood

Attachments : DSEIS-94_Wood_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #94 DETAIL

Submission Date : 9/22/2024

First Name : Thomas

Last Name : Wood

Business/Organization/Agency
:

Submission Input :

It's maddening for those of us SWWA residents who already pay a significant amount (almost 30K last year for my family) in OR income tax "for the roads we drive on in OR" to also be tolled and in the end only get one additional lane of travel in each direction. What the AF!!!!?

IBR Draft SEIS - RECORD #95 DETAIL

First Name : Harvey

Last Name : Thorstad

Attachments : DSEIS-95_Thorstad_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #95 DETAIL

Submission Date : 9/22/2024

First Name : Harvey

Last Name : Thorstad

Business/Organization/Agency
:

Submission Input :

Please consider providing solar panels covering all or most of the new interstate bridge. This seems like a great time for Portland and Vancouver to be innovative. This would be a leading edge application of technology for which the Northwest has been noted. More information at <https://www.ecoticias.com/en/solar-panels-america-fully-covered/6720/>.

IBR Draft SEIS - RECORD #96 DETAIL

First Name : Tim

Last Name : Eannarino

Attachments : DSEIS-96_Eannarino_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #96 DETAIL

Submission Date : 9/22/2024

First Name : Tim

Last Name : Eannarino

Business/Organization/Agency
:

Submission Input :

Thank you for asking for comments. I wanted to share that I strongly believe there should be no tolls on the bridge. We already pay enough taxes.

Also, I am concerned how building the bridge will affect traffic - especially at rush hour and also on 205 and 84. Please consider the impacts of traffic on the surrounding area.

IBR Draft SEIS - RECORD #97 DETAIL**First Name :** Darlene**Last Name :** Johnson**Attachments :** D1_97_Johnson_20240922_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #97 DETAIL

Submission Date : 9/22/2024
First Name : Darlene
Last Name : Johnson
Business/Organization/Agency : Woodland Truck Line, Inc

Submission Input :

I was part of group years ago discussing this repair and we came up with two major suggestions.

1. Build a three bridge first. The location we decided on I can't remember but somewhere between Longview and Vancouver. I think it might have been between Woodland and St Helens. Also discussed going underground with this connection.

2. Change the break in the railroad crossing to line up with the high point of the bridge.

IBR Draft SEIS - RECORD #98 DETAIL**First Name :** Donald**Last Name :** Clark**Attachments :** D1_98_Clark_20240922_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #98 DETAIL

Submission Date : 9/22/2024

First Name : Donald

Last Name : Clark

Business/Organization/Agency
:

Submission Input :

we have told you time after time NO LIGHT RAIL!

IBR Draft SEIS - RECORD #99 DETAIL**First Name :** Les**Last Name :** Oltmann**Attachments :** DSEIS_99_Oltmann_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #99 DETAIL

Submission Date : 9/22/2024

First Name : Les

Last Name : Oltmann

Business/Organization/Agency : none

Submission Input :

Can you please put light rail and the bus lanes together. We need those additional lanes for vehicle traffic.
What's the point of building more lanes if the vehicles cant use it.

IBR Draft SEIS - RECORD #100 DETAIL

First Name : Megan

Last Name : Bledsoe

Attachments : DSEIS_100_Bledsoe_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #100 DETAIL
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Submission Date : 9/22/2024

First Name : Megan

Last Name : Bledsoe

Business/Organization/Agency :

Submission Input :

If there is a toll it should be less during non peak times and non peak directions. For example, In the morning it's crowded south bound but NOT northbound. Northbound folx shouldn't have to pay more because it's not peak hours for southbound traffic.

IBR Draft SEIS - RECORD #101 DETAIL**First Name :** Tucker**Last Name :** Perry**Attachments :** DSEIS_101_Perry_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #101 DETAIL
--

Submission Date : 9/22/2024

First Name : Tucker

Last Name : Perry

Business/Organization/Agency :

Submission Input :

Hello,

I notice my house is one in the “partial acquisition” zone on the map. Any word what that means? Timetables for when anything would happen with my property?

Thanks for any information you can share.

IBR Draft SEIS - RECORD #102 DETAIL

First Name : Dvija Michael

Last Name : Bertish

Attachments : DSEIS_102_Bertish_Original.pdf (2 kb)

IBR Draft SEIS - RECORD #102 DETAIL
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Submission Date : 9/22/2024
First Name : Dvija Michael
Last Name : Bertish
Business/Organization/Agency :

Submission Input :

This construction project will pierce the Troutdale Sole Source Aquifer. It is well known that Vancouver's municipal water supply (the Aquifer in question) now faces contamination threats from "forever chemicals." The Mitigation requirements for the I5 Bridge Replacement need to specify protections for the Aquifer to be used during construction, not wait to determine mitigation at an unspecified point in the distant future. Sole Source Aquifer protections require any project that uses federal funds to mitigate for potential releases of contaminants in a designated area of protection. This would include water flow, chemical contaminant studies and sediment studies. An EIS is supposed to include specific data on these items. This draft EIS does not include specific data. Project managers should reach out to the EPA for guidance on the data that should be included in the EIS.

The construction site is located on the impact footprint of the former Alcoa smelter site. The river bed is loaded with contaminated sediments from Alcoa, and when disturbed, those sediments will flow toward the Flushing Channel connected to Vancouver Lake. Vancouver Lake needs to be listed as a receiving waterbody that would be directly impacted by this bridge project, and should be included in mitigation efforts to prevent contamination of the lake through turbidity flow caused by riverbed dredging or deep pile driving. I did not see riverbed sediment analysis or water column analysis to determine potential contaminant flows caused by this project.

This interstate project is highly complex. The technical reporting in the draft EIS does not seem to satisfy the quantified analysis required to prevent contaminant migration caused by this project.

IBR Draft SEIS - RECORD #103 DETAIL**First Name :** Colton**Last Name :** Brown**Attachments :** DSEIS_103_Brown_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #103 DETAIL**Submission Date :** 9/22/2024**First Name :** Colton**Last Name :** Brown**Business/Organization/Agency**
:**Submission Input :**

I'm ok with evening, but the tolls. The tolls make it not worth it. We should not be charging people to travel to another state ever. Get the money elsewhere. Vancouver said it's going to spend billions restoring an old clock. Ask for that money instead. No one needs an old clock working. Get the money some other way. Tolls make it a moot program.

IBR Draft SEIS - RECORD #104 DETAIL	
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First Name :	Tyler
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Last Name :	Watson
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Attachments :	DSEIS_104_Watson_Original.pdf (1 kb)
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IBR Draft SEIS - RECORD #104 DETAIL
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Submission Date : 9/22/2024

First Name : Tyler

Last Name : Watson

Business/Organization/Agency
:

Submission Input :

Build a third and possibly a fourth bridge first and no light rail to Clark County (we already made our voice heard when we voted it down multiple times)

IBR Draft SEIS - RECORD #105 DETAIL**First Name :** Mark**Last Name :** Crawford**Attachments :** DSEIS_Crawford_104_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #105 DETAIL**Submission Date :** 9/22/2024**First Name :** Mark**Last Name :** Crawford**Business/Organization/Agency**
:**Submission Input :**

We don't need light rail. It's a waste of money and will just bring more crime to clark county. The voters have rejected everytime it's come up. We don't want it! Replace the bridge with more lanes to cross

.

IBR Draft SEIS - RECORD #106 DETAIL
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First Name : Shawn

Last Name : Leonard

Attachments : D1-106_Leonard_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #106 DETAIL
--

Submission Date : 9/22/2024
First Name : Shawn
Last Name : Leonard
Business/Organization/Agency : WA

Submission Input :

The bridge is the bottleneck. Build a wider bridge to accommodate the number of cars during peak hours of use. Also, the onramps that are close to the bridge are part of the problem. Also, Vancouver wants to stay normal, not weird like Portland. No commuter trains between cities, Portland will bring its weirdness to Vancouver. Sorry, but no.

IBR Draft SEIS - RECORD #107 DETAIL
--

First Name : Doug

Last Name : McBride

Attachments : D1-107_McBride_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #107 DETAIL
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Submission Date : 9/22/2024

First Name : Doug

Last Name : McBride

Business/Organization/Agency :

Submission Input :

I do not support any Bridge design that includes Light Rail or TOLLS.

The project cost should be reduced via the elimination of Light Rail in lieu for additional vehicle lanes of traffic; C-TRAN can continue to transport the few people to the Delta Park/VanPort Max Station.

Eliminating the Light Rail will also drastically reduce the construction costs, which would allow the bridge to be built within our current budget WITHOUT ADDING TOLLS.

Washington State has the 3rd highest Fuel Tax in the country... drivers do not need the burden of additional taxes or TOLLS in our state!

As the owner of a local small Vancouver based construction company, adding TOLLS to the bridge crossing will financially damage our company.

Like other SW Washington construction companies, the increased costs we would incur will further limit our company's ability to compete with our Oregon based competition... which could result in the further loss of jobs to Washington workers.

IBR Draft SEIS - RECORD #108 DETAIL

First Name : Aaron

Last Name : Franklin

Attachments : D1-108_Franklin_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #108 DETAIL
--

Submission Date : 9/22/2024

First Name : Aaron

Last Name : Franklin

Business/Organization/Agency
:

Submission Input :

You have heard from the public already. The feedback is not going to change. So stop trying to cram it down our throats. NO Light rail! Keep the crime train in Portland. We don't want it. Also, 5-7 billion is way overpriced. It doesn't have to be so beautiful and visually asthetic, just cheaper and seismically safe. Get it done and listen to the voters!

IBR Draft SEIS - RECORD #109 DETAIL**First Name :** TJ**Last Name :** Eriksen**Attachments :** D1-109_Eriksen_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #109 DETAIL**Submission Date :** 9/22/2024**First Name :** TJ**Last Name :** Eriksen**Business/Organization/Agency**
:**Submission Input :**

I'm supportive of replacing the bridge with the least amount of displacement of homes and businesses possible. I do NOT support tolling to pay for the bridge(s). Cut wasteful spending to fund the transit stations and light rail/bus bridges/lanes. I shouldn't have to prepay for bridges I won't utilize nor transit stations/options that I won't either.

IBR Draft SEIS - RECORD #110 DETAIL

First Name : Jason

Last Name : Lind

Attachments : D1-110_Lind_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #110 DETAIL**Submission Date :** 9/22/2024**First Name :** Jason**Last Name :** Lind**Business/Organization/Agency**
:**Submission Input :**

The people of Washington have voted down the lightrail crime train coming to Washington 9 times. We don't want light rail nor do we want extra lanes for bicycles or busses. MANY MANY MANY of us Commute to Portland for work and in my case that's quite often 20 to 25 days straight. We need more lanes on the bridge for Vehicles that travel from farther away. I commute from Camas every day and have no problems currently on the existing bridge. The biggest issues are the onramps not the bridges. The ramp lights are poorly placed and do not give drivers time enough to get up to speed to get on the freeway at speed. Not to mention that the trucks and other traffic won't let us on the bridge unless we are forcing our way in. If you do start tolling I will gladly drive more miles up to the bridge of the gods in the gorge to avoid your extremely high prices as will 99% of all my co workers and neighbors. It's actually a very nice drive. Coming into Portland at the I5 is mostly industrial so no we're not gonna miss a lot.

IBR Draft SEIS - RECORD #111 DETAIL

First Name : Donald

Last Name : Lee

Attachments : D1-111_Lee_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #111 DETAIL
--

Submission Date : 9/22/2024

First Name : Donald

Last Name : Lee

Business/Organization/Agency
:

Submission Input :

Light rail has no place in Vancouver. Leave it in Portland. We have voted against that monstrosity of a system multiple times. Crime rates soar with the expansion of max, with line endpoints having an even higher concentration. The astronomical cost, and the intense increase of criminal activity are not worth the minimal benefit. If you want to improve public transit focus on bus lines that already have infrastructure. Stop trying to steal public funds for useless garbage.

IBR Draft SEIS - RECORD #112 DETAIL
--

First Name : Brenda

Last Name : Huffstutler

Attachments : D1-112_Huffstutler_Original.pdf (2 kb)

IBR Draft SEIS - RECORD #112 DETAIL
--

Submission Date : 9/22/2024

First Name : Brenda

Last Name : Huffstutler

Business/Organization/Agency :

Submission Input :

It is concerning that the *only* way to replace the bridge is to 1) raze downtown, and 2) at a cost of tolls.

Downtown Vancouver is something you can't replace. It's a community unto itself. It's not the fancy buildings you have on the waterfront, but all the little shops that you wish to remove. How are you going to replace these businesses? As a business owner, it's hard to get up and relocate... Rents may be different. I may need different furniture, or I've got to move a bunch of stuff. I may need to have a clearance sale before I relocate to another location which creates further loss. Parking situations need to be considered. Are people going to drive out of their way to find me (likely not)?

And tolls? How many people need to go to OHSU, and now are going to have tolls on top of medical expenses? Nevermind the nightmare of peak use/non peak use. Tolls create isolated communities. Ever been to Chicago or New Jersey? There are complete sections that have created sub communities and further exacerbate socioeconomic disadvantages.

Why not close the bridge and rebuild where it's at? Have round the clock construction. Do it in the summer when school is out. Perhaps even eliminate the on/off to extreme I-5 downtown altogether and bring people in on Fourth Plain and Mill Plain to the downtown district.

IBR Draft SEIS - RECORD #113 DETAIL**First Name :** Philip**Last Name :** Wheeler**Attachments :** D1-113_Wheeler_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #113 DETAIL
--

Submission Date : 9/23/2024

First Name : Philip

Last Name : Wheeler

Business/Organization/Agency
:

Submission Input :

Stop everything and build a western bridge to Hillsboro/ Beaverton in order to bypass the Lloyd Center and tunnel bottlenecks. No light rail to WA. \$6b is \$5.9b too much

IBR Draft SEIS - RECORD #114 DETAIL

First Name : Justin

Last Name : Meier

Attachments : D1-114_Meier_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #114 DETAIL
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Submission Date : 9/23/2024

First Name : Justin

Last Name : Meier

Business/Organization/Agency
:

Submission Input :

Myself and the rest of the public do NOT want tolls!!! If you can't afford to build it without tolls then don't build it at all. Find ways to cut the costs, so you don't need to toll us. Public transit should not be a priority, because the vast majority of us drive our own vehicles, and no amount of bike lanes, busses, or light rail is going to change that fact. NO TOLLS!!!

IBR Draft SEIS - RECORD #115 DETAIL**First Name :** Kristin**Last Name :** Gross**Attachments :** D1-115_Gross_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #115 DETAIL
--

Submission Date : 9/23/2024

First Name : Kristin

Last Name : Gross

Business/Organization/Agency
:

Submission Input :

We desperately need bus only lanes, light rail and improved biking and walking facilities over the Columbia but widening the bridge to add vehicle travels lanes is not a solution to traffic volumes. There are countless studies about induced demand and that traffic conditions will not improve. We also cannot keep encouraging vehicle use as we are watching the rapid onset of climate change.

IBR Draft SEIS - RECORD #116 DETAIL**First Name :** Ronald**Last Name :** Myers**Attachments :** D1-116_Myers_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #116 DETAIL
--

Submission Date : 9/23/2024

First Name : Ronald

Last Name : Myers

Business/Organization/Agency
:

Submission Input :

I think you should seriously consider a double decked design. It would have a smaller footprint and thus require less condemnation of people's property and less disruption of local infrastructure. I think it would also be easier to make the connections to current highways.

IBR Draft SEIS - RECORD #117 DETAIL
--

First Name : Ronald

Last Name : Justice

Attachments : DSEIS-117_Justice_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #117 DETAIL
--

Submission Date : 9/23/2024

First Name : Ronald

Last Name : Justice

Business/Organization/Agency
:

Submission Input :

The most important thing is to not have a drawbridge .that would be the worst use of our tax dollars and we would welcome the light rail have it go to SR500 and down SR500 to loop back on I205

IBR Draft SEIS - RECORD #118 DETAIL
--

First Name : James

Last Name : Butterfield

Attachments : DSEIS-118_Butterfield_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #118 DETAIL
--

Submission Date : 9/23/2024

First Name : James

Last Name : Butterfield

Business/Organization/Agency :

Submission Input :

Why is it, we are tearing down a 3 lane bridge and installing another 3 lane bridge?

Why is it we are concerned about mass transit added to the bridge when the cost of such does not support the ridership?

Lastly, Why does this bridge cost so much compared to other bridges that have been built recently?

IBR Draft SEIS - RECORD #119 DETAIL

First Name : Michelle

Last Name : Stiles

Attachments : DSEIS-119_Stiles_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #119 DETAIL
--

Submission Date : 9/23/2024

First Name : Michelle

Last Name : Stiles

Business/Organization/Agency
:

Submission Input :

While it's quite evident that the residents of Clark County do not want a light rail service, I'm wondering why a proposal hasn't been made for a commuter express train. If we are looking to reduce congestion on the freeway, an express train from Vancouver into downtown Portland seems like a viable option. I wouldn't be interested in a bus system, as the busses sit in the same traffic as my personal vehicle. At that point, I'd rather have the peace of mind and solitude to just drive myself into work. A commuter express train direct into downtown PDX with secured access would be my choice of transit if added for the bridge replacement.

IBR Draft SEIS - RECORD #120 DETAIL
--

First Name : Shane

Last Name : Arbogast

Attachments : DSEIS-120_Arbogast_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #120 DETAIL
--

Submission Date : 9/23/2024

First Name : Shane

Last Name : Arbogast

Business/Organization/Agency :

Submission Input :

This bridge needs to be built sooner vs later. It's long overdue.

IBR Draft SEIS - RECORD #121 DETAIL**First Name :** Johnson**Last Name :** Hooks**Attachments :** DSEIS-121_Hooks_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #121 DETAIL
--

Submission Date : 9/23/2024

First Name : Johnson

Last Name : Hooks

Business/Organization/Agency :

Submission Input :

It Should not be a draw bridge. I would like to see a map view of the bridges.

IBR Draft SEIS - RECORD #122 DETAIL
--

First Name : Doug

Last Name : Roland

Attachments : D1-122_Roland_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #122 DETAIL
--

Submission Date : 9/23/2024
First Name : Doug
Last Name : Roland
Business/Organization/Agency : Pleasant Valley Electric

Submission Input :

just want to know why we the people dont get a chance to vote on what we really want in a bridge. Not a new bridge with 3 lanes like the old one when we need 5 new lanes, also an antiquated light rail system that is 40% the cost of the bridge and is ugly, undependable, and full of crime, and lastly not high enough to accommodate large vessels with out having the lift section that we are trying to get rid of. Is it because we have stupid people running our government just wasting our money?

IBR Draft SEIS - RECORD #123 DETAIL
--

First Name : Bill

Last Name : James

Attachments : D1-123_James_Original.pdf (801 kb)
JamesEmail.pdf (801 kb)

Adela Mu

From: Bill James <bill.james@jpods.com>
Sent: Friday, September 20, 2024 11:46 PM
To: Draft SEIS
Cc: Chris Smith

Follow Up Flag: Follow up
Flag Status: Completed

You don't often get email from bill.james@jpods.com. [Learn why this is important](#)

Dear SEIS Team

As I understand it, the [objective of the draft SEIS](#) is to document the adverse safety, mobility, cultural, and environmental impacts of the Interstate Bridge options through 2045.

The documentation seem to ignore the costs and impacts of:

- Unaddressed is walkability. Slicing up highways resulted in [only 1.2% of land area in the 35 largest US cities being walkable land yet generating 20% of GDP.](#)
- Unaddressed is the [NASA finding that "Road Transportation Emerges as Key Driver of Warming"](#).
- Unaddressed is that there are alternatives exemplified by the [Morgantown PRT](#).
- Unaddressed is that [Congressional Study, PB-244854, Automated Guideway Transit, 1975](#) identified such guideways as the Morgantown PRT as the solution to the 1973 Oil Embargo and traffic jams.
- Unaddressed is that [each car costs a family about \\$9,282, is parked 95% of the time](#) with [~85% of car costs leaving the local economy.](#)
- Unaddressed is how this project will divert funds from [correcting the "D" rating of US highways.](#)
- Unaddressed is that [More than 60% of American households can't afford to purchase a new car.](#)
- Unaddressed is that ["Americans needed an annual income of at least \\$100,000 to afford a car."](#) Those below this income are discriminated against.
- Unaddressed is that [Car Ownership is Keeping Americans From Financial Stability](#)
- Unaddressed is that projects like this depend on [importing 6 million barrels of foreign oil per day](#) despite [10 of the last 10 Presidents](#) citing foreign oil addiction as a direct threat to national security. Oil-dollars fund terrorists, Iran, and Russia. [\\$8 trillion](#) has been spent on oil-wars since 2000.

- Unaddressed is the [Dallas Federal Reserve warning](#) that the unaffordable oil crisis of 2008 will replay this decade: *"Shale core exhaustion and inventory concerns are mainstream and well-documented issues. Shale will likely tip over in five years, and U.S. production will be down 20 to 30 percent quickly. When it does—this feels like watching the [steam roller scene in Austin Powers](#). Oil prices in the late 2020s will be something to behold."*
- Unaddressed is the Constitutional violation of funding such "internal improvements"
 - [Vote in the Constitutional Convention](#) that states, not the Federal government, are sovereign over "internal improvements" such as highways and canals.
 - [Federalist #45](#) explains the vote during ratification.
 - [Madison explained the vote in Congress](#).
 - [21 Presidential veto messages were issued enforcing](#) that states are sovereign over "internal improvements."
 - Harms warned of by the [Bragdon Committee](#) of the consequences of Federal highways.

Most Americans cannot afford their cars. That will get worse this decade as oil becomes unaffordable.

Please let me know if you need data and background data on these unaddressed harms.

Bill James

[calendar](#)

612.414.4211

bill.james@jpods.com

www.JPods.com



Adela Mu

From: Bill James <bill.james@jpods.com>
Sent: Friday, September 20, 2024 11:46 PM
To: Draft SEIS
Cc: Chris Smith

Follow Up Flag: Follow up
Flag Status: Completed

You don't often get email from bill.james@jpods.com. [Learn why this is important](#)

Dear SEIS Team

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- Unaddressed is that ["Americans needed an annual income of at least \\$100,000 to afford a car."](#) Those below this income are discriminated against.
- Unaddressed is that [Car Ownership is Keeping Americans From Financial Stability](#)
- Unaddressed is that projects like this depend on [importing 6 million barrels of foreign oil per day](#) despite [10 of the last 10 Presidents](#) citing foreign oil addiction as a direct threat to national security. Oil-dollars fund terrorists, Iran, and Russia. [\\$8 trillion](#) has been spent on oil-wars since 2000.

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 - [Madison explained the vote in Congress](#).
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 - Harms warned of by the [Bragdon Committee](#) of the consequences of Federal highways.

Most Americans cannot afford their cars. That will get worse this decade as oil becomes unaffordable.

Please let me know if you need data and background data on these unaddressed harms.

Bill James

[calendar](#)

612.414.4211

bill.james@jpods.com

www.JPods.com



IBR Draft SEIS - RECORD #124 DETAIL**First Name :** Alex**Last Name :** Cook**Attachments :** D1-124_Cook_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #124 DETAIL
--

Submission Date : 9/23/2024

First Name : Alex

Last Name : Cook

Business/Organization/Agency
:

Submission Input :

Eliminate the light rail portion.

Implement the single movable span option, or propose a new option, that maximizes the clearance for current and future ship traffice.

IBR Draft SEIS - RECORD #125 DETAIL

First Name : Jennifer

Last Name : DiBello

Attachments : D1-125_DiBello_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #125 DETAIL

Submission Date : 9/23/2024
First Name : Jennifer
Last Name : DiBello
Business/Organization/Agency : The Arc Oregon

Submission Input :

I heard on the news last night that some home would have to be demolished for one of the new bridges to go up. That is not fare to the people across the river.

IBR Draft SEIS - RECORD #126 DETAIL**First Name :** Joanna**Last Name :** Creek**Attachments :** D1-126_Creek_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #126 DETAIL**Submission Date :** 9/23/2024**First Name :** Joanna**Last Name :** Creek**Business/Organization/Agency**
:**Submission Input :**

Like the idea of the 2 aux. Lanes. I'm for light rail crossing. Love that it would be seismic resistant. I feel the people and businesses affected badly by the new bridge should be handsomely rewarded to relocate with a bonus too. Safety should be priority one.

IBR Draft SEIS - RECORD #127 DETAIL**First Name :** Bob**Last Name :** Thompson**Attachments :** D1-127_Thompson_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #127 DETAIL
--

Submission Date : 9/23/2024

First Name : Bob

Last Name : Thompson

Business/Organization/Agency
:

Submission Input :

Implement the single-span option so large ships can pass.

Remove light rail.

IBR Draft SEIS - RECORD #128 DETAIL**First Name :** Robin**Last Name :** Lanehurst**Attachments :** DSEIS_128_Lanehurst_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #128 DETAIL
--

Submission Date : 9/23/2024

First Name : Robin

Last Name : Lanehurst

Business/Organization/Agency :

Submission Input :

Federal law dictates that all projects like this must prove that they are cost-effective. No More Freeways has prepared a detailed evaluation of the IBR Benefit Cost Analysis. This evaluation shows that the material submitted by ODOT and WSDOT is replete with errors, and does not comply with USDOT guidance for the preparation of such studies.

A correct evaluation of this project shows that its costs exceed its benefits by a wide margin. What this means is that the proposed freeway widening is not cost-effective; not only is it not something that qualifies for federal funding, it also is a demonstrably wasteful, value-destroying expenditure of public funds. The amount of money that the federal government, the States of Oregon and Washington, and highway users would pay in tolls, exceeds by a factor of more than two the actual economic benefits that would accrue to a subset of highway users. This is a project that would make us worse off economically--exactly the kind of project that the cost-effectiveness standard is established to prevent.

Can you please provide an explanation regarding the lack of cost-effectiveness of this project? Otherwise, wouldn't this project be in violation of federal law? In that case, as a taxpayer, I do not want my taxes going towards something that violates federal law.

IBR Draft SEIS - RECORD #129 DETAIL**First Name :** Jason**Last Name :** Kerr**Attachments :** DSEIS_129_Kerr_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #129 DETAIL

Submission Date : 9/23/2024

First Name : Jason

Last Name : Kerr

Business/Organization/Agency
:

Submission Input :

Replacing the Interstate bridge at this time is a very bad idea. What is needed now is at least one, if not two, more bridges between Oregon and Washington before replacing the interstate bridge.

IBR Draft SEIS - RECORD #130 DETAIL

First Name : Ronald

Last Name : Cole

Attachments : DSEIS_130_Cole_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #130 DETAIL
--

Submission Date : 9/23/2024

First Name : Ronald

Last Name : Cole

Business/Organization/Agency
:

Submission Input :

I do not support tolls and I do not support light rail coming to Vancouver, Washington.

IBR Draft SEIS - RECORD #131 DETAIL

First Name : Paul O.

Last Name : Edgar

Attachments : DSEIS_131_Edgar_Original.pdf (3 kb)

IBR Draft SEIS - RECORD #131 DETAIL
--

Submission Date : 9/23/2024
First Name : Paul O.
Last Name : Edgar
Business/Organization/Agency : Edgar Properties

Submission Input :

Any plan to replace the I-5 Interstate Bridges must not induce more vehicles and/or incidents of travel that exceed the capacity of I-5 corridor through intercity Portland. What exist is a I-5 corridor that is restricted with 2 and 3 lanes with bottlenecks and safety concerns that have been adjudicated as to-expensive to fix. There are limited few options within the I-5 Right-of-Way (ROW) to add capacity.

Alternative choices to the I-5 corridor that redirects traffic away from the new IBR and the I-5 corridor through intercity to the I-205 Corridor and to a critically needed westside bypass corridor, using and repurposing some of the BNSF Railroad Corridor that can get 80% of the truck freight from not needing and using the I-5 Corridor is critical.

The I-5 Corridor cannot be fixed or enhanced because of the cost and the impact on the communities that would be displaced. What is being proposed will make congestion worse and solve little. That includes extending TriMet's Light Rail Transit (LRT) into Vancouver. The decision or not to include TriMet's LRT into the IBR Project, should be driven on multiple and critical decision points.

1. TriMet's LRT will not get 98% of the users/commuters that currently use the I-5 corridor with vehicles from their origination to their destination in an acceptable time and convenience factor that will induce those to use an LRT System over their current mode and method of travel.
2. The cost in time and convenience out of people's lives to attempt to use TriMet's LRT has had a history of not coming even coming close to what has been estimated.
3. TriMet's own "Performance Reports", reflects that with their WES Commuter Rail and MAX LRT do not achieve sustainable ridership and the fully encumber (including earned retirement and healthcare) reflected in the true cost per rider and seat cannot justify including TriMet's MAX LRT in the IBR Project.
4. Required, "Origination and Destination Studies" of current users of the I-5 Corridor into and through Portland, where they crossed the Columbia River on the Interstate Bridges, shows that 99% of these incidents of travel could not be replaced by and with the extending of TriMet' MAX LRT into Vancouver Washington.
5. The voters of Vancouver and Clark County have in the past voted down any inclusion of funding the operating cost of TriMet's MAX LRT in Washington.
6. Not enough of the foreseeable cost of including TriMet's MAX LRT is coming from the Federal Government, States of Oregon and Washington and other local sources, which means, Toll Rate Bonds will have to be used. However, this will result in much too high of Tolls, more than what the user can afford.
7. With TriMet's MAX LRT not an effective option for 99% plus of the potential users, diversion to the I-205

Corridor and relocation of those users to where they do not have to place themselves into paying tolls that they cannot afford.

8. With the cost of Oregon Income Tax on Washingtonians working in Oregon and greater than 60% going paycheck to paycheck and not able to justify increasing the time that it would take out of lives by 3 or 4 time what it currently takes to use TriMet's MAX LRT it can never achieve the necessary ridership for cost of operation, sustainability.

The I-5 Corridor through Portland is broken and too expensive to fix. An IBR design cannot induce more incidents of travel without creating more congestion in this corridor that cannot realistically be expanded. The use of the I-5 Corridor for heavy freight and commerce must be reduced. Any suggestion of not creating alternative is misguided, self-serving, and miss-representing what needs to happen.

The I-205 Corridor should be fully funded to make it the best option for through heavy freight and commerce with the elimination of its current chokepoints and its foreseeable future chokepoints. I-205 chokepoints currently inflate I-5 Corridor incidents of travel 15% to 20% over what it should and could be. Those I-205 Corridor chokepoints have destroyed the potential envisioned as a bypass to the problematic I-5 Corridor that is too expensive to fix. Alternative westside corridor show a better return on investment than wasting money and never gaining an ROI with what is currently presented SIES.

IBR Draft SEIS - RECORD #132 DETAIL**First Name :** Tom**Last Name :** Greenwood**Attachments :** DSEIS_132_Greenwood_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #132 DETAIL
--

Submission Date : 9/23/2024
First Name : Tom
Last Name : Greenwood
Business/Organization/Agency :

Submission Input :

Widening the I-5 bridge is a good idea however unless you're going to widen I-5 throughout the length of Portland it seems less than what we need.

- I-5 Traffic from the bridge to the coliseum is a frustrating drive.

- Highway 26 East traffic to the tunnel is the most dreaded drive in Portland because the highway physically stops at the tunnel.

You can solve both problems with a third bridge from Cornelius Pass road into Washington.

Knife River has already rock quarried halfway through the hill why not bring a new highway through there?

Probably on the Washington side the new freeway should connect to I-5 around Ridgefield... before it gets too developed, hence far more costly.

The land is already claimed along I-5, need to claim land for a third route sooner than later.

Any public transportation between Portland and Vancouver will only share Portland crime with Vancouver.

IBR Draft SEIS - RECORD #133 DETAIL

First Name : Catherine

Last Name : Brand

Attachments : DSEIS_133_Brand_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #133 DETAIL
--

Submission Date : 9/23/2024

First Name : Catherine

Last Name : Brand

Business/Organization/Agency :

Submission Input :

Choose the option that allows vessels taller than 116 feet to pass underneath.

IBR Draft SEIS - RECORD #134 DETAIL
--

First Name : Kristen

Last Name : Campbell

Attachments : DSEIS_134_Campbell_Original.pdf (2 kb)

IBR Draft SEIS - RECORD #134 DETAIL
--

Submission Date : 9/23/2024

First Name : Kristen

Last Name : Campbell

Business/Organization/Agency :

Submission Input :

Every day I commute across the I-5 bridge to get to my place of employment at a health care facility. The current bridge is in such a state of decay that I wonder how it can hold the amount of traffic that travels over the bridge. At this point, anything and any design is an improvement to the current structure. It has given me so much anxiety to know that if we have an earthquake, I am stuck in Portland away from my home and family.

My other concerns are about construction. I have contemplated changing jobs or even retiring before construction begins. How will this be managed with the amount of traffic that goes over hourly? I would consider mass transit, particularly a light rail, because the current options do not get me to where I need to go in a timely manner.

In looking at the designs and layouts, I am concerned that homeless encampments would set up underneath the bridge, as that area holds a high population of unhoused community members.

I have no concerns over bridge tolls, as long as they are high occupancy vehicle lanes that do not slow down and congest traffic. I am pleased to hear that semi and freight trucks will have a special accommodation, as I find that Portland is not semi-truck friendly and unwilling to allow semi's into the flow of traffic. I am willing to pay the toll fee for a healthy, safe, earthquake proof commute.

IBR Draft SEIS - RECORD #135 DETAIL**First Name :** Michelle**Last Name :** Soesbe**Attachments :** DSEIS_135_Soesbe_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #135 DETAIL
--

Submission Date : 9/23/2024

First Name : Michelle

Last Name : Soesbe

Business/Organization/Agency :

Submission Input :

funny how none of the pages would load except for the first chapter

IBR Draft SEIS - RECORD #136 DETAIL

First Name : Paul O.

Last Name : Edgar

Attachments : DSEIS_136_Edgar_Original.pdf (1 mb)

[REDACTED]

From: Paul O. Edgar <[REDACTED]>
Sent: Monday, September 23, 2024 1:08 PM
To: Draft SEIS <draftseis@interstatebridge.org>
Subject: Comments to the SEIS on the IBR

You don't often get email from [REDACTED] [Learn why this is important](#)

My friend Cam Gilmour a former Asst Director of ODOT and former number two person of WSDOT who hea suggested that I also copy you on this message I had sent to the Washington Transportation Commission. What I wrote, I tried to keep simple. There is great concern and Cam agrees, that the Interstate Bridge Rep (IBR) will require "Toll Rates" that will become higher than the average Joe can afford. It will also impact leg both deal with unfunded WSDOT budget items and ODOT's budgets are even more problematic.

In examining all of the funding sources, the Toll Based Bonds that appear will be needed are inflated by an minimum of \$1.5 Billion, over plan, when they include this TriMet's Light Rail Transit line in the IBR Project. This will create conditions much like what was experienced with the Big Tunnel Project and a Olympia Area revenues needed could not be achieved without higher tolls that the needed users could not afford. The W Legislature had to switch funding sources to reduce costs that would not be covered in the future by tolls. TriMet's Light Rail and Commuter Rail Trains are historically running 90% empty and the fully encumbered without needed and sustainable ridership makes TriMet look bankrupt. They would be bankrupt, if it were n taxes and State and Federal Dollars and that money is not sustainable in out years.

The problems with TriMet's LRT are that it does not get people where they need to go. The required origin/destination would show that, if it was done properly. There is no-way to expect Washington commuters with that would be taken out of their lives to ride with the homeless and drug pushers and not get them where they Historically 27% and that is greater than one in four do not buy tickets to use TriMet's LRT. We all know about (ODOT and TriMet) how to blow smoke of unachievable ridership with their Red Line to Hillsboro that was g congestion on Hwy 26 out to Beaverton and Intel, and we all know that did not happen. If TriMet's LRT is ind become noose around the neck of Oregon and Washington for decades and decades.

TriMet's LRT must not be included in the IBR Project and to make it part of the IBR Project you add an estimate Billion Dollars, minimum to the overall cost of the IBR Project. The Fed's have committed \$1.5 Billion to have the IBR project. Someone has to get to the decision makers and tell them to stop this madness, that no-one toll rates and not enough will ever use TriMet's LRT.

The people that will use TriMet's LRT will make crime rate go up, and up and up. History has shown us as to Clackamas Town Center, with increases in crime rates and drug problems. Portland/Multnomah County has dysfunctional people than Seattle/Puget Sound, ready to send north. San Francisco is busing them to Portland. A detailed study needs to take place to determine if TriMet's Light Rail Transit is not included in the IBR Project be the number of businesses and households that would be displaced, it could well be reduced by approximately that would be a good guess.

Paul Edgar

On 8/28/2024 5:41 AM, Paul O. Edgar wrote:

Your name (required)

Paul O. Edgar

Your email (required)

pauloedgar1940@gmail.com

Subject

Inflated cost of the IBR when TriMet's LRT is included

Your message

The Washington State Transportation Commission should reassess if there is a critical need within J inclusion of extending TriMet's MAX LRT into Vancouver Washington. The Coast Guard wants to bring enough to meet their specifications to allow free movement of commercial boat traffic on the Columbia however conflicts with what TriMet wants to have a Light Rail line that does not go up a very steep away from where they want LRT Stations. To me, equal in the problem is that so few can be identified

proposed TriMet MAX LRT, that it cannot be justified on that reason alone.

There are a lot of additional reasons of why including TriMet's MAX LRT, should be reversed:

1. Having Light Rail Transit adds to the cost of the IBR approximately \$3 Billion in cost in Oregon and Washingtonians will not vote and approve paying for the annual Operation and Maintenance Co LRT as proposed.
3. Having Light Rail Transit on the IBR, add to the future cost of Tolls, with the potential doubling the harming low-income users.
4. Having Light Rail Transit on the IBR creates the need for higher toll costs and higher subsequent of Washingtonians.

5. Having Light Rail Transit on the IBR will harm C-Tran and TriMet, where it marginalizes financial s greater public funding contributions to support failing operational implications.
6. TriMet's Ridership Performance Reports, reflect concerns that TriMet transit services are not cons 7. The vote to increase the TriMet's Payroll Tax, was voted down in good times, would not stand a TriMet's funding model understates earned and under-funded retirement and healthcare obligatio balance sheet and are not reflected in operational costs in their Performance Reports.
8. TriMet's and Transit agencies financial needs to stand-up operation is close to 50% of the Metro Maintenance, and Operation Investments found in Chapter 2 Overview, Figure 2-1 of the 2024-202 handle less than 1% of their service districts incidents of travel generated.
9. New all electric alternatives are emerging in AI controlled/managed Micro Vehicles, that can obs

Business Model as we now know it.

10. Federal Funding Commitments for including TriMet's LRT on the IBR are estimated to be \$1.5 B total funding needed to cover the total cost of LRT on the IBR.

11. Fix Rail, in TriMet's LRT is not tactile and will not meet the needs of 99% of commuting Washington from their homes to places of work in Oregon. Originations and Destination Studies reveal this fact

Thank you for reaching out to the Washington State Transportation Commission.

We have received your message and will direct it to the appropriate Commission staff. All messages response to a proposal for toll-rate setting, ferry-fare setting or other regulatory actions by the Commission shared with Commissioners.

Follow our [Facebook page](https://wstc.wa.gov/), [LinkedIn page](#) and website at <https://wstc.wa.gov/> to stay apprised of the work.

Sent from Washington State Transportation Commission

On 9/23/2024 9:02 AM, Business Tribune wrote:

Plus: Don't miss happy hour at the new Kona Grill Bridgeport

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Replacing I-5 bridge will aid drivers, displace some homeowners in WA and Oregon

Sunday 9/22 at 5:54pm

Fewer crashes, faster commutes, more transit options and less air pollution are among the expected benefits of replacing the Interstate 5 bridge across the Columbia River, linking Washington and Oregon, according to a new report released Friday, Sept. 20.

[Read more](#)



Officials present I-5 bridge replacement environmental impact findings, ask for public input

Saturday 9/21 at 4:59pm

A massive multi-billion dollar project to rebuild the Oregon-Washington Interstate bridge wants to hear from you.

[Read more](#)

Plan would make 1 million acres of federal land in Oregon available for solar energy projects

Friday 9/20 at 7:54pm

About 3% of Oregon's electricity has come from solar in recent years; that could increase under a federal proposal.

[Read more](#)



Don't miss happy hour: Kona Grill opens in Bridgeport Village

Friday 9/20 at 11:00pm

The upscale/casual restaurant features American classic favorites and seafood.

[Read more](#)



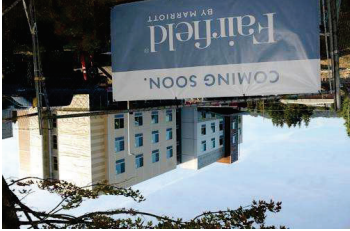


Fairfield Inn due for completion in January 2025 in Newberg

Friday 9/20 at 7:10pm

Construction winding down on the facility near the intersection of Brutscher Street and Highway 99W

[Read more](#)





Portland planners say Alpenrose Dairy redevelopment plan needs more work

Friday 9/20 at 7:00pm

City planners say the proposed residential redevelopment of the former Alpenrose Dairy in Southwest Portland does not currently meet all land use and other requirements. They are recommending denial of the application, which is the subject of a public hearing...

[Read more](#)



Portland City Council backs controversial Live Nation-operated music venue

Friday 9/20 at 3:30pm

The controversial proposed music venue operated by Live Nation took another step forward when the City Council tentative

voted to deny the appeal of its conditional use permit after a four-hour hearing on Thursday, Sept. 19.

[Read more](#)

Unveiling Crook County's new justice center

Friday 9/20 at 1:00pm

Crook County's new justice center is finally ready to show to the public.

[Read more](#)



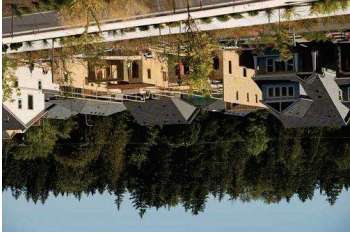
Part dos: Chipotle prepares to open fourth Hillsboro restaurant

Thursday 9/19 at 7:40pm

Chipotle Mexican Grill will open its fourth Hillsboro restaurant Tuesday, Sept. 24, 5344 N.E. Brookwood Parkway.

[Read more](#)





5 takeaways: Federal Reserve cuts interest rates, why you should care

Thursday 9/19 at 3:57pm

So what does the news mean to Oregonians?

[Read more](#)

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IBR Draft SEIS - RECORD #137 DETAIL**First Name :** Mike**Last Name :** A**Attachments :** DSEIS_137_A_Original.pdf (2 kb)

IBR Draft SEIS - RECORD #137 DETAIL
--

Submission Date : 9/23/2024

First Name : Mike

Last Name : A

Business/Organization/Agency :

Submission Input :

I am a clark county resident and as I have the last 3 or more times, I do not support the following items for this project:

1. Tolls. ODOT, WSOT and other government agencies need to be more efficient with funds. Tolling struggling middle class families that rely on commuting on I5 is impractical and wrong.

2. No light rail. Again and again and again and again and again, I along with the majority of clark county do NOT want Portland's inefficient and costly light rail. No means no so please, stop forcing this item and listen to your constituents.

Questions to consider to prevent this project going down the same path like the last study (which was a waste of tax payer dollars and time and yielded nithing but waste and special interests pocketing the tax payer dollars):

How many bridges does portland have in the city and when were the most recent ones built? Why did those get built so promptly and easily?

Has this group researched how other municipalities or other nations (eg - Japan or Korea) built bridges so efficiently, cost effectively and in a timely fashion? It wouldn't be surprising that little to no bureaucracy would be the main contributor to the success of those types of projects.

Final thoughts:

This project sadly, appears to have the same political and special interests in mind as the same exact political party that ramrodded the CRC is literally ignoring the will of the people--again. Can someone help me better understand how that ignoring constituents is good for "democracy"??

IBR Draft SEIS - RECORD #138 DETAIL**First Name :** Laura**Last Name :** Dubois**Attachments :** DSEIS_138_Dubois_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #138 DETAIL
--

Submission Date : 9/23/2024

First Name : Laura

Last Name : Dubois

Business/Organization/Agency
:

Submission Input :

The I-5 bridge is old and should have been replaced long ago. Please move forward as soon as possible with a safe and financially feasible bridge. If you cannot include light rail, please make a plan where light rail can be added at a later date.

IBR Draft SEIS - RECORD #139 DETAIL**First Name :** B**Last Name :** Arn**Attachments :** DSEIS_139_Cutizen_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #139 DETAIL
--

Submission Date : 9/23/2024
First Name : B
Last Name : Arn
Business/Organization/Agency : Cutizen

Submission Input :

The comment "major earthquake" was laughable. If a major earthquake does occur more than the I5 Bridge would collapse, however about every bridge in this area would be damaged and transportation would cease. Also adding more mass transit is not the answer. How many light rails take employees directly to work or empty busses driving around actually get people to where they need be effectively. From where I live to utilize mass transit to my place of employment would require 3 bus changes to the light rail station a d 2 more busses to get within walking distance of my job. Approx 2 to 3 hours each way. Seriously. Not to mention the added cost. My question to you...do you use the light rail or the bus. I seriously doubt it.

IBR Draft SEIS - RECORD #140 DETAIL**First Name :** BARTON**Last Name :** BACIGALUPI**Attachments :** DSEIS_140_Bacigalupi_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #140 DETAIL
--

Submission Date : 9/23/2024
First Name : BARTON
Last Name : BACIGALUPI
Business/Organization/Agency : THE COMPTROLLER

Submission Input :

The top priority for this project should be to relieve the automobile traffic congestion on I-5. That will require 5 or 6 lanes each way for cars. That will make the bridge able to handle the traffic for the next 40 years. The highway can have lanes added during that time, as needed. Pedestrian and bicycle traffic as well should be considered. Light Rail should be a separate project.

IBR Draft SEIS - RECORD #141 DETAIL

First Name : Tabitha

Last Name : A

Attachments : DSEIS_141_A_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #141 DETAIL**Submission Date :** 9/23/2024**First Name :** Tabitha**Last Name :** A**Business/Organization/Agency**
:**Submission Input :**

No tolling our only connections to and from Washington. The tolls won't even be a local company. Not to mention we pay taxes for stuff like this. Find a better way.

IBR Draft SEIS - RECORD #142 DETAIL
--

First Name : Andrew

Last Name : Leisinger

Attachments : DSEIS-142_Leisinger_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #142 DETAIL
--

Submission Date : 9/23/2024
First Name : Andrew
Last Name : Leisinger
Business/Organization/Agency : Leisinger Designs

Submission Input :

After review of the main concepts/designs, I like the Extradosed Design, with no Light Rail.
Put money into the bridge design and construction. Portland and Vancouver can do their own Light Rail
Systems, without impacting the bridge design and construction. We will be watching the design process. Good
luck.

IBR Draft SEIS - RECORD #143 DETAIL**First Name :** Neta**Last Name :** Kiltz**Attachments :** DSEIS-143_Kiltz_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #143 DETAIL**Submission Date :** 9/23/2024**First Name :** Neta**Last Name :** Kiltz**Business/Organization/Agency**
:**Submission Input :**

No Tolls! We pay too much in taxes already. A toll is adding way to much of a burden on the middle and low income families. This is ridiculous maybe the department of transportation needs it's budget and spending audited.

IBR Draft SEIS - RECORD #144 DETAIL	
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First Name :	Kurt
---------------------	------

Last Name :	Schmidt
--------------------	---------

Attachments :	DSEIS-144_Schmidt_Original.pdf (1 kb)
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IBR Draft SEIS - RECORD #144 DETAIL
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Submission Date : 9/23/2024

First Name : Kurt

Last Name : Schmidt

Business/Organization/Agency :

Submission Input :

This has taken to long for half measures we need to figure proof this as much as possible with the maximum amount of multi model support.

We should have two axillary lanes with the ability to later extend light rail to the 99th street transit center.

IBR Draft SEIS - RECORD #145 DETAIL

First Name : Yi Heng

Last Name : Feng

Attachments : DSEIS-145_Feng_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #145 DETAIL**Submission Date :** 9/24/2024**First Name :** Yi Heng**Last Name :** Feng**Business/Organization/Agency**
:**Submission Input :**

So how is 3 lane on each side going to help?? It doesn't change anything, in fact it is going to increase more traffic burden during construction of the new bridge. It is a waste of our tax money and time. Also no one use the light rail, light rail is only creating more problems. Anyone who needs to cross the state line isn't going to use light rail, we are going to drive regardless. Make a 3rd bridge instead or even a tunnel would be better.

IBR Draft SEIS - RECORD #146 DETAIL

First Name : Thomas

Last Name : Reynolds

Attachments : DSEIS-146_Reynolds_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #146 DETAIL

Submission Date : 9/24/2024

First Name : Thomas

Last Name : Reynolds

Business/Organization/Agency
:

Submission Input :

No tolls. You want to end congestion then add in tolls, that's . We need to invest in infrastructure and make it easier to move then slow down.

IBR Draft SEIS - RECORD #147 DETAIL
--

First Name : Ron

Last Name : Schmidt

Attachments : DSEIS-147_Schmidt_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #147 DETAIL
--

Submission Date : 9/24/2024

First Name : Ron

Last Name : Schmidt

Business/Organization/Agency
:

Submission Input :

The Floating homes can and should be relocated instead of destroyed. The CRC Marina Survey was a half hearted attempt to placate the community yet it even found an area that could be developed and the homes relocated. Only a project the size of yours is capable of maneuvering all the layers of regulation that make building a new floating home marina impossible for a private developer. You can and should help these floating homeowners out.

IBR Draft SEIS - RECORD #148 DETAIL	
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First Name :	Laurie
---------------------	--------

Last Name :	Huffman
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Attachments :	DSEIS-148_Huffman_Original.pdf (1 kb)
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IBR Draft SEIS - RECORD #148 DETAIL
--

Submission Date : 9/24/2024

First Name : Laurie

Last Name : Huffman

Business/Organization/Agency
:

Submission Input :

I encourage implementation of Option 4.

IBR Draft SEIS - RECORD #149 DETAIL
--

First Name : Steve

Last Name : Pierson

Attachments : DSEIS-149_Pierson_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #149 DETAIL

Submission Date : 9/24/2024

First Name : Steve

Last Name : Pierson

Business/Organization/Agency
:

Submission Input :

The bottle neck at the rose garden and salmon creek need to be addressed before the bridge is built.

A bridge In the Woodland area would be better for congestion in more ways then one.

Just another waste of tax payers money. Beauracrat s padding their pockets.

IBR Draft SEIS - RECORD #150 DETAIL**First Name :** John**Last Name :** Lund**Attachments :** DSEIS-150_Lund_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #150 DETAIL
--

Submission Date : 9/24/2024

First Name : John

Last Name : Lund

Business/Organization/Agency
:

Submission Input :

get it going we need the bridge built. the environment will be taken care of during construction and will recover from the disturbance caused by the work.

IBR Draft SEIS - RECORD #151 DETAIL
--

First Name : Zachary

Last Name : Freund

Attachments : DSEIS-151_Freund_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #151 DETAIL
--

Submission Date : 9/24/2024

First Name : Zachary

Last Name : Freund

Business/Organization/Agency
:

Submission Input :

I think a tunnel seems like a better option - has that been considered?

IBR Draft SEIS - RECORD #152 DETAIL**First Name :** E**Last Name :** F**Attachments :** DSEIS-152_F_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #152 DETAIL**Submission Date :** 9/24/2024**First Name :** E**Last Name :** F**Business/Organization/Agency**
:**Submission Input :**

Don't put tolls in we have alot of expenses that goes out where its hard to live with housing,food,gas and all the extra expenses going up. Some people live in Washington that work in Oregon thats going to effect them a great deal. Please think of another way.

IBR Draft SEIS - RECORD #153 DETAIL
--

First Name : Mike

Last Name : Harrison

Attachments : DSEIS-153_Harrison_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #153 DETAIL

Submission Date : 9/24/2024

First Name : mike

Last Name : harrison

Business/Organization/Agency :

Submission Input :

What was the cost of an eight-lane tunnel?It should be much cheaper,because;it would use a lot less concrete and steel.

IBR Draft SEIS - RECORD #154 DETAIL

First Name : Aleksandr

Last Name : Peikrishvili

Attachments : DSEIS-154_Peikrishvili_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #154 DETAIL
--

Submission Date : 9/24/2024
First Name : Aleksandr
Last Name : Peikrishvili
Business/Organization/Agency :

Submission Input :

Please stop this project. The whole thing is a monstrosity that we do not need. I commute across this bridge, and I hate the idea of encouraging more people to travel further in their cars. We need better air quality in North portland not more disruptions!

IBR Draft SEIS - RECORD #155 DETAIL**First Name :** Karla**Last Name :** Ksenzulak-Davis**Attachments :** DSEIS-155_Ksenzulak-Davis_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #155 DETAIL
--

Submission Date : 9/24/2024
First Name : Karla
Last Name : Ksenzulak-Davis
Business/Organization/Agency :

Submission Input :

Consider our floating home community as an important part of this bridge building. We will be heavily impacted and may loose a group of homes. These homes and residents should be provided a new moorage to move their home to. If one does not exist then one needs to be built for them that offers the same living environment. That is being fair to them. Our moorage will also loose revenues from these displaced homes that needs to be compensated to the moorage to continue provide the same quality of infrastructure we will miss and need.

We need a new park with boating ramp on Hayden Island West of I5. That makes sense rather than driving several miles to the ramp on Marine Drive fighting traffic towing a boat and trailer. And there are no parks west of I5. We have 1 extremely small park with a small playground on the east side of I5. I didn't even know it was considered a park. It's rather pitifully lacking. Thank you for considering my comments. I'm hopeful we will all have a positive outcome with the new bridge.

IBR Draft SEIS - RECORD #156 DETAIL**First Name :** Roger**Last Name :** Rood**Attachments :** DSEIS-156_Rood_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #156 DETAIL

Submission Date : 9/24/2024

First Name : roger

Last Name : rood

Business/Organization/Agency
:

Submission Input :

No more than one dollar toll!! The toll should only be temporary!! Get on with it already!!

IBR Draft SEIS - RECORD #157 DETAIL

First Name : Rachell

Last Name : Oberst

Attachments : DSEIS-157_Oberst_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #157 DETAIL**Submission Date :** 9/24/2024**First Name :** Rachell**Last Name :** Oberst**Business/Organization/Agency**
:**Submission Input :**

My family says no to working on the old I 5 bridge. We need a new bridge. The traffic jams in our area are unacceptable when we could build another bridge or 2. We want a new bridge. Also before you ever think about closing lanes on the I 5 bridge you need to have another bridge in place. Can you imagine the traffic problems we would have with just 205 bridge? We the people do not want to ride the transit and we do not want to create 43,000 new jobs by wasting the tax payers money. Also I don't believe we need toll bridges because all we have to do is balance the budget and get rid of wasteful spending and I would do that free of charge.

IBR Draft SEIS - RECORD #158 DETAIL

First Name : Dominique

Last Name : Wagner

Attachments : DSEIS-158_Wagner_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #158 DETAIL
--

Submission Date : 9/24/2024
First Name : Dominique
Last Name : Wagner
Business/Organization/Agency :

Submission Input :

I am very in favor of replacing the old, unsafe bridge and our family is not concerned with paying tolls to help cover the cost. I grew up in the NY/NJ metro area and there are tolls for all bridges and major highways too. IMO this encourages commuters to use mass transit which is better for the environment. As such, I believe that some sort of transit system is needed in the design.

IBR Draft SEIS - RECORD #159 DETAIL

First Name : Lindsay

Last Name : Tachell

Attachments : DSEIS-159_Tachell_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #159 DETAIL
--

Submission Date : 9/24/2024

First Name : Lindsay

Last Name : Tachell

Business/Organization/Agency :

Submission Input :

Hello,

I'd like to request a print copy of the new Draft SEIS for Washington State Department of Transportation Library. Is there a way to request any print publications associated with the Interstate Bridge Replacement Program, including future publications?

Our address is:

WSDOT Library

PO Box 47425

310 Maple Park Ave SE

Olympia WA 98504-7425

Thank you so much!

Lindsay Tachell (she/her/hers)

Digital and Print Collections Librarian

Research & Library Services | Transportation Safety and Systems Analysis

Washington State Department of Transportation

Lindsay.tachell@wsdot.wa.gov<mailto:Lindsay.tachell@wsdot.wa.gov> | WSDOT

Libguide<<https://transportation.libguides.com/c.php?g=1125595&p=8210572>>

IBR Draft SEIS - RECORD #160 DETAIL

First Name : Andrea

Last Name : Lange

Attachments : DSEIS-160_Lange_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #160 DETAIL
--

Submission Date : 9/24/2024

First Name : Andrea

Last Name : Lange

Business/Organization/Agency :

Submission Input :

I am all in favor of a replacement that includes light rail. I am not in favor of the high tolls. I think that one dollar is sufficient and once the bridge is paid for the tolls should no longer be collected. Funds for maintenance should come from other sources. Otherwise, it is a slippery slope to tolling for our roads, of which I am not in favor.

IBR Draft SEIS - RECORD #161 DETAIL

First Name : Greg

Last Name : Pearson

Attachments : DSEIS-161_Pearson_Original.pdf (1 kb)
DSCF9364.JPG (663 kb)
DSCF9365.JPG (5 mb)

IBR Draft SEIS - RECORD #161 DETAIL
--

Submission Date : 9/24/2024

First Name : Greg

Last Name : Pearson

Business/Organization/Agency
:

Submission Input :

Mitigate against twenty-five+ 2-mile long Bakkan ND oil and/or COAL BNSF trains under or over the north ramp. Every week.

Then mitigate (terminate) the ten+ a week, 50,000-gallon gasoline tankers UNDER all the bridges full of Made In Washington GAS. Take that Fuel air explosion off the river and Oregoner don't need a bridge. they will be out of GASOLINE in three daze. Or as a WA funding source, WA charges \$4 a liter environmental fee on that gas. And Funds ourselves and a coast guard cutter to protect Oregoner gasoline from Oregoner oil hating eco-terrorist.

Raven don't like gas barges with happy faces either. The only thing saving Oregoner today, is me tossing raven FREE cheese in the Cape Horn narrows.

IBR Draft SEIS - RECORD #162 DETAIL**First Name :** Paul**Last Name :** O. Edgar**Attachments :** DSEIS-162_O.Edgar_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #162 DETAIL

Submission Date : 9/24/2024

First Name : Paul

Last Name : O. Edgar

Business/Organization/Agency
:

Submission Input :

Clark County Today, newspaper expose on ODOT, and funding problems
problems that become a part of the need to reduce the scope of the IBR
Project.

<https://www.clarkcountytoday.com/news/odot-has-a-1-7-billion-annual-funding-shortfall-and-wants-new-taxes/#comment-30940>

Paul O. Edgar, Retired Business Analyst

IBR Draft SEIS - RECORD #163 DETAIL**First Name :** N/A**Last Name :** N/A**Attachments :** DSEIS_163_NA_Original.pdf (1 kb)
grasshopper_+12013415405_9_24_2024_133730242.mp3 (30 kb)

IBR Draft SEIS - RECORD #163 DETAIL

Submission Date : 9/24/2024

First Name : N/A

Last Name : N/A

Business/Organization/Agency
:

Submission Input :

Hi. I'm still looking for a callback, 201-341-5405. Thank you.

IBR Draft SEIS - RECORD #164 DETAIL**First Name :** jim**Last Name :** karlock**Attachments :** DSEIS-164_Karlock_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #164 DETAIL
--

Submission Date : 9/24/2024

First Name : jim

Last Name : karlock

Business/Organization/Agency
:

Submission Input :

Dear IBR people,

I started to download the SEIS from your web site, but discovered that there are well over 10-20 individual files (if not 50 or more!)

Please provide a link to ONE FILE with the COMPLETE DOCUMENT, COVER TO COVER! Or no more than ONE FILE per chapter with a total well under 10 files.

Please be sure there is enough resolution to HAVE ALL LEGENDS AND NOTES ON ALL PAGES COMPLETELY LEGIBLE.

IBR Draft SEIS - RECORD #165 DETAIL

First Name : Justin

Last Name : Teutsch

Attachments : DSEIS-165_Teutsch_Original.pdf (2 kb)

IBR Draft SEIS - RECORD #165 DETAIL
--

Submission Date : 9/24/2024

First Name : Justin

Last Name : Teutsch

Business/Organization/Agency :

Submission Input :

Dear Frank and Meghan,

We are the Seattle-based owners of Columbia Crossings, LLC, the largest marina operator in the Portland area with facilities on Hayden Island, some of which are in close proximity to the existing I-5 bridge. Figure 3.3-2 of the SEIS identifies 18 residential floating homes at our Jantzen Bay Marina that will be displaced by the project. In addition, the figure indicates impacts to our on-land property on North Jantzen Avenue.

We recognize the vital imperative of replacing the bridge but want to understand the process for property acquisition and what it will mean for us. In the near term, we would like to provide answers to our residents and commercial tenants as to what they can expect. The current status of our properties, which now face an uncertain fate, is a serious commercial challenge for us, and clarity and transparency is greatly appreciated. The loss of 35 floating home moorages is unfortunate, as these residences offer relatively affordable, low-impact, energy efficient single-family housing. In this context, we would like to share some of the ideas we have about where the 35 displaced floating homes could be relocated nearby and preserved.

The project's impact on our properties is unsurprising given the alternatives the IBRP has presented to the public. Objectively, the extent of displacement is modest in the context of the monumental scale of this project and its impact on our region. However, to us as a business and to our residential and commercial tenants, this is extremely consequential.

We look forward to speaking to you, learning more, and sharing our ideas.

IBR Draft SEIS - RECORD #166 DETAIL**First Name :** Roger**Last Name :** McElhaney**Attachments :** DSEIS-166_McElhaney_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #166 DETAIL
--

Submission Date : 9/24/2024
First Name : Roger
Last Name : McElhaney
Business/Organization/Agency : Retired

Submission Input :

Agree with the MLPA, especially if light-rail IS INCLUDED in the plan. A plan without light rail is a non starter so my vote is to include that rail system in the bridge.

Thanks for the opportunity to comment.

IBR Draft SEIS - RECORD #167 DETAIL

First Name : Faith

Last Name : Shaw

Attachments : DSEIS-167_Shaw_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #167 DETAIL
--

Submission Date : 9/24/2024

First Name : Faith

Last Name : Shaw

Business/Organization/Agency
:

Submission Input :

As an Oregon commuter, anything that can be done to help resolve the huge traffic slowdown due to Washington commuters would be an amazing change to the drivability getting in and out of Portland.

IBR Draft SEIS - RECORD #168 DETAIL**First Name :** Tim**Last Name :** Hope**Attachments :** DSEIS-168_Hope_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #168 DETAIL**Submission Date :** 9/24/2024**First Name :** Tim**Last Name :** Hope**Business/Organization/Agency**
:**Submission Input :**

I'm not a fan of the improvements since to me you're not looking to improve. I'm actually not sure why this project is going the direction you want and not the direction of the ones paying for it.

IBR Draft SEIS - RECORD #169 DETAIL**First Name :** Victoria**Last Name :** Hopper**Attachments :** DSEIS-169_Hopper_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #169 DETAIL
--

Submission Date : 9/24/2024
First Name : Victoria
Last Name : Hopper
Business/Organization/Agency :

Submission Input :

I'm a Washington resident who isn't opposed to tolling, but ONLY if once the bridge is paid for, the tolling stops, much like the original tolling on the interstate bridge. however, making a bridget with the same number of lanes and isn't accounting for the proposed growth in the area is asinine and short-sighted. We need an additional location. I would love to see something from Cornelius Pass Road across the river.

IBR Draft SEIS - RECORD #170 DETAIL	
--	--

First Name :	Mark
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Last Name :	Bergthold
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Attachments :	DSEIS-170_Bergthold_Original.pdf (1 kb)
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IBR Draft SEIS - RECORD #170 DETAIL
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Submission Date : 9/24/2024
First Name : Mark
Last Name : Bergthold
Business/Organization/Agency : Cowlitz SAR

Submission Input :

IMO we should not be taking any backward steps, ie lower height would restrict current shipping etc. Also the river is deeper where today's drawbridge is located. So as much as I would like to see a bridge like Longview's, my vote is to replace the drawbridge, add transit lanes & light rail if possible.

To divert some of the traffic load, I'd like to see an additional bridge towards Ridgefield/Woodland. That would help tremendously - build it first, then shut down the drawbridge & rebuild on same location. I expect the cost would not exceed the current amount, & reduce or eliminate the need to buy homes & businesses thru imminent domain.

IBR Draft SEIS - RECORD #171 DETAIL

First Name : Stewart

Last Name : Low

Attachments : D1-171_Low_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #171 DETAIL**Submission Date :** 9/24/2024**First Name :** Stewart**Last Name :** Low**Business/Organization/Agency**
:**Submission Input :**

We do NOT need or want a light rail line on this bridge. Busses and Max are never close to half capacity because they are slow, don't go where we need to go nor when we need to go. Save millions and add a bus lane, NOT light rail.

IBR Draft SEIS - RECORD #172 DETAIL**First Name :** Steve**Last Name :** Westbrook**Attachments :** D1-172_Westbrook_Original.pdf (2 kb)

IBR Draft SEIS - RECORD #172 DETAIL

Submission Date : 9/24/2024
First Name : steve
Last Name : westbrook
Business/Organization/Agency :

Submission Input :

Where to even begin? I think the ideal implementation of this bridge replacement, as i see it, would require dedicated lanes for different modes of transportation. Of course a protected bike lane/path on each side of the bridge or one for each direction on same side of the bridge. Light rail and dedicated bus lanes are mandatory. If there's not going to be integrated light rail and multimodal transportation uses then the whole thing is a waste of time. Cycling across the bridge now, while not the worst experience, isn't without nerve racking moments and bottle necks especially if there's oncoming cyclists or pedestrians. A modern take on pedestrian friendly designs with safe connections to downtown Vancouver and transportation hubs in North Portland would be transformative and I'd expect it to be well used so long as the frequency of the light rail and bus routes was often enough that people won't have to think too hard about how/when to catch a ride from one side to the other. Major concerns for me are environmental impacts and displacement of residents who live along the corridor. Highways and car infrastructure have done so much damage in this country and divided neighborhoods in horrible ways. We should do everything we can to reconnect people w/the place they live and the people who live there. Connecting greenways and multi-use paths in clear safe ways from vancouver to north portland and beyond would be a game changer for cycling/commuter infrastructure in the metro region. I imagine an east/west Max line along columbia or lombard out to the airport from north portland allowing more direct access to so many NE destinations... and a safe multi use path to go along with it.. some day.. connecting i5<-> i205 corridors along the river somehow would be a revelation.

IBR Draft SEIS - RECORD #173 DETAIL
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First Name : Richard

Last Name : Piacentini

Attachments : D1-173_Piacentini_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #173 DETAIL
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Submission Date : 9/24/2024
First Name : Richard
Last Name : Piacentini
Business/Organization/Agency : Siena Capital, LLC

Submission Input :

We own the property at 1455 - 1463 N. Hayden Island Drive and I would like to know the impacts to our property from the proposed bridge replacement. Of particular concern are how the new bridge design will affect vehicle access to and from our property. Where can I find that information?

IBR Draft SEIS - RECORD #174 DETAIL**First Name :** Beth**Last Name :** Green**Attachments :** D1-174_Green_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #174 DETAIL
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Submission Date : 9/24/2024

First Name : Beth

Last Name : Green

Business/Organization/Agency
:

Submission Input :

NO TOLLS!

NO LIGHT RAIL!!!

Vancouver has voted time and time again and you just don't listen!!!

IBR Draft SEIS - RECORD #175 DETAIL**First Name :** Frederick**Last Name :** Burnet**Attachments :** D1-175_Burnet_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #175 DETAIL
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Submission Date : 9/24/2024
First Name : Frederick
Last Name : Burnet
Business/Organization/Agency :

Submission Input :

I support the replacement of the bridge, provided that It allow for expedited transit crossing, and that there is no toll attached to using this bridge.

My favorite version would involve the light rail, extending across this bridge. I'd like to state again, that I vehemently oppose any tolling for vehicle use.

IBR Draft SEIS - RECORD #176 DETAIL**First Name :** Joe**Last Name :** Gomez**Attachments :** DSEIS-176_Gomez_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #176 DETAIL
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Submission Date : 9/24/2024

First Name : Joe

Last Name : Gomez

Business/Organization/Agency
:

Submission Input :

Don't listen to the Portland radicals that just say no to everything like the No More Freeways group. Just build a nice bridge—with pedestrian and bicycle options.

IBR Draft SEIS - RECORD #177 DETAIL	
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First Name :	Andrew
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Last Name :	Moseley
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Attachments :	DSEIS-177_Moseley_Original.pdf (1 kb)
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IBR Draft SEIS - RECORD #177 DETAIL
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Submission Date : 9/24/2024

First Name : Andrew

Last Name : Moseley

Business/Organization/Agency
:

Submission Input :

Do not worry about equity or diversity or inclusion. Worry about building a proper bridge at the best cost to the tax payer. Oregon and Washington residents have said no to light rail so drop it. Don't continue to pursue light rail as any consideration. This bridge is for motor vehicles. If you happen to be able to accommodate pedestrians and cyclists for no cost or nominal cost then fine but don't bother spending more money on facilities for cyclists- that is not what this project is for. Build a bridge that is high enough for ship traffic to pass beneath. Do not toll. Atleast Oregon residents have said no to tolling. Listen to what legal residents and tax payers say and obey.

IBR Draft SEIS - RECORD #178 DETAIL**First Name :** Danny**Last Name :** Marie**Attachments :** DSEIS_178_Marie_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #178 DETAIL
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Submission Date : 9/24/2024

First Name : Danny

Last Name : Marie

Business/Organization/Agency
:

Submission Input :

This plan looks very thought out and well put together. I'm concerned about the displacement of people and businesses, specifically who, and the effect on the habitat. I think more effort needs to be put in to take care of the habitat in such a large scale project. I'm excited for the long term benefits of the bridge reconstruction though.

IBR Draft SEIS - RECORD #179 DETAIL**First Name :** Derek**Last Name :** Kluksdahl**Attachments :** DSEIS_179_Kluksdahl_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #179 DETAIL

Submission Date : 9/24/2024

First Name : Derek

Last Name : Kluksdahl

Business/Organization/Agency
:

Submission Input :

Do not toll the bridge! Commuters from wa already get taxed to death. The absolute last thing we need is another daily expense.

IBR Draft SEIS - RECORD #180 DETAIL**First Name :** Harry**Last Name :** Disney**Attachments :** DSEIS_180_Disney_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #180 DETAIL
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Submission Date : 9/24/2024

First Name : Harry

Last Name : Disney

Business/Organization/Agency :

Submission Input :

I strongly oppose the widening of any freeway: never has a freeway expansion ever reduced traffic. I strongly oppose the massive freeway interchanges on either side of the proposed bridge: they will only induce more traffic and the IBR traffic projections already acknowledge a paltry 30 second reduction in travel times. While we need a new bridge: it should start with some congestion pricing tolls (let users of the bridge help pay for the bridge) and there should be a grade-separated, quiet pedestrian/bike/train travel option for users who chose NOT to carry 2 tons of glass/steel around with them.

Please stop pretending that widening a freeway interchange will improve traffic or somehow reduce the air pollution. North Portland is a neighborhood and we shouldn't be condemned to filthy air for the benefit of suburban commuters.

IBR Draft SEIS - RECORD #181 DETAIL**First Name :** Lance**Last Name :** Skordahl**Attachments :** DSEIS_181_Skordahl_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #181 DETAIL
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Submission Date : 9/24/2024

First Name : Lance

Last Name : Skordahl

Business/Organization/Agency
:

Submission Input :

Apparently the powers to be completely forgot that the voters of Clark Co. have voted “no” on light rail on a new bridge. I had a feeling with all the delays it would get slipped in.

IBR Draft SEIS - RECORD #182 DETAIL

First Name : Sergey
Last Name : Kuchenik

Attachments : DSEIS_182_Kuchenik_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #182 DETAIL
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Submission Date : 9/24/2024

First Name : Sergey

Last Name : Kuchenik

Business/Organization/Agency
:

Submission Input :

NO to toll roads, there's other ways to raise funds

IBR Draft SEIS - RECORD #183 DETAIL**First Name :** Shane**Last Name :** Nehls**Attachments :** DSEIS_183_Nehls_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #183 DETAIL
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Submission Date : 9/24/2024

First Name : Shane

Last Name : Nehls

Business/Organization/Agency :

Submission Input :

Please approve the draft SEIS and build it with labor standards like apprenticeship utilization and including women and people of color

IBR Draft SEIS - RECORD #184 DETAIL**First Name :** Ralph**Last Name :** Gigantelli**Attachments :** DSEIS_184_Gigantelli_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #184 DETAIL
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Submission Date : 9/24/2024
First Name : Ralph
Last Name : Gigantelli
Business/Organization/Agency :

Submission Input :

Please, no light rail! All that will do is bring more of Portland's crime to Vancouver. I am already worried due to how Anne M. has handled to growing homeless problem and light rail will only make it worse. Will light rail bring in a profit? How many people are injured of killed each year by light rail? And no tolls! Do something right for a change.

IBR Draft SEIS - RECORD #185 DETAIL**First Name :** Roberta**Last Name :** Gannett**Attachments :** DSEIS_185_Gannett_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #185 DETAIL
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Submission Date : 9/24/2024

First Name : Roberta

Last Name : Gannett

Business/Organization/Agency :

Submission Input :

After reading through much of this material. I appreciate the work and care that is being done surrounding environmental justice and equity. Also I would like to see considerations such as taking out other bridges to restore ecosystems followed through on.

IBR Draft SEIS - RECORD #186 DETAIL

First Name : Carson

Last Name : Fowlkes

Attachments : DSEIS_186_Fowlkes_Original.pdf (2 kb)

IBR Draft SEIS - RECORD #186 DETAIL

Submission Date : 9/24/2024
First Name : Carson
Last Name : Fowlkes
Business/Organization/Agency : Concerned Long time citizen.

Submission Input :

I moved to Portland in 1987 at age 27. The bridge project was of major conversation and a huge push to have it built. I have lived in the North Portland area for over 30 years as a home owner who has watched light rail grow and our communities mature. I have watched and dreamed of this bridge project come and go. I have been very frustrated that our neighboring state and city could not get its act together on more than one occasion to allow this project to transpire. Now I am 63 years of age and still listening to impact statements and an every rising cost and complications to providing a modern bridge to be completed God knows when. I only hope I live long enough to see the bridge built and I can help commemorate its opening day before most of your once youthful proponents to this never ending project can see a true end and completion. I am frustrated and in disbelief that this project will ever be completed in my or many Oregonians life time. I have watched and listened to years/decades of talk and more talks and millions of dollars spent for nothing. I hope that this project is actually comes to reality before many of us who supported this project from the beginning as young and economically productive citizens now fade away in history with nothing to show for our votes, voices and tax dollars to construct a viable bridge crossing from one state to another. I was so excited to have the Transportation Act help out our cause. Still this seems to be only a penitence to the now astronomical expense this project will cost. Portland and Vancouver get your acts together before I no longer care about a viable bridge crossing. From a concerned citizen for what was to be a project of over future not taking a future to construct and more money than GOD could afford. Get the job done already. Frustrated citizen.

IBR Draft SEIS - RECORD #187 DETAIL**First Name :** Shawna**Last Name :** Vreeke**Attachments :** DSEIS_187_Vreeke_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #187 DETAIL
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Submission Date : 9/24/2024

First Name : Shawna

Last Name : Vreeke

Business/Organization/Agency :

Submission Input :

No to tolls. It will drive up the traffic on the 205 bridge and negativity impact travelers going to the airport, who may already be stressed and pressed for time.

Secondly, we should not be constructing the major I-5 bridge to prioritize bikers and pedestrians, who are such a tiny portion of those who use the bridge, but adding 10ft of space for them increases the cost of the bridge construction. If we create a public transportation lane, the bikes and pedestrians can use that to cross the bridge quickly and safely.

IBR Draft SEIS - RECORD #188 DETAIL

First Name : Annie

Last Name : Karas

Attachments : DSEIS_188_Karas_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #188 DETAIL
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Submission Date : 9/24/2024

First Name : Annie

Last Name : Karas

Business/Organization/Agency
:

Submission Input :

Yes! Please build a new bridge! It's so painful living in N Portland and dealing with such long commute times because of the bridge situation! Please include max line to Vancouver. That will help a ton!!!

IBR Draft SEIS - RECORD #189 DETAIL**First Name :** Jeff**Last Name :** Hoag**Attachments :** DSEIS_189_Hoag_Original.pdf (2 kb)

IBR Draft SEIS - RECORD #189 DETAIL
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Submission Date : 9/24/2024

First Name : Jeff

Last Name : Hoag

Business/Organization/Agency :

Submission Input :

This plan is completely tone-deaf and is not what the citizens of northern Oregon and southern Washington need or want. Nearly everyone has made is perfectly clear that what is truly needed are seismic upgrades of the existing bridge, and an entirely new crossing in a different location; yet you ignore our comments and continue to push the I-5 replacement that is described in this impact statement.

It is ridiculous that there are only two bridges crossing the Columbia River in the near vicinity of Portland. An accident or other blockage of one bridge snarls traffic in the entire region, and traffic cannot be easily re-routed to the other bridge in such a case. Additionally, both of the existing bridges are Interstate highways. As traffic planners, you already know that mixing through traffic with local traffic on the same road is a recipe for chaos.

Stop this replacement nonsense and build a third bridge. The entirety of Washington county and West Portland currently has no option but to travel through some of the worst traffic in the Metro area, into downtown Portland and onto the I-5 corridor, adding to the already congested East side traffic. Route all traffic west of the Willamette to a new, West connection to Washington and you will greatly reduce I-5 traffic.

I know you have a list of crossing requirements that you can point to to disqualify other options. I've read that list of requirements, and they are obviously crafted with the specific intent to eliminate any option that is not a complete replacement. That is dishonest, authoritarian, outrageously expensive, and plain wrong. The coast guard and other agencies and private shipping enterprises don't approve of this plan, yet you continue to push for it anyway. You have already wasted millions on this same plan three times and failed twice. Give us the third bridge that everyone wants.

IBR Draft SEIS - RECORD #190 DETAIL**First Name :** Obie**Last Name :** Brown**Attachments :** [DSEIS-190_Brown_Original.pdf \(3 kb\)](#)

IBR Draft SEIS - RECORD #190 DETAIL
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Submission Date : 9/25/2024

First Name : Obie

Last Name : Brown

Business/Organization/Agency :

Attachments : DSEIS-190_Brown_Original.pdf (1 kb)

Submission Input :

Hi,

I want to make 1 point and 1 point ONLY.

Anything to do with tolling of the BRIDGE I am 100% against and any sensor or person voting for tolling I will 100% encourage be removed! 100% NO tolling whatsoever.

We are NOT stupid, even tolling part of the project will NEVER END and always go over budget.

So we want 100% commitment that there will be NO TOLLING at all.

IBR Draft SEIS - RECORD #190 DETAIL
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Submission Date : 9/25/2024

First Name : Obie

Last Name : Brown

Business/Organization/Agency :

Submission Input :

Hi,

I want to make 1 point and 1 point ONLY.

Anything to do with tolling of the BRIDGE I am 100% against and any sensor or person voting for tolling I will 100% encourage be removed! 100% NO tolling whatsoever.

We are NOT stupid, even tolling part of the project will NEVER END and always go over budget.

So we want 100% commitment that there will be NO TOLLING at all.

Thanks,

Obie Brown

IBR Draft SEIS - RECORD #191 DETAIL	
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First Name :	Lora
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Last Name :	Janssen
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Attachments :	DSEIS_191_Janssen_Original.pdf (1 kb)
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IBR Draft SEIS - RECORD #191 DETAIL
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Submission Date : 9/25/2024

First Name : Lora

Last Name : Janssen

Business/Organization/Agency
:

Submission Input :

Originally, the City of Vancouver opposed a tunnel because a tunnel would bypass historic downtown, but proposed bridge also bypasses same downtown.

Ultimately, the full height requirements for bridge to provide clearances over and under (shipping and aircraft) are not adequately met, so a tunnel should be reconsidered because no solution has provides for City of Vancouver original goal, but a tunnel does provide all required height clearances.

Additionally, I ask that Washington state be responsible to oversee project because of the higher level of financial requirements and transparency than Oregon.

IBR Draft SEIS - RECORD #192 DETAIL**First Name :** Treb**Last Name :** Foco**Attachments :** DSEIS_192_Foco_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #192 DETAIL
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Submission Date : 9/25/2024

First Name : Treb

Last Name : Foco

Business/Organization/Agency
:

Submission Input :

First, we need a new bridge. The cost forecast is way out of hand. Remove the light rail from the scope of the project. It has been voted down a number of times.

Second, the river traffic needs to be considered this time around.

Third, taking property for this project is not acceptable at all. Design the on and off ramps north and south to be stacked so as not to need a wide footprint.

Enough money has been wasted on this project and light rail still included will not help. Drop the rail and save us money.

IBR Draft SEIS - RECORD #193 DETAIL	
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First Name :	Taddeo
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Last Name :	Nicklous
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Attachments :	DSEIS_193_Taddeo_Original.pdf (1 kb)
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IBR Draft SEIS - RECORD #193 DETAIL**Submission Date :** 9/25/2024**First Name :** Taddeo**Last Name :** Nicklous**Business/Organization/Agency**
:**Submission Input :**

This is very complicated for the regular user. I couldn't even figure out what the new bridge looks like, nor it's planned capacity.

Bedsides that please don't build it too small. All this congestion is causing a lot of carbon pollution. It doesn't need dedicated bus lanes and a max. Either or please.

IBR Draft SEIS - RECORD #195 DETAIL

First Name : Justin

Last Name : Teutsch

Attachments : DSEIS-195_Teutsch_Original.pdf (5 kb)

IBR Draft SEIS - RECORD #195 DETAIL
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Submission Date : 9/25/2024
First Name : Justin
Last Name : Teutsch
Business/Organization/Agency : Columbia Crossings, LLC
Attachments : DSEIS_195_Teutsch_Original.pdf (2 kb)

Submission Input :

We would be grateful if you could come back to us on the below issue that has huge implications for our properties or redirect us to the appropriate folks we should be in touch with.

Sent from Outlook for iOS<<https://aka.ms/o0ukef>>

Dear Frank and Meghan,

We are the Seattle-based owners of Columbia Crossings, LLC, the largest marina operator in the Portland area with facilities on Hayden Island, some of which are in close proximity to the existing I-5 bridge. Figure 3.3-2 of the SEIS identifies 18 residential floating homes at our Jantzen Bay Marina that will be displaced by the project. In addition, the figure indicates impacts to our on-land property on North Jantzen Avenue.

We recognize the vital imperative of replacing the bridge but want to understand the process for property acquisition and what it will mean for us. In the near term, we would like to provide answers to our residents and commercial tenants as to what they can expect. The current status of our properties, which now face an uncertain fate, is a serious commercial challenge for us, and clarity and transparency is greatly appreciated. The loss of 35 floating home moorages is unfortunate, as these residences offer relatively affordable, low-impact, energy efficient single-family housing. In this context, we would like to share some of the ideas we have about where the 35 displaced floating homes could be relocated nearby and preserved.

The project's impact on our properties is unsurprising given the alternatives the IBRP has presented to the public. Objectively, the extent of displacement is modest in the context of the monumental scale of this project and its impact on our region. However, to us as a business and to our residential and commercial tenants, this is extremely consequential.

We look forward to speaking to you, learning more, and sharing our ideas.

IBR Draft SEIS - RECORD #195 DETAIL
--

Submission Date : 9/25/2024
First Name : Justin
Last Name : Teutsch
Business/Organization/Agency : Columbia Crossings, LLC

Submission Input :

Good morning Frank and Meghan,

We would be grateful if you could come back to us on the below issue that has huge implications for our properties or redirect us to the appropriate folks we should be in touch with.

Best,

Justin

Sent from Outlook for iOS<<https://aka.ms/o0ukef>>

From: Justin Teutsch <justin.teutsch@teutsch.com>

Sent: Monday, September 23, 2024 6:43 PM

To: greenf@wsdot.wa.gov <greenf@wsdot.wa.gov>; hodgeesm@wsdot.wa.gov <hodgeesm@wsdot.wa.gov>

Cc: draftseis@interstatebridge.org <draftseis@interstatebridge.org>; John Teutsch <jteutsch@teutsch.com>;

Andrew Jansky <andrew@flowingsolutions.com>

Subject: SEIS - Hayden Island

Dear Frank and Meghan,

We are the Seattle-based owners of Columbia Crossings, LLC, the largest marina operator in the Portland area with facilities on Hayden Island, some of which are in close proximity to the existing I-5 bridge. Figure 3.3-2 of the SEIS identifies 18 residential floating homes at our Jantzen Bay Marina that will be displaced by the project. In addition, the figure indicates impacts to our on-land property on North Jantzen Avenue.

We recognize the vital imperative of replacing the bridge but want to understand the process for property acquisition and what it will mean for us. In the near term, we would like to provide answers to our residents and commercial tenants as to what they can expect. The current status of our properties, which now face an uncertain fate, is a serious commercial challenge for us, and clarity and transparency is greatly appreciated. The loss of 35 floating home moorages is unfortunate, as these residences offer relatively affordable, low-impact, energy efficient single-family housing. In this context, we would like to share some of the ideas we have about where the 35 displaced floating homes could be relocated nearby and preserved.

The project's impact on our properties is unsurprising given the alternatives the IBRP has presented to the public. Objectively, the extent of displacement is modest in the context of the monumental scale of this project and its impact on our region. However, to us as a business and to our residential and commercial tenants, this is extremely consequential.

We look forward to speaking to you, learning more, and sharing our ideas.

Kind regards,

Justin

IBR Draft SEIS - RECORD #196 DETAIL**First Name :** Obie**Last Name :** Brown**Attachments :** DSEIS-196_Brown_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #196 DETAIL
--

Submission Date : 9/25/2024

First Name : Obie

Last Name : Brown

Business/Organization/Agency :

Submission Input :

Hi,

I want to make 1 point and 1 point ONLY.

Anything to do with tolling of the BRIDGE I am 100% against and any sensor or person voting for tolling I will 100% encourage be removed!

100% NO tolling whatsoever.

We are NOT stupid, even tolling part of the project will NEVER END and always go over budget.

So we want 100% commitment that there will be NO TOLLING at all.

IBR Draft SEIS - RECORD #198 DETAIL

First Name : Richard

Last Name : Piacentini

Attachments : DSEIS-198_Piacentini_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #198 DETAIL
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Submission Date : 9/24/2024

First Name : Richard

Last Name : Piacentini

Business/Organization/Agency :

Submission Input :

Hi,

We own the property located at 1455 – 1463 N. Hayden Island Drive.

I would like to know the impacts to our property from the proposed replacement bridge design.

Of particular concern are how vehicle access to and from our property will be affected.

Please let me know how I can obtain information relevant to my concerns described above.

IBR Draft SEIS - RECORD #199 DETAIL**First Name :** Tonia**Last Name :** Bailey**Attachments :** DSEIS-199_Bailey_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #199 DETAIL
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Submission Date : 9/25/2024

First Name : Tonia

Last Name : Bailey

Business/Organization/Agency :

Submission Input :

Figure something else out. Leave people's homes and the historical areas alone. Why is Washington being impacted the most? Leave the current bridge alone and build a new bridge down river.

IBR Draft SEIS - RECORD #200 DETAIL**First Name :** Diane**Last Name :** Wills**Attachments :** DSEIS-200_Wills_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #200 DETAIL
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Submission Date : 9/25/2024

First Name : Diane

Last Name : Wills

Business/Organization/Agency
:

Submission Input :

I support the new I5 bridge project with light rail. I don't mind tolls; in fact I welcome them as they should reduce traffic, which seems to be a problem all the time, especially driving north into Vancouver. If you do away with tolls, I'm willing to be taxed to help pay for the bridge (preferably a sales tax as our property taxes are already high).

I'm concerned the conservative anti-toll, anti-light-rail people will stop the project somehow. I don't know why people are so opposed to public transit. Once that's available, that's what I'll use to travel into Portland.

IBR Draft SEIS - RECORD #201 DETAIL	
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First Name :	Fred
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Last Name :	Munhoven
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Attachments :	DSEIS-201_Munhoven_Original.pdf (1 kb)
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IBR Draft SEIS - RECORD #201 DETAIL
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Submission Date : 9/25/2024

First Name : Fred

Last Name : Munhoven

Business/Organization/Agency : Historical Preservation Specialist (retired)

Submission Input :

I have restored both The Providence Academy, Also the Post Hospital, at Fort VancouverI opened up the structures for the seismic engineering, also extensive work on all historic buildings.
call anytime. Fred,

IBR Draft SEIS - RECORD #202 DETAIL**First Name :** Quintin**Last Name :** Ricci**Attachments :** DSEIS-202_Ricci_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #202 DETAIL

Submission Date : 9/25/2024

First Name : Quintin

Last Name : Ricci

Business/Organization/Agency
:

Submission Input :

Looking forward to enhanced bikeability and public transport to downtown Vancouver. I think it will be great economically for the area as well as the environment.

IBR Draft SEIS - RECORD #203 DETAIL
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First Name : Cole

Last Name : Baker

Attachments : DSEIS-203_Baker_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #203 DETAIL
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Submission Date : 9/25/2024

First Name : Cole

Last Name : Baker

Business/Organization/Agency :

Submission Input :

I am fully supportive of a new bridge, so long as adequate space/egress for public transit, bicycles, and pedestrians.

Additionally, a design that incorporated an extension of the Portland Yellow line into downtown Vancouver would be forward looking, position these two cities to benefit from one another.

IBR Draft SEIS - RECORD #204 DETAIL

First Name : Jennifer

Last Name : Sugarman

Attachments : DSEIS-204_Sugarman_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #204 DETAIL
--

Submission Date : 9/25/2024
First Name : Jennifer
Last Name : Sugarman
Business/Organization/Agency :

Submission Input :

Double Decker bridge with the lightrail and walking/bike paths under is the best option. I'm unclear whether or not it could include the new transit station at Hayden Island, but that would be a good fit if we are including the lightrail. Park and ride in Vancouver also makes a lot of sense.

IBR Draft SEIS - RECORD #205 DETAIL**First Name :** Nicole**Last Name :** Gill**Attachments :** DSEIS-205_Gill_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #205 DETAIL
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Submission Date : 9/25/2024
First Name : Nicole
Last Name : Gill
Business/Organization/Agency :

Submission Input :

While improvements have been made, the massive auto-oriented infrastructure to be built in Vancouver will be disastrous. The City of Vancouver is working on making their downtown more people-friendly, especially its waterfront, and, to be blunt, this project tramples all over the City and its people's wishes, not to mention the displacement of people in low-income neighbourhoods in the way of the project. Don't get me wrong - I know this project is crucial, its seismic retrofitting and likely accompanying MAX extension are great. But ruining those positives with millions of dollars in highway expansion when that's the last thing our Vancouverite friends need is deeply insulting. Please reconsider.

Thanks,
Nicole, 17

IBR Draft SEIS - RECORD #206 DETAIL

First Name : Nathan

Last Name : Croswell

Attachments : DSEIS-206_Croswell_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #206 DETAIL
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Submission Date : 9/25/2024

First Name : Nathan

Last Name : Croswell

Business/Organization/Agency
:

Submission Input :

My family lives in both Portland and Vancouver WA. I strongly agree IBR needs TriMet MAX extension, bike/ped bridge, and tolling to sustain future maintenance and avoid any impasses between the two states. I would never support IBR without MAX and bike/ped protections. As a sailor, I am concerned about passage availability and safety in the shipping channel. I support investing in a bridge design that maximizes waterway travel hours of availability and most importantly safety. We must never have a bridge collapse due to preventable collisions in the shipping channel like Baltimore. Please ensure safety and accessibility needs are prioritized over price tag and maintenance costs.

IBR Draft SEIS - RECORD #207 DETAIL**First Name :** Mark**Last Name :** Foster**Attachments :** DSEIS-207_Foster_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #207 DETAIL

Submission Date : 9/25/2024
First Name : Mark
Last Name : Foster
Business/Organization/Agency : Marion County

Submission Input :

Please improve the safety and security on access to the Light Rail like most places do. I used to ride it, but now I don't because I know it is not safe as anyone on drugs can and do jump on with out a ticket. The IBR Program is intended to achieve the following objectives: (a) improve travel safety. But I don't see that on LRT. This is needed to protect the traveling public and increase LRT use which I support. Thanks so much!

IBR Draft SEIS - RECORD #208 DETAIL

First Name : Frank

Last Name : Bair

Attachments : DSEIS-208_Bair_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #208 DETAIL

Submission Date : 9/25/2024
First Name : Frank
Last Name : Bair
Business/Organization/Agency : Your Beautiful guest Fan LLC

Submission Input :

I vote against the "replacement" project as conceived. You do not address the express USCiast Guard requirement for a 175 ft structure. You expressly and arbitrarily shut down talk of a third bridge at the very beginning of your pet project, and thus lost your credibility at the outset. The old bridge must be rebuilt yes, but only after a third bridge is built beside it - to the East. To do less would have invite a complete shutdown of I-5 traffic between Canada and Mexico. You should build a new bridge between 4th Plain and Lombard high enough to allow military passage, an low enough to avoid air lanes. This would be the Express lanes, or High 5. The old bridge could then be rebuilt and converted to a Business Loop I-5 for downtown Vancouver, Jantzen Beach, and Delta Park. This concept would plan for future growth (which you obviously don't want) and would accommodate both bus traffic and light rail. Good Luck and Best Wishes, Frank

IBR Draft SEIS - RECORD #209 DETAIL
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First Name : Robert

Last Name : Doolittle

Attachments : DSEIS-209_Doolittle_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #209 DETAIL
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Submission Date : 9/25/2024
First Name : Robert
Last Name : Doolittle
Business/Organization/Agency :

Submission Input :

there is nothing wrong with the currant bridge!!! It is the messed up freeway on each side that backs everything up. Northbound is cleared up as soon as you hit the state line and if we could figure out another place to tie hwy 14 into I5 other then right at the bridge there would be no problem on the Washington side Oregon needs to get its act together and clean up its own freeway. AND THERE IS ABSOLUTELY NO WAY WE WANT ANY LIGHT RAIL ON OUR SIDE OF THE RIVER!!!!

IBR Draft SEIS - RECORD #210 DETAIL**First Name :** Tony**Last Name :** Tapley**Attachments :** DSEIS-210_Tapley_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #210 DETAIL
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Submission Date : 9/25/2024

First Name : Tony

Last Name : Tapley

Business/Organization/Agency :

Submission Input :

I fully support the building of the IBR and MAX line into Vancouver. The bridge has needed to be replaced for decades now, and the light rail expansion will help alleviate congestion on I-5 for decades to come.

IBR Draft SEIS - RECORD #211 DETAIL

First Name : Melinda

Last Name : Hood

Attachments : DSEIS-211_Hood_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #211 DETAIL
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Submission Date : 9/25/2024

First Name : melinda

Last Name : hood

Business/Organization/Agency
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Submission Input :

If funds are needed it should be shared by all residents not just an area around. I cross that bridge maybe once in ten years while others in the westside burbs or Clackamas county cross daily.

Melinda Hood

IBR Draft SEIS - RECORD #212 DETAIL
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First Name : Josh

Last Name : Hammer

Attachments : DSEIS-212_Hammer_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #212 DETAIL
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Submission Date : 9/25/2024

First Name : Josh

Last Name : Hammer

Business/Organization/Agency
:

Submission Input :

Vancouver does NOT want the Max coming to Washington! We already pay your Oregon State Tax and help your economy

IBR Draft SEIS - RECORD #213 DETAIL

First Name : Andrew

Last Name : Sanchez

Attachments : DSEIS-213_Sanchez_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #213 DETAIL
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Submission Date : 9/25/2024

First Name : Andrew

Last Name : Sanchez

Business/Organization/Agency :

Submission Input :

Get the bridge built with MAX service but be sure the bridge is large enough to actually handle the current and future traffic it will handle.

IBR Draft SEIS - RECORD #214 DETAIL

First Name : Bruce

Last Name : Weiser

Attachments : DSEIS-214_Weiser_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #214 DETAIL
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Submission Date : 9/25/2024

First Name : Bruce

Last Name : Weiser

Business/Organization/Agency : Arm-n-ALeg Outdoor Adventures

Submission Input :

Two things, what is the estimated Total Cost of this project, including all Studies, Agencies & planning.

Second item, I don't drive and am dependent on the Bike Lane that is currently only open on the East side of this Bridge. Riding down to the Glen Jackson Bridge is not an option. So, I'd like to know, will there be pedestrian/bike access to cross the Columbia during construction ?

IBR Draft SEIS - RECORD #215 DETAIL**First Name :** Emily**Last Name :** DuFrain**Attachments :** DSEIS-215_DuFrain_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #215 DETAIL
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Submission Date : 9/25/2024

First Name : Emily

Last Name : DuFrain

Business/Organization/Agency
:

Submission Input :

My Comment would be to make a toll lane and keep the others non tolled. With that you are allowing people the option to either pay the toll and get through or sit in traffic. People are given a choice and aren't being forced to pay because not everybody coming across the river is coming for the tax breaks some of us are coming to Oregon to work! Washingtonians are paying Oregon taxes and now you want to force a toll on them that isn't the way this should be done but. Having toll lanes and non toll lanes gives people an option and a choice. It allows those who can't afford it to still use the road without being penalized.

IBR Draft SEIS - RECORD #216 DETAIL	
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First Name :	James
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Last Name :	Wilson
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Attachments :	DSEIS-216_Wilson_Original.pdf (1 kb)
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IBR Draft SEIS - RECORD #216 DETAIL
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Submission Date : 9/25/2024

First Name : James

Last Name : Wilson

Business/Organization/Agency
:

Submission Input :

No point if not increasing number of lanes. No light rail!!!

IBR Draft SEIS - RECORD #217 DETAIL
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First Name : Ben

Last Name : Seigel

Attachments : DSEIS-217_Seigel_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #217 DETAIL
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Submission Date : 9/25/2024

First Name : Ben

Last Name : Seigel

Business/Organization/Agency :

Submission Input :

Your documents are a lot to read for a layperson. I'd like to add my voice on the following:

- * We need a new bridge, that's for sure.
- * It ought to have proper lanes for walking and biking, and it would nice if its users didn't have to breathe auto exhaust.
- * It ought to support a MAX line. Vancouver may resist, but eventually it will happen.
- * It ought to have dedicated lanes for carpool and mass transit vehicles.

And while we do all this, we must work towards folks making fewer trips by car. That may be outside the scope of this project, but it must be considered. I'm sure you all know about induced demand. Add lanes, traffic fills them. This bridge will be no different.

On another note, the comment fields on this page

<https://www.interstatebridge.org/updates-folder/supplemental-environmental-impact-statement/#comment>

Needs to be larger than a few lines!

IBR Draft SEIS - RECORD #218 DETAIL

First Name : Dawn

Last Name : Galli

Attachments : DSEIS-218_Galli_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #218 DETAIL
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Submission Date : 9/25/2024

First Name : Dawn

Last Name : Galli

Business/Organization/Agency
:

Submission Input :

In 2008, I first heard about the interstate bridge project and the light rail naysayers kept the project from moving forward. This decades-long delay will cost taxpayers more money than the light rail would have ever cost us. Light rail is the best option and the one that makes the most sense. There is a reason people don't take the bus over the river. People will take the train. Just do it already.

IBR Draft SEIS - RECORD #219 DETAIL

First Name : Michael

Last Name : Townsend

Attachments : DSEIS-219_Townsend_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #219 DETAIL

Submission Date : 9/26/2024
First Name : Michael
Last Name : Townsend
Business/Organization/Agency :

Submission Input :

I can't imagine the cost spent to just design this enviro dream. Trucks and cars need more lanes than there are now not less. The entire I-5 from Canada to Mexico needs another lane added both ways.

Practicality versus pipe dreams cost less and actually get the work done. I heard a report that the bridge budget is paying for a bunch of Oregon transit rail cars.

Add another bridge later for transit when it really needs it and serves that specific purpose

IBR Draft SEIS - RECORD #220 DETAIL**First Name :** Deg**Last Name :** Esparza**Attachments :** DSEIS-220_Esparza_Original.pdf (2 kb)

IBR Draft SEIS - RECORD #220 DETAIL
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Submission Date : 9/26/2024

First Name : Deg

Last Name : Esparza

Business/Organization/Agency :

Submission Input :

It feels like we are allergic to the idea of underground travel in Washington/oregon. Even with the risk of seismic activity, time and time again it's been proven that as long as it's designed well enough we can properly install a non-interference below ground system and ensure that passengers and business can flow without extended interruption due to river travel. The documents listed in this report are extensive but I genuinely would love to be directed towards a section in the survey that talks about the geological boards opinion on a potential underground project with possible comment and review from geological representatives and engineers from Los Angeles, Seattle, and San Francisco. I keep seeing these bright and shiny models and concepts but seeing that same lift bridge proposal makes me weary of just repeating history. As far as potential traffic relief and bridge planning projects go my grandparents spoke of several attempts that were proposed and cancelled in their lifetimes, now they are gone and the same ideas are being proposed to a more open minded population. The ideas they supported still rattle around in me every time I get on the road. I hope we can get it together and reach a general consensus on what is best for Southwest Washington and Oregon. Ultimately to me I just want what will make being a citizen of Vancouver easier, safer, and less stressful. Thank you and may we push forward to a more efficient future.

IBR Draft SEIS - RECORD #221 DETAIL**First Name :** J**Last Name :** B**Attachments :** DSEIS-221_B_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #221 DETAIL
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Submission Date : 9/26/2024

First Name : J

Last Name : B

Business/Organization/Agency
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Submission Input :

Please include more lanes for entrance and exit from freeway. Express lanes that switch direction with the commute would also be helpful. Busses could also use the express lanes

The time it takes to ride light rail downtown is too long. Please add express trains that don't stop in north Portland stations or express busses.

Please also consider using the existing train tracks the currently run from downtown Vancouver directly to downtown Portland in 1/4 the time it would take riding light rail along the I5 corridor. A large park and ride near the current Amtrak or even near the vacant land east of ft Vancouver would allow riders to be in downtown Portland quickly

IBR Draft SEIS - RECORD #222 DETAIL

First Name : Andy

Last Name : Bunch

Attachments : DSEIS-222_Bunch_Original.pdf (2 kb)

IBR Draft SEIS - RECORD #222 DETAIL**Submission Date :** 9/26/2024**First Name :** Andy**Last Name :** Bunch**Business/Organization/Agency**
:**Submission Input :**

Clark county has turned it down everything because we don't want to buy Portland a new bridge & pay for their Light Rail disaster. So much linguistic slight of hand in this report. Ex. How much of the estimated time reduction is just from people avoiding tolls? You create temporary jobs, but destroy permanent jobs, homes and businesses. You're overly optimistic about the positive impact of Light Rail, did you factor in that it is laid wrong so it currently shuts down every summer. You require car commuters to pick up the entire price when they get 0% more lanes and only 55% of the new bridge.

Saying things like, we've raised the money through FEDERAL & STATE SOURCES, oh and Tolls, is another trick. You mean to say, we're going to TOLL you and get some money from the fed too. Oregon has committed to funds they don't have based on the idea that future legislatures will pass funding bills, but you can't obligate future legislators to do anything. This whole thing is carefully worded to help Portland invade and annex Vancouver to prop up their bloated pension funds. That bridge is Interstate Highway 5, it's the feds responsibility. If you want a toll bridge you should add a 3rd bridge, which would actually reduce commute times. Portland needs to stop treating Vancouver like their kid brothers piggy bank. You've spent hundreds of millions of dollars trying to convince people who just moved to Vancouver that it's a Portland neighborhood. It's NOT. We need to more from this bridge than just footing the bill.

IBR Draft SEIS - RECORD #223 DETAIL**First Name :** Alden**Last Name :** Phillips**Attachments :** DSEIS-223_Phillips_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #223 DETAIL

Submission Date : 9/26/2024
First Name : Alden
Last Name : Phillips
Business/Organization/Agency : Private (retiree)

Submission Input :

I do not see the need for tolling. Both states have wasted billions of dollars on the homeless without success. It would have been cheaper to had each homeless person one million dollars and enforce the current laws. Our tax dollars have been used to create beauracracies to put people on the public dole. Our gasoline tax which is ever increasing has been woefully mismanaged. Now you want to build a bridge with light rail and have us pay for it throughout our lives. From you politicians the truth is never forthcoming. Light rail will cost billions to build with the bridge. I say do not add light rail to drop the cost of the bridge,eliminate tolling,eliminate the beauracracies formed in the last 20 years that seem to take a life of their own,and manage our tax dollars better than you have been. I will not support any project that wants to put tolls on our highways. We have already payed for them. It is all of the politicians that think public funds are their personal checking account that are both states biggest financial problems. I think this bridge can be built with the 5.6 billion promised by the federal government. Anything else is just a waste of money.

IBR Draft SEIS - RECORD #224 DETAIL**First Name :** Devon**Last Name :** King**Attachments :** DSEIS-224_King_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #224 DETAIL
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Submission Date : 9/26/2024
First Name : Devon
Last Name : King
Business/Organization/Agency : 36-year North Portland tax-paying citizen

Submission Input :

1. Go with option 4 since it reduces congestion the most.
2. Stop wasting money on light rail, better yet, put it to a vote! No light rail = less complications and less or no tolls.
3. Build more lanes instead of light rail. This bridge is supposed to last for 100 years? The Glen Jackson has 4 lanes plus an auxiliary in both directions. That makes a lot more sense!
4. Stop wasting money and time on environmental impact studies. Some salmon and sturgeon will die. Maybe some birds will die too. Is it going to stop construction? Build it already!

IBR Draft SEIS - RECORD #225 DETAIL**First Name :** John**Last Name :** Milliken**Attachments :** DSEIS-225_Milliken_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #225 DETAIL
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Submission Date : 9/26/2024

First Name : John

Last Name : Milliken

Business/Organization/Agency
:

Submission Input :

Thank you for the opportunity to comment on the Draft ESIS proposal. I want to state my preference for two component alternatives:

First Choice - Alternative 3 LRT concept

Secondary Choice - Alternative 2 concept

Thank you for your consideration.

/s/ John Milliken

IBR Draft SEIS - RECORD #226 DETAIL
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First Name : Brittany

Last Name : Pottratz

Attachments : DSEIS_226_Pottratz_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #226 DETAIL
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Submission Date : 9/26/2024

First Name : Brittany

Last Name : Pottratz

Business/Organization/Agency
:

Submission Input :

Voters and officials have already stated we don't want light rail across the river. To design a bridge for that is a waste of tax payer funds. A transit station on the bridge, let alone above ground is not a practical idea. There is already a station a block away. And above ground that high seems impractical in an area notorious for high winds and exposed to grueling weather in the winter. Also, not many people would enjoy being that high above ground especially near or over the river.

Please just make it a 4 lane both direction bridge. It needs to accommodate the amount of traffic that crosses that bridge every day. We don't need light rail. We don't need a large pedestrian and bike lane. We need a bridge that can alleviate rush hour traffic that currently seems to last most of the day. More room for motor vehicles is what is needed and what should be the priority of the project.

IBR Draft SEIS - RECORD #227 DETAIL**First Name :** Leah**Last Name :** Gangl**Attachments :** DSEIS_227_Gangl_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #227 DETAIL
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Submission Date : 9/26/2024

First Name : Leah

Last Name : Gangl

Business/Organization/Agency :

Submission Input :

No tolls for this. Absolutely ridiculous. I would rather just spend a few more dollars per year in taxes to pay for it. You really can't find the money somewhere else for with all you take in taxes to fix this bridge?

Is there a way we could have lanes change depending on the time of day? So four-lane bridge for example has three of those lanes all going north in the evening commute but it switches so they can go all South for the a.m. commute? Or has the possibility of yet a third bridge somewhere near the Portland metro area been considered?

I have a professional license that could allow me to work in Oregon and I repeatedly choose not to due to taxes but also my big concern is if there were a big earthquake being separated from my child on the Washington side. I do not have faith that the bridges are secure enough for any sort of emergency and why this isn't a priority with politicians is ridiculous. They were talking about this well over a decade ago and nothing has been done but waste money.

IBR Draft SEIS - RECORD #228 DETAIL**First Name :** Walt**Last Name :** Waldram**Attachments :** DSEIS_228_Walt_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #228 DETAIL**Submission Date :** 9/26/2024**First Name :** Walt**Last Name :** Waldram**Business/Organization/Agency**
:**Submission Input :**

I hope real thought will be given to bicycle traffic considering three factors: 1) with Pikes market type development and other new waterfront attractions (and limited parking) bike traffic will explode 2) increased safety alone will drive bike ridership (current bike path is dangerous) 3) make allowances for pull off spots to view, take a rest, not congest main path. Every major bridge does this Tillicum, golden gate, New York bridges. Of course a max line fits well with bikes and should be on the same level. This could be epic!

IBR Draft SEIS - RECORD #229 DETAIL

First Name : E. C. Duke

Last Name : Simpson

Attachments : DSEIS_229_Simpson_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #229 DETAIL
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Submission Date : 9/26/2024

First Name : E. C. Duke

Last Name : Simpson

Business/Organization/Agency :

Submission Input :

The interstate Bridge project must be done and go forward as soon as possible. Hopefully with the proper planning that is being done, environmental impact will be minimal.

IBR Draft SEIS - RECORD #230 DETAIL
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First Name : eric

Last Name : rimkeit

Attachments : DSEIS_230_Rimkeit_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #230 DETAIL
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Submission Date : 9/26/2024

First Name : eric

Last Name : rimkeit

Business/Organization/Agency :

Submission Input :

Thanks for the great communication on this-

Ive read the summary and my thoughts are

- a) would be most in favor of option 4 that reduces travel time and congestion the most
- b) not sure how much of this is tied to light rail, but i struggle to see high usage of light rail with Portland's current downtown commercial vacancies, lack of concentrated employment hubs, needs for many commuters to drive to fulfill obligations like dropping off kids etc, work from home trends, and current low light rail ridership

I think we really need an improvement and a new bridge, I5 is a critical travel route that needs to be addressed

thanks

IBR Draft SEIS - RECORD #231 DETAIL
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First Name : John

Last Name : Kimbrough

Attachments : DSEIS_231_Kimbrough_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #231 DETAIL

Submission Date : 9/26/2024
First Name : John
Last Name : Kimbrough
Business/Organization/Agency : Retired

Submission Input :

How many times does Vancouver have to vote down light rail to/from Portland before you politicians and committees actually understand it. We do not want to import Portland's problems to Vancouver, nor do we want to be a Portland bedroom community - in other words we don't want light rail. And just watch, shortly after this bridge is built, there will be too much traffic, again, and traffic jams. Bridge traffic is self limiting - keep the limit where it is now.

IBR Draft SEIS - RECORD #232 DETAIL
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First Name : John

Last Name : Goff

Attachments : DSEIS-232_Goff_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #232 DETAIL
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Submission Date : 9/26/2024

First Name : John

Last Name : Goff

Business/Organization/Agency :

Submission Input :

Unless the existing bridge(s) are dangerous and absolutely have to be replaced, why not leave the existing bridge(s) and build another one next to it and make each one 1 way? Double the capacity with less time, less disturbance to traffic during the project, and less cost. You could possibly even make one bridge 2 way during certain times to ease rush hour traffic that much more.

The proposed timeline seems unnecessarily long. I don't see why it should take more than a few years. With all the equipment we have today and manpower this timeline of 14 years appears like milking it for all the money possible. Which has already cost how much with nothing to show for it?

We all pay way too much in taxes to WA and OR as most people in Clark County work in Oregon and pay their "transit tax" that there should be plenty of money to cover the cost of this project without tolling the bridge (taxing) the people even more.

Lastly, no one in Vancouver wants a light rail coming across the bridge the people have made that very clear. We have already seen a migration of Portland problems come to Vancouver; we do not need to import more via train.

All this to say, I know the people in charge do not care what the people want or say, the project will go as planned regardless.

IBR Draft SEIS - RECORD #233 DETAIL	
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First Name :	Bob
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Last Name :	Cullen
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Attachments :	DSEIS-233_Cullen_Original.pdf (1 kb)
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IBR Draft SEIS - RECORD #233 DETAIL
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Submission Date : 9/26/2024

First Name : Bob

Last Name : Cullen

Business/Organization/Agency
:

Submission Input :

I'm against the addition of Light Rail to the new bridge project. Ridership has dropped to the lowest level ever. Nobody wants to ride Light Rail, but some have to. Has anyone poled the the Vancouver residents to see who plans on using it? Do you plan on building a bridge with same amount of lanes? What about the Coast Guard height requirement?

IBR Draft SEIS - RECORD #234 DETAIL

First Name : John

Last Name : Ley

Attachments : DSEIS-234_Ley_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #234 DETAIL
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Submission Date : 9/26/2024

First Name : John

Last Name : Ley

Business/Organization/Agency :

Submission Input :

The #1 problem people want FIXED is reducing traffic congestion, and saving TIME when they drive. This program does NOT do that.

After spending \$7.5 billion (or more), travel times will DOUBLE for the morning, southbound commute, to 60 minutes or more when traveling from Salmon Creek to the Fremont Bridge.

Furthermore, fully HALF of rush hour traffic will be traveling ZERO to 20 MPH. What a nightmare for drivers. What a disaster for the environment.

Nobody wants a \$2 billion MAX light rail extension (1.9 miles) into Vancouver, except the special interest developers and politicians. That's \$1 billion per mile -- truly an outrage.

Nobody will use the Vancouver Waterfront MAX station that is projected to be 80-90 feet in the air. This is especially true when the Evergreen Transit stop is just 2,500 feet to the north, and presumably at ground level.

Stop wasting taxpayer dollars. Focus on fixing the traffic congestion problem.

IBR Draft SEIS - RECORD #235 DETAIL**First Name :** Bonita**Last Name :** Seubert**Attachments :** DSEIS-235_Seubert_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #235 DETAIL**Submission Date :** 9/26/2024**First Name :** Bonita**Last Name :** Seubert**Business/Organization/Agency**
:**Submission Input :**

I would feel very sad for the people that needed to move from their homes. But there is always change and living near a freeway you would have to know that that is a possibility. My personal feelings are let's get it done. All I can say is absolutely No light rail.....EVER!! We already have Portland problems coming up to Vancouver we don't need more.

IBR Draft SEIS - RECORD #236 DETAIL
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First Name : JAMES

Last Name : SULLIVAN

Attachments : DSEIS-236_Sullivan_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #236 DETAIL
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Submission Date : 9/26/2024

First Name : JAMES

Last Name : SULLIVAN

Business/Organization/Agency
:

Submission Input :

Stop wasting time and money on The crime train.

IBR Draft SEIS - RECORD #237 DETAIL
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First Name : Devon

Last Name : Graham

Attachments : DSEIS-237_Graham_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #237 DETAIL**Submission Date :** 9/26/2024**First Name :** Devon**Last Name :** Graham**Business/Organization/Agency**
:**Submission Input :**

First off I know you don't actually care about anyone's opinion it just looks good for PR. Second, you don't need to toll the bridges. You collect billions from the new car sales tax and the raised registration fee and other things oregon forced in over the last decade. The I don't even think the money actually goes for the roads it goes to "administration costs" i.e. raises for the administration. Yes that bridge needs replacing, but this report says it will reduce carbon and raise public transportation, but that will be because of the tolls. You will hurt businesses around the area because washington residents will decide its not worth the drive over the bridge to save money anymore, plus people from oregon and Washington will find new jobs in their own state because of the tolls. There are better things to spend the money on right now in both states than a bridge.

IBR Draft SEIS - RECORD #238 DETAIL**First Name :** T**Last Name :** Pettey**Attachments :** DSEIS-238_Pettey_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #238 DETAIL
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Submission Date : 9/26/2024
First Name : T
Last Name : Pettey
Business/Organization/Agency : Retired Physical Therapist

Submission Input :

Let's just get this bridge built! It should have more lanes for cars and trucks than the current bridge. It
Let's just get this bridge built!
It should have more lanes for cars and trucks than the current bridge.
Please don't let fringe groups monopolize these planning activities.
You can do it.....keep the bridge simple.

IBR Draft SEIS - RECORD #239 DETAIL
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First Name : Dian

Last Name : Schaffhauser

Attachments : DSEIS-239_Schaffhauser_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #239 DETAIL
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Submission Date : 9/26/2024
First Name : Dian
Last Name : Schaffhauser
Business/Organization/Agency :

Submission Input :

Friends, this is an impressive project and I applaud your vision. I can't tell you which of the many options would be the best. But I know I look forward to the day when I can hop on a light rail to head from my home in Vancouver to downtown Portland or ride my bike across the bridge and not have to worry about squeezing past pedestrians or trying to pass other bicyclists coming from the other direction. A new bridge will be a boon to the waterfront development currently unfolding in Vancouver and will give communities on both sides of the river yet another way to enjoy the mighty Columbia. Oh, yeah. And I'm sure it'll help ease slowdowns of car and truck traffic too!

IBR Draft SEIS - RECORD #240 DETAIL

First Name : Ryan

Last Name : Wells

Attachments : DSEIS-240_Wells_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #240 DETAIL
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Submission Date : 9/27/2024
First Name : Ryan
Last Name : Wells
Business/Organization/Agency : Energy Construction LLC

Submission Input :

I agree that the I5 bridge needs to be replaced. I dont believe it needs light rail. I understand the need to low income transit but there are currently options for that. C-Tran has options for express transit to Portland downtown. Riverside of this route has continued to go down from since 2019 as stated by the Columbian.

We have voted on this multiple times in Clark County and it has been voted down. It seems that the project is trying to cramm it down our throats. It's not a great feeling. If ridership was continuing to grow with real riders on the current transit system that would be a different story but it's not.

To wrap up. Please replace the bride but do it without light rail. We don't need it. Save the money and invest it in more efficient busses. Don't add millions or billions to the bridge because of light rail.

IBR Draft SEIS - RECORD #241 DETAIL	
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First Name :	Charlie
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Last Name :	Olson
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Attachments :	DSEIS-241_Olson_Original.pdf (1 kb)
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IBR Draft SEIS - RECORD #241 DETAIL
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Submission Date : 9/27/2024

First Name : Charlie

Last Name : Olson

Business/Organization/Agency :

Submission Input :

NO TOLL

IBR Draft SEIS - RECORD #242 DETAIL

First Name : Stephanie

Last Name : Dees

Attachments : DSEIS-242_Deese_OriginaI.pdf (2 kb)

IBR Draft SEIS - RECORD #242 DETAIL**Submission Date :** 9/27/2024**First Name :** Stephanie**Last Name :** Dees**Business/Organization/Agency :****Attachments :** DSEIS_141_A_Original.pdf (1 kb)**Submission Input :**

The people of Vancouver have repeatedly voted down light rail. Please do not include light rail. The people have spoken. Multiple times. Thank you.

IBR Draft SEIS - RECORD #141 DETAIL
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Submission Date : 9/23/2024

First Name : Tabitha

Last Name : A

Business/Organization/Agency
:

Submission Input :

No tolling our only connections to and from Washington. The tolls won't even be a local company. Not to mention we pay taxes for stuff like this. Find a better way.

IBR Draft SEIS - RECORD #243 DETAIL

First Name : Stephanie

Last Name : Dees

Attachments : DSEIS-243_Deese_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #243 DETAIL
--

Submission Date : 9/27/2024
First Name : Stephanie
Last Name : Dees
Business/Organization/Agency :

Submission Input :

My dad built 2220 I Street when I was a kid. He died five years ago and I have inherited that house. It is part of a cute little Arnada neighborhood. My tenant is a single mom that I charge FAR below market rent. I understand the bridge is old and needs to be replaced. Don't ruin the beauty of our downtown area by doing more than necessary. AND please don't take away my house. It has great sentimental value and it is being used well to benefit the community.

IBR Draft SEIS - RECORD #244 DETAIL
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First Name : steve

Last Name : herman

Attachments : DSEIS-244_Herman_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #244 DETAIL

Submission Date : 9/27/2024

First Name : steve

Last Name : herman

Business/Organization/Agency
:

Submission Input :

ONLY answer ever TAKE MONEY FROM SUBJECTS \$\$\$\$\$

IBR Draft SEIS - RECORD #245 DETAIL

First Name : Mary Jo

Last Name : Gilbert

Attachments : DSEIS_245_Gilbert_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #245 DETAIL
--

Submission Date : 9/27/2024

First Name : Mary Jo

Last Name : Gilbert

Business/Organization/Agency
:

Submission Input :

Please whatever you do include provision for a future light rail. Someday, when it takes 3 hours to get across the river people will be screaming for LRT. Even those same people who are against it now. Tolls have always been included in bridge projects. I am for reasonable, TIME LIMITED tolls.

IBR Draft SEIS - RECORD #246 DETAIL
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First Name : Matthew

Last Name : M

Attachments : DSEIS_246_M_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #246 DETAIL**Submission Date :** 9/27/2024**First Name :** Matthew**Last Name :** M**Business/Organization/Agency**
:**Submission Input :**

Build the bridge, tax those who stand to benefit the most from it. FYI that's not the people who use it to go to a job that barely pays enough to live. It's the corporations who profit immensely from those workers.

IBR Draft SEIS - RECORD #247 DETAIL**First Name :** Chad**Last Name :** Sulloway**Attachments :** DSEIS_247_Sulloway_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #247 DETAIL**Submission Date :** 9/27/2024**First Name :** Chad**Last Name :** sulloway**Business/Organization/Agency**
:**Submission Input :**

I travel daily between Oregon and Washington. 15 is a traffic jam most of the day and 205 is jammed up a lot of the day. We need more lane capacity. None of these options address that you are only addressing about half of your stated purpose in any meaningful way. We need more lanes on a new bridge or a new bridge somewhere else(with more lanes)

IBR Draft SEIS - RECORD #248 DETAIL**First Name :** Scott**Last Name :** Lawrence**Attachments :** DSEIS_248_Lawrence_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #248 DETAIL**Submission Date :** 9/27/2024**First Name :** Scott**Last Name :** Lawrence**Business/Organization/Agency**
:**Submission Input :**

It should be a tunnel! Less noise, less litter, less homeless under the bridge overpasses. It will ruin the beautiful waterfront with noise and shade. A bridge will ruin downtown Vancouver.

IBR Draft SEIS - RECORD #249 DETAIL**First Name :** Michelle**Last Name :** Tworoger**Attachments :** DSEIS-249_Tworoger_Original.pdf (6 kb)
grasshopper_+15035608448_9_27_2024_221047879.mp3 (235 kb)

IBR Draft SEIS - RECORD #249 DETAIL**Submission Date :** 9/27/2024**First Name :** Michelle**Last Name :** Tworoger**Business/Organization/Agency**
:**Submission Input :**

Yes, my name is Michelle TuRoger, last name is T-W-O-R-O-G-E-R. I have two homes at [REDACTED] at Jantzen Beach on Hayden Island. Your draft of the SEIS, this is public comment, does not mention the impacts to Hayden Island nor Jantzen Beach. This is very crucial because that's a definite impact area and acquisition of property is not fully disclosed, when the acquisition will take place, and what is that process. Like I said, I have two homes and I think the potential impacts definitely includes Hayden Island and Jantzen Beach and I said it should not be ignored. So, I'd like to go on record and my phone is [REDACTED] Thank you. Bye-bye.

IBR Draft SEIS - RECORD #250 DETAIL**First Name :** Bob**Last Name :** Ortblad**Attachments :** DSEIS_250_Ortblad_Original.pdf (1 kb)
PastedGraphic-1.png (492 kb)

IBR Draft SEIS - RECORD #250 DETAIL
--

Submission Date : 9/27/2024

First Name : Bob

Last Name : Ortblad

Business/Organization/Agency :

Submission Input :

Why expand the freeway to accommodate 28,000 daily trucks through Portland & Vancouver?

Has IBR studied moving freight to rail and I-205?

Rail is four times more fuel efficient.

Ref.

4.4 Freight Mobility and Access, pages 3-30, 4-57

IBR Twitter post 2-20-2024

See attachment:

IBR Draft SEIS - RECORD #251 DETAIL

First Name : Stephanie & Jesse

Last Name : Dees

Attachments : DSEIS-251_Dees_Original.pdf (3 kb)

IBR Draft SEIS - RECORD #251 DETAIL
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Submission Date : 9/27/2024
First Name : Stephanie & Jesse
Last Name : Dees
Business/Organization/Agency :

Attachments : DSEIS_251_Deess_Original.pdf (1 kb)

Submission Input :

I own 2220 I Street. A couple of years ago, I went to the Arnada Neighborhood Association meeting and was told that no Arnada properties would be affected by the bridge replacement. Looking at the map online now, it looks like there is great potential of the Arnada neighborhood being affected.

First... please reconsider! Our downtown and uptown areas are precious. Do what is necessary, but my goodness, don't do more than needed. Keep our community what it is!!

Second... how do I know if my property will be affected?

Thank you!

IBR Draft SEIS - RECORD #251 DETAIL
--

Submission Date : 9/27/2024
First Name : Stephanie & Jesse
Last Name : Dees
Business/Organization/Agency :

Submission Input :

I own 2220 I Street. A couple of years ago, I went to the Arnada Neighborhood Association meeting and was told that no Arnada properties would be affected by the bridge replacement. Looking at the map online now, it looks like there is great potential of the Arnada neighborhood being affected.

First... please reconsider! Our downtown and uptown areas are precious. Do what is necessary, but my goodness, don't do more than needed. Keep our community what it is!!

Second... how do I know if my property will be affected?

Thank you!

-Stephanie Dees

IBR Draft SEIS - RECORD #252 DETAIL

First Name : Michael

Last Name : Peyton

Attachments : DSEIS-252_Peyton_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #252 DETAIL
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Submission Date : 9/27/2024

First Name : Michael

Last Name : Peyton

Business/Organization/Agency
:

Submission Input :

Please Place a Washington State Flag above the Interstate Bridge, old or new. Thank you for your consideration. Please have a Catholic Priest bless the bridge. Can the bridge not service us longer?

IBR Draft SEIS - RECORD #253 DETAIL
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First Name : bill

Last Name : ramsey

Attachments : DSEIS-253_Ramsey_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #253 DETAIL

Submission Date : 9/27/2024

First Name : bill

Last Name : ramsey

Business/Organization/Agency
:

Submission Input :

KEEP the light rail out of WASHINGTON... portland can keep there drugs ... And no fee to cross or just leave the old one there

IBR Draft SEIS - RECORD #254 DETAIL

First Name : Doug

Last Name : Webb

Attachments : DSEIS-254_Webb_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #254 DETAIL
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Submission Date : 9/27/2024

First Name : Doug

Last Name : Webb

Business/Organization/Agency :

Submission Input :

The Evergreen Lite Rail station will be wonderful.

If I am looking at it correctly, there would be a combined off ramp on I-5 North for either highway 14 or to loop to the Vancouver waterfront, if that is the case then the C street ramp is not needed.

I would prefer a single level, fixed bridge

I'm worried about being able to walk/ride bike through the construction area for the decade that it will take to build the bridge. Vancouver waterfront trail, over the river, over Evergreen blvd bridge to the library etc. I could not find clear information on what the impact would be

IBR Draft SEIS - RECORD #255 DETAIL**First Name :** Heidi**Last Name :** Merritt**Attachments :** DSEIS-255_Merritt_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #255 DETAIL
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Submission Date : 9/27/2024

First Name : Heidi

Last Name : Merritt

Business/Organization/Agency
:

Submission Input :

I have not met a single Vancouver resident who wants a light rail. Portland's bad policies are constantly spilling over into Vancouver and adding to our crime rates and cost of housing their homeless spillover from being a "sanctuary city". I don't feel safe anymore. I cant walk strrts or visitany parks due to safety concerns. A light rail will make matters worse.

IBR Draft SEIS - RECORD #256 DETAIL
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First Name : Doug

Last Name : Webb

Attachments : DSEIS-256_Webb_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #256 DETAIL

Submission Date : 9/27/2024

First Name : Doug

Last Name : Webb

Business/Organization/Agency
:

Submission Input :

If you put a toll booth on Hayden Island it will just slow traffic down as much as the current Hayden Island on/off ramps do, please don't toll, we all pay enough taxes already to have a toll free interstate sytem

IBR Draft SEIS - RECORD #257 DETAIL**First Name :** Karen**Last Name :** Embry**Attachments :** DSEIS-257_Embry_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #257 DETAIL
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Submission Date : 9/27/2024

First Name : Karen

Last Name : Embry

Business/Organization/Agency
:

Submission Input :

For the redesign of this bridge, PLEASE FOR THE LOVE OF GOD PICK A DESIGN THAT HAS SIDES SO PEOPLE WILL NOT RISK SLIDING OFF THE BRIDGE IN ICE OR AN ACCIDENT, AS HAS HAPPENED ON THE 205 BRIDGE.

After the incident last winter where a man slide off the 205 bridge in his car in icy weather, I avoid the 205 bridge at all cost.

The current 1-5 bridge has sides so those of us with bridge anxiety can feel safe driving over it.

It is not worth the risk to even one person dying drowning in their car because authorities redesigned this bridge with no concern for driver safety.

If so much funding is going I to a new bridge, it can surely be designed so no one ever has to worry about their car going over the side into the Columbia River.

IBR Draft SEIS - RECORD #258 DETAIL

First Name : Pennie

Last Name : Owens

Attachments : DSEIS-258_Owens_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #258 DETAIL

Submission Date : 9/27/2024

First Name : Pennie

Last Name : Owens

Business/Organization/Agency
:

Submission Input :

I work days and nights Monday thru Friday in multiple locations through out Portland and Vancouver so my question is, how do you expect for me to pay for all these different tolls being a single mother, a house payment, gas too and from work and food?

IBR Draft SEIS - RECORD #259 DETAIL

First Name : Jonathan

Last Name : Greenwood

Attachments : DSEIS-259_Greenwood_Original.pdf (3 kb)

IBR Draft SEIS - RECORD #259 DETAIL
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Submission Date : 9/28/2024
First Name : Jonathan
Last Name : Greenwood
Business/Organization/Agency :

Attachments : DSEIS-259_Greenwood_Original.pdf (1 kb)

Submission Input :

I want to comment that I do not agree with adding auxiliary lanes to the new bridge. In fact, it should remain as wide as the existing bridge. Bike infrastructure should make it seamless to travel between Washington and Oregon. This means no ridiculous ramps. Make it work and show you care about alternative transportation. MAX should go much deeper into Vancouver! I feel like the current plan is a cop-out concession to just say it is being done.

To recap, do not widen the freeway. Make biking a priority without ridiculous ramps. Make MAX a bigger priority deeper into Vancouver.

IBR Draft SEIS - RECORD #259 DETAIL
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Submission Date : 9/28/2024
First Name : Jonathan
Last Name : Greenwood
Business/Organization/Agency :

Submission Input :

Hello,

I want to comment that I do not agree with adding auxiliary lanes to the new bridge. In fact, it should remain as wide as the existing bridge. Bike infrastructure should make it seamless to travel between Washington and Oregon. This means no ridiculous ramps. Make it work and show you care about alternative transportation. MAX should go much deeper into Vancouver! I feel like the current plan is a cop-out concession to just say it is being done.

To recap, do not widen the freeway. Make biking a priority without ridiculous ramps. Make MAX a bigger priority deeper into Vancouver.

Thank you,
Jonathan Greenwood

IBR Draft SEIS - RECORD #260 DETAIL**First Name :** Jordan**Last Name :** Del Valle Tonoian**Attachments :** DSEIS-260_DelValleTonoian_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #260 DETAIL
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Submission Date : 9/28/2024

First Name : Jordan

Last Name : Del Valle Tonoian

Business/Organization/Agency
:

Submission Input :

Right size, right now! Scrap these plans for a bloated freeway widening project masquerading as a "bridge replacement" and stop manufacturing consent.

IBR Draft SEIS - RECORD #261 DETAIL
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First Name : TERRENCE

Last Name : DUNN

Attachments : DSEIS-261_Dunn_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #261 DETAIL
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Submission Date : 9/28/2024
First Name : TERRENCE
Last Name : DUNN
Business/Organization/Agency :

Submission Input :

Thank you for your diligent work in revising the environmental impact statement to include the Coast Guard's lift bridge. Before I watched the I-5 bridge process unfold, I used to think that building a bridge is a civil engineering job. I now see the engineering part is complicated by a social, environmental, regulatory, and uniformed public (like today's letter from Kevin Franklin) opinion minefields. Any reasonable person can only admire the way the IBR management team has negotiated these minefields. Good work.

IBR Draft SEIS - RECORD #262 DETAIL**First Name :** Nathan**Last Name :** Bielas Sandoval**Attachments :** DSEIS-262_BielasSandoval_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #262 DETAIL
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Submission Date : 9/28/2024
First Name : Nathan
Last Name : Bielas Sandoval
Business/Organization/Agency :

Submission Input :

I think it is about time this issue is addressed.

1. Bridge must be fixed. Making moveable defeats traffic improvements
2. ODOT MUST FIX I-5 CORRIDOR FROM MARQUAM BRIDGE TO 405 INTERCHANGE. Without this there will be no traffic improvements
3. Reduce interchanges leading up to the bridge on the North lanes.
4. Light rail is essential

IBR Draft SEIS - RECORD #263 DETAIL**First Name :** Thomas**Last Name :** Jones**Attachments :** DSEIS-263_Jones_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #263 DETAIL
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Submission Date : 9/28/2024
First Name : Thomas
Last Name : Jones
Business/Organization/Agency : Private Citizen

Submission Input :

I fully support the addition of light rail to Vancouver and back. I have many friends in Vancouver, and I would like to see them more than twice a year. Traffic on the I-5 is ridiculous, and no measures to restrict traffic flow have been taken since its construction. I have no need to drive to Vancouver, any more than my friends over there have any desire to drive over here. We waste gas sitting in traffic, and moods and tempers run too hot for safety to be a consideration. The evidence is available to anyone who has any honesty - increasing lanes or adding more roads is no solution. Mass transit solutions are the only way forward, and will increase commerce and community, without dumping as much carbon in the atmosphere as there would otherwise be. As a society, we need to start growing up; if we're going to live millions deep and cheek-by-jowl, then each of us taking up around sixty square feet of road at any one point is not a working solution, oil companies be damned. if we cut it off now, then there's more for commercial use and industrial production. It's very simple. Lay the track.

IBR Draft SEIS - RECORD #264 DETAIL**First Name :** Soren**Last Name :** McCabe**Attachments :** DSEIS-264_McCabe_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #264 DETAIL
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Submission Date : 9/28/2024

First Name : Soren

Last Name : McCabe

Business/Organization/Agency
:

Submission Input :

Hi,

I am writing to say that of the options for bridge configurations, the double decker, fixed span bridge is my favorite. I think as a pedestrian it would be a big improvement over the other designs where the pedestrians and cyclists are closer to loud highway traffic. Having pedestrians under the bridge would I hope muffle some of the sound from the highway, and make it much more pleasant to use.

IBR Draft SEIS - RECORD #265 DETAIL

First Name : Andrew

Last Name : Pahlke

Attachments : DSEIS-265_Pahlke_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #265 DETAIL
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Submission Date : 9/28/2024

First Name : Andrew

Last Name : Pahlke

Business/Organization/Agency :

Submission Input :

Hello, I would like to advocate for a bike and pedestrian crossing of the river. Currently, there is a small sidewalk on the side of the bridge. This is super tight to use with a bicycle and anytime there is someone else you have to completely move out of the way to get past each other. Additionally, it is SO LOUD with the traffic right next to the walkway. The i205 bridge has the same problem, the pedestrian walkway/bikeway is in the middle and it is unbearably loud with cars and trucks passing on both sides at 70mph. With the pedestrian crossing, it really should connect seamlessly past Hayden island as well. Currently going southbound, you have to go across the bridge, down a cloverleaf, through an underpass, take 3 cross walks, and then you're back on the trail. This could easily be smoothed out so it doesn't require any street crossings. Connecting Vancouver to the bike path that goes to Kelly Point Park and also to the trail that goes along the river next to the airport should be a priority. I love both of these trails, but I hate the process to get from Vancouver to them. Currently, its extremely unsafe with several crosswalks and unprotected bike lanes.

IBR Draft SEIS - RECORD #266 DETAIL**First Name :** Michelle**Last Name :** Wemyss**Attachments :** DSEIS-266_Wemyss_Original.pdf (2 kb)

IBR Draft SEIS - RECORD #266 DETAIL
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Submission Date : 9/28/2024

First Name : Michelle

Last Name : Wemyss

Business/Organization/Agency
:

Submission Input :

None of the issues addressed point out the fact you are increasing traffic but it still goes down to 2 lanes this is going to cause more congestion further down the line. Nobody is addressing the Hayden Island residents. We don't want more pollution and more traffic its bad enough already just trying to get onto the island I have to go exactly one etc to get home and it full of nothing but Washington plates. If infact you are going to add offramps/onramps onto the island you should consider it be only island residents that use those. We were told trucks etc would be allowed. Keep Washington and truck drivers out of our neighborhoods. Hayden Island is home to many river home owners who make our location unique taking their homes away from them should not be considered especially since so many of us are not in favor. Keep the footprint the same enlarging this is only going to bring more people and create larger delays create more pollution and endanger our wildlife not to mention the grade increase will not help truckers but impair their ability to make it safely over the bridge especially during icy conditions. You are not making it easier for bikers, walkers et to get across the bridge and we certainly don't need homeless people setting up shop after all the work we have done to keep them off the island. What happens if the bridge goes down during an earthquake how do island residents get off the island without an alternative? Work smarter not dumber to apease IBR and their wish for Federal funding to complete this project. This is just GREED! Tell us how much profit are they going to make at the expense of native Oregorians and the people of Washington. They get a fat money belt at our expense.

IBR Draft SEIS - RECORD #267 DETAIL

First Name : Johnathan

Last Name : Peterson

Attachments : DSEIS-267_Peterson_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #267 DETAIL
--

Submission Date : 9/29/2024
First Name : Johnathan
Last Name : Peterson
Business/Organization/Agency :

Submission Input :

If you're going to add MAX, I feel like it should go to the nearby Vancouver Amtrak Station instead of some arbitrary place in downtown Vancouver. Also, the old bridge is very intricate and photogenic from an architectural standpoint. The new design is rather plain, maybe it could be made a little bit prettier.

IBR Draft SEIS - RECORD #268 DETAIL**First Name :** Jason**Last Name :** Mollett**Attachments :** DSEIS-268_Mollett_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #268 DETAIL

Submission Date : 9/29/2024
First Name : Jason
Last Name : Mollett
Business/Organization/Agency : Clark County Voice within our Neighborhood.

Submission Input :

Based on the 1.9 mile extension of the Metropolitan mass transit yellow line coming out of Vanport Transit center through Expo and then obviously the one .9 mile extension would that require Clark County employees to learn the max or would that bring Portland employees to have to come over into Vancouver and work, and if so, does the rate of pay will change if having to operate the max in Washington as well since C-TRAN obviously operates the route 60 in to Portland. Would that go the same for Portland employees and if so, how many of them are willing to come into Vancouver to operate 1.9 miles of max and will that eventually perhaps bleed into like salmon Creek would we expand that yellow line all the way down into Salmon Creek or would the vine take care of that ?

IBR Draft SEIS - RECORD #269 DETAIL**First Name :** Ian**Last Name :** Prosch**Attachments :** DSEIS-269_Proσχ_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #269 DETAIL**Submission Date :** 9/29/2024**First Name :** Ian**Last Name :** Prosch**Business/Organization/Agency**
:**Submission Input :**

As someone who drives to portland every day and works there I pay the same amount of taxes to oregon as someone who lives in oregon. Adding tolls to the bridge will just increase more money I have to pay out to drive to oregon. I think there should be a provision that is available to people who are in my situation where we already pay oregon state income tax and should be exempt from paying for the tolls. My other suggestion is if the money available is only enough to replace the bridge but not add rail public transit, then dont toll the people who wont use the light rail. The people who get tolled are most likely people who cant use that in order to get to work. Just dont add the extra 2 billion light rail and just replace the bridge and use the money you already have.

IBR Draft SEIS - RECORD #270 DETAIL**First Name :** Joyce**Last Name :** Scudder**Attachments :** DSEIS-270_Scudder_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #270 DETAIL
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Submission Date : 9/29/2024

First Name : Joyce

Last Name : Scudder

Business/Organization/Agency :

Submission Input :

I don't want light rail

IBR Draft SEIS - RECORD #271 DETAIL

First Name : Jason

Last Name : Fayollat

Attachments : DSEIS-271_Fayollat_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #271 DETAIL
--

Submission Date : 9/29/2024

First Name : Jason

Last Name : Fayollat

Business/Organization/Agency
:

Submission Input :

A bridge toll for Hayden Island residents is not appropriate as we have no grocery store, USPS or hospital on the island. Travel to/from Vancouver should not be a charge for local residents as we have to get off the island to seek these services. Charge users of i5 based on where they get on and off the freeway - but for residents of Hayden Island there should be no additional charge.

IBR Draft SEIS - RECORD #272 DETAIL

First Name : Cheryl

Last Name : Hargin

Attachments : DSEIS-272_Hargin_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #272 DETAIL
--

Submission Date : 9/29/2024

First Name : Cheryl

Last Name : Hargin

Business/Organization/Agency
:

Submission Input :

Spending IBR dollars on an 80' transportation facility is not practical nor wise. The majority of the budget for the bridge replacement should be for road infrastructure to handle increased freight truck and car traffic for years to come. This area is growing rapidly and appears will continue to do so, so the future bridge should anticipate and reduce future congestion. Rapid transit and alternatives should be minimized since the reality is the majority of the population prefer to travel in their own vehicles. The priority should be to expand the bridge to allow for a much shorter commute into Oregon. For alternative transportation, C-Tran should increase duration and route options into Oregon as the need increases. As a former commuter, I used C-Tran Express to downtown Portland and it was a great way to commute. It appears that since the pandemic ridership on C-tran commuter buses has decreased so why would we need to allocate limited funds on an unfeasible transit center. Please consider scrapping this idea and focus on vehicle congestion management knowing that individual driving their cars are not going to use alternative modes of transportation.

IBR Draft SEIS - RECORD #273 DETAIL**First Name :** WENDY**Last Name :** DAVIS**Attachments :** DSEIS-273_Davis_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #273 DETAIL
--

Submission Date : 9/29/2024

First Name : WENDY

Last Name : DAVIS

Business/Organization/Agency :

Submission Input :

9/29/24

I am 100 % for the creation of a NEW I-5 bridge.

I am for the single span that does not lift (why would we get another bridge that lifts and stops traffic???)

I am also for the light rail line as part of it.

Please start as far north and south of the actual bridge as necessary to make this a workable, smooth transition to the higher elevation you will need to clear ship traffic.

In the long run it will be worth it. Lets get it done. :)

IBR Draft SEIS - RECORD #274 DETAIL**First Name :** Tuck**Last Name :** Putnam**Attachments :** DSEIS-274_Putnam_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #274 DETAIL
--

Submission Date : 9/29/2024
First Name : Tuck
Last Name : Putnam
Business/Organization/Agency : At Your Door RV Service LLC

Submission Input :

This should have been done 30 years ago! But because the environmentalists have declared war on fossil fuels it gives all sorts of grounds for insisting on ridiculously expensive mass transit accommodations. There is nothing wrong with buses. This bridge should look just like the 205 bridge. And no max lines

IBR Draft SEIS - RECORD #275 DETAIL**First Name :** Chris**Last Name :** Curtis**Attachments :** DSEIS-275_Curtis_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #275 DETAIL
--

Submission Date : 9/30/2024

First Name : Chris

Last Name : Curtis

Business/Organization/Agency
:

Submission Input :

No light rail

IBR Draft SEIS - RECORD #276 DETAIL

First Name : Juan Jose

Last Name : Lagares

Attachments : DSEIS-276_Lagares_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #276 DETAIL
--

Submission Date : 9/30/2024

First Name : Juan Jose

Last Name : Lagares

Business/Organization/Agency : Sener

Submission Input :

Interested in bid opportunities related with engineering and systems integration

IBR Draft SEIS - RECORD #277 DETAIL
--

First Name : Bob

Last Name : Ortblad

Attachments : DSEIS-277_Ortblad_Original.pdf (1 mb)
DSEIS_277_Ortblad_Attachment.pdf (1 mb)

IBR Draft SEIS - RECORD #277 DETAIL
--

Submission Date : 9/29/2024

First Name : Bob

Last Name : Ortblad

Business/Organization/Agency :

Attachments : DSEIS_277_Ortblad_Original.pdf (1 kb)
DSEIS_277_Ortblad_Attachment.pdf (1 mb)

Submission Input :

#4 Public Comment – Draft SEIS

The Draft SEIS is 12,000 pages but only one page with three misleading graphic-photos of 6th Avenue and almost no view of Vancouver's bridge approach.

Will the IBR produce realistic graphics, an animation, or model?

Ref. Section 3.9 Visual Quality, Figure 3.9-6

See attachment:

IBR Draft SEIS - RECORD #277 DETAIL
--

Submission Date : 9/29/2024
First Name : Bob
Last Name : Ortblad
Business/Organization/Agency :

Submission Input :

#4 Public Comment – Draft SEIS

The Draft SEIS is 12,000 pages but only one page with three misleading graphic-photos of 6th Avenue and almost no view of Vancouver's bridge approach.

Will the IBR produce realistic graphics, an animation, or model?

Bob Ortblad MSCE, MBA

Ref. Section 3.9 Visual Quality, Figure 3.9-6

See attachment:



IBR's Vancouver Interchange
Two Times Larger

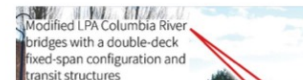
Willamette
River

IBR is hiding the devastation of Vancouver

Figure 3.9-6. Existing Conditions Photograph



Existing Conditions



Photographic simulation of Modified LPA Columbia River bridges with a single-level movable-span configuration (lift span closed)



Existing Co



IBR's Vancouver Interchange
Two Times Larger

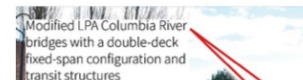
Willamette
River

IBR is hiding the devastation of Vancouver

Figure 3.9-6. Existing Conditions Photograph



Existing Conditions



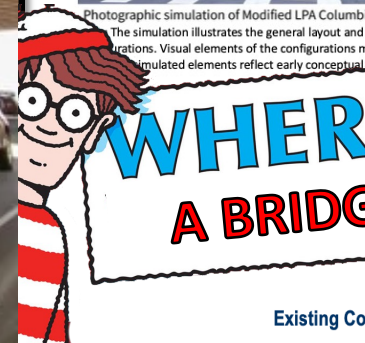
Modified LPA Columbia River
bridges with a double-deck
fixed-span configuration and
transit structures



Photographic simulation of modified LPA Columbia
River bridges with a single-level
movable-span configuration
(lift span closed)



Photographic simulation of modified LPA Columbia
River bridges with a single-level
movable-span configuration
(lift span closed)



Existing Co

IBR Draft SEIS - RECORD #278 DETAIL
--

First Name : Bob

Last Name : Ortblad

Attachments : DSEIS_278_Ortblad_Original.pdf (1 kb)
DSEIS_278_Ortblad_Attachment.pdf (330 kb)

IBR Draft SEIS - RECORD #278 DETAIL
--

Submission Date : 9/29/2024

First Name : Bob

Last Name : Ortblad

Business/Organization/Agency :

Submission Input :

#3 Public Comment - Draft SEIS

How will freezing fog, rain, and snow be detected on Vancouver's north-facing bridge approach and semi-trucks warned?

What will a semi-truck's stopping distance be on icy -4% grade?

Will a semi-truck be able to navigate an icy S-curve?

Ref.

Transportation Technical Report

Variable Message Signs. Page 3-142

Bob Ortblad MSCE, MBA

See attachment:

Vancouver Shaded northern exposure



Black Ice

- ◆ No ground underneath means the entire structure can be surrounded by cold air
- ◆ Freezing isn't uniform: shaded parts can be icy while sunny parts aren't

-4%

S-curve

Vancouver



Interstate
BRIDGE
Replacement Program



2040

28,000/day

IBR Draft SEIS - RECORD #279 DETAIL**First Name :** Bob**Last Name :** Ortblad**Attachments :** DSEIS_279_Ortblad_Original.pdf (1 kb)
DSEIS_279_Ortblad_Attachment.pdf (1 mb)

IBR Draft SEIS - RECORD #279 DETAIL
--

Submission Date : 9/28/2024

First Name : Bob

Last Name : Ortblad

Business/Organization/Agency :

Submission Input :

#2 Public Comment – Draft SEIS

Why was the “Geotechnical Data Report – Columbia River & North Portland Harbor Bridges” not included in the technical reports?

Many boulders & cobbles will make drilled shafts difficult & costly.

Report obtained - WSDOT Public Disclosure Request.

Bob Ortblad MSCE, MBA

See attachment:

Geotechnical Data Report

Columbia River & North Portland Harbor Bridges

May 2024



10

Double
Single
Move

Boul

Co

SC-1
0.0'
to
3.5'



SC-1
3.5'
to
7.0'



SC-2
7.0'
to
17.0'



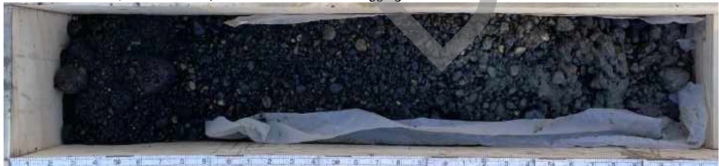
Note: A portion of Sample SC-2 was dropped while bagging. Material discarded.

SC-3
17.0'
to
22.0'



Note: Approximately 3 feet of Sample SC-3 was lost while bagging. Material discarded.

SC-3
22.0'
to
27.3'



Note: Approximately 3 feet of Sample SC-3 was lost while bagging. Material discarded.

SC-4
27.3'
to
37.5'



Interstate Bridge Replacement Program
Portland, Oregon / Vancouver, Washington

**BORING IBR-08
CORE PHOTOGRAPHS**

May 2024

105511

SHANNON & WILSON

Sheet 1 of 4

IBR Draft SEIS - RECORD #280 DETAIL

First Name : Andrew

Last Name : Preston

Attachments : DSEIS-280_Preston_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #280 DETAIL
--

Submission Date : 9/30/2024

First Name : Andrew

Last Name : Preston

Business/Organization/Agency
:

Submission Input :

Why is a tunnel not mentioned as an alternative?

IBR Draft SEIS - RECORD #282 DETAIL**First Name :** Soren**Last Name :** Nordgren**Attachments :** DSEIS-282_Nordgren_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #282 DETAIL
--

Submission Date : 9/30/2024

First Name : Soren

Last Name : Nordgren

Business/Organization/Agency
:

Submission Input :

I think we should make an extention to the MAX Yellow line that goes into downtown Vancouver. If anything, the NIMBY protesters shouldn't protest if we put the MAX station somewhere near the AMTRAK station, because then, it wouldn't really cause any negative side effects.

IBR Draft SEIS - RECORD #283 DETAIL

First Name : Johanna

Last Name : Kovarik

Attachments : DSEIS-283_Kovarik_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #283 DETAIL**Submission Date :** 9/30/2024**First Name :** Johanna**Last Name :** Kovarik**Business/Organization/Agency**
:**Submission Input :**

Appreciate the hard work of everyone on the team to get this far - congrats on publishing! Safe and efficient bike lanes over the bridge as well as light rail service connecting Portland to Vancouver are both vital transit options needed as part of this work. I'm glad to see options and analysis including both of those options.

IBR Draft SEIS - RECORD #284 DETAIL**First Name :** Kyle**Last Name :** Metcalfe**Attachments :** DSEIS-284_Metcalfe_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #284 DETAIL
--

Submission Date : 9/30/2024
First Name : Kyle
Last Name : Metcalfe
Business/Organization/Agency : Konveio

Submission Input :

I'm wondering if you received my last email about the Interstate Bridge Replacement program ? Beyond the free handwritten comment transcription I mentioned before, our Konveio platform helps facilitate draft reviews, from assigning & resolving comments with a team, to AI comment summaries, auto-tagging and finding cross-cutting themes.

Let me know if you'd be interested and available for a quick call in the next week or two to learn more?

Thanks very much,
Kyle

IBR Draft SEIS - RECORD #285 DETAIL**First Name :** Kyle**Last Name :** Metcalfe**Attachments :** DSEIS-285_Metcalfe_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #285 DETAIL
--

Submission Date : 9/30/2024
First Name : Kyle
Last Name : Metcalfe
Business/Organization/Agency : Konveio

Submission Input :

Dear Greg,

I saw your public comment period for the Interstate Bridge Replacement program online and was curious if you have been receiving any handwritten comments or letters that you have to transcribe?

I'd like to share a new resource we just launched that uses AI to transcribe handwritten notes, take a look at <https://transcribe.konveio.com/>
- first 500 comments are on us.

If handwritten comments aren't a major aspect of this project, you might find our tools to facilitate Hybrid Workshops and comment on Draft Plans helpful. Clients often tell us using Konveio enhances the community's experience and cuts staff work in half.

Thanks,
Kyle

IBR Draft SEIS - RECORD #287 DETAIL**First Name :** Timo**Last Name :** Worthylake**Attachments :** DSEIS_287_Worthylake_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #287 DETAIL
--

Submission Date : 9/20/2024
First Name : Timo
Last Name : Worthylake
Business/Organization/Agency :

Submission Input :

So looking forward to new and safe IB!

IBR Draft SEIS - RECORD #288 DETAIL**First Name :** Mike**Last Name :** Gibson**Attachments :** DSEIS_288_Gibson_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #288 DETAIL
--

Submission Date : 9/21/2024

First Name : Mike

Last Name : Gibson

Business/Organization/Agency
:

Submission Input :

I heard on the news today that the expected time saving to cross the bridge will only be 7 minutes, and I understand that we are not adding any general traffic lanes? What is the logic for not adding any general traffic lanes, especially knowing that population growth will continue. Wont we be right back where we are today, or worse in just a few years?

IBR Draft SEIS - RECORD #289 DETAIL**First Name :** N/A**Last Name :** N/A**Attachments :** DSEIS_289_NA_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #289 DETAIL
--

Submission Date : 9/21/2024

First Name : N/A

Last Name : N/A

Business/Organization/Agency
:

Submission Input :

I-5 Bridge replacement, the 43 homes and the businesses, will they be monetarily compensated for their loss or their homes and businesses confiscated and people thrown out on the street?

IBR Draft SEIS - RECORD #290 DETAIL**First Name :** N/A**Last Name :** N/A**Attachments :** DSEIS_290_NA_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #290 DETAIL
--

Submission Date : 9/22/2024

First Name : N/A

Last Name : N/A

Business/Organization/Agency
:

Submission Input :

In the Oregon Chronicle article I read it states that only one design being considered would allow larger boats to proceed under the bridge. Here is the quote: "But the other potential designs – single- or double-deck fixed-spans – would have only 116 feet of vertical clearance. That would “permanently prevent vessels with (vertical navigation clearance) requirements of greater than 116 feet to transit under the bridge for its 100+ year service life,” the report concludes." How can we restrict such boats and not hurt the economy down river? Why are these other two options even being considered?

IBR Draft SEIS - RECORD #291 DETAIL**First Name :** N/A**Last Name :** N/A**Attachments :** DSEIS_291_NA_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #291 DETAIL
--

Submission Date : 9/23/2024

First Name : N/A

Last Name : N/A

Business/Organization/Agency
:

Submission Input :

NO TOLLS ITS UNFAIR & NOT APPROVED

IBR Draft SEIS - RECORD #292 DETAIL
--

First Name : John

Last Name : Vincent

Attachments : DSEIS_292_Vincent_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #292 DETAIL
--

Submission Date : 9/24/2024

First Name : John

Last Name : Vincent

Business/Organization/Agency :

Submission Input :

This is a lie. And you know it.

"It is anticipated that with more transit options – light rail and express buses – there will be fewer vehicles on the road. Less congestion will shorten commute times and reduce the number of crashes, the report concludes."

IBR Draft SEIS - RECORD #293 DETAIL**First Name :** Robert**Last Name :** Twigg**Attachments :** DSEIS_293_Twigg_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #293 DETAIL

Submission Date : 9/24/2024

First Name : Robert

Last Name : Twigg

Business/Organization/Agency
:

Submission Input :

Why is light rail included in the design?? Light rail has never been anything but a waste of money and does little to reduce traffic.

IBR Draft SEIS - RECORD #294 DETAIL**First Name :** N/A**Last Name :** N/A**Attachments :** DSEIS_294_NA_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #294 DETAIL
--

Submission Date : 9/25/2024

First Name : N/A

Last Name : N/A

Business/Organization/Agency
:

Submission Input :

Leave LTR on Oregon side, no parking in Vancouver

IBR Draft SEIS - RECORD #295 DETAIL**First Name :** Mike**Last Name :** Medice**Attachments :** DSEIS_295_Medice_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #295 DETAIL
--

Submission Date : 9/25/2024

First Name : Mike

Last Name : Medice

Business/Organization/Agency :

Submission Input :

Hi,

Just wondering if they are considering keeping the existing bridge for local traffic. while adding the new one for traffic going straight through? This might allow for a simpler bridge?

If not, what would the drawbacks be?

I live nearby and have parents on Hayden Island. So i'm hoping this gets finished.

Thanks In Advance,

Michael Medice

IBR Draft SEIS - RECORD #296 DETAIL**First Name :** MARY**Last Name :** PAETH**Attachments :** DSEIS-296_Paeth_Original.pdf (1 kb)
voicemail202409251842fromMARY PAETH 13609018721.mp3 (838 kb)

IBR Draft SEIS - RECORD #296 DETAIL**Submission Date :** 9/25/2024**First Name :** MARY**Last Name :** PAETH**Business/Organization/Agency**
:**Submission Input :**

Thank you so much For asking the taxpayers our opinion on what will make our community safer and more effective and a better place for us all as we move into the future my biggest concern is that that changes improve traffic flow that it adds enough lanes it adds enough ways to get people where they need to be to earn a living to care for their families to do the things I need done today I just really hope that as you look at it you're realistic in what we who are paying for needs now and don't put too much emphasis on things that may never even occur because life will change in 20 or 40 years and people may be flying everywhere so I just want to really encourage you to think about what problem you're solving not what you're dreaming of for the future and again thank you for listening to us and using our tax dollars to help us who are paying that honestly if I could vote for anything it would be a bridge that went W to bypass Portland to put you to the coast Hwy. 26 that really solves the problems you could take a huge load off of I-5. By getting all of that traffic out of there and just putting it right where it needs to off of I-5. but I know that's not what you're asking here so just encourage you to really think wisely about the use of dollars for me and you and your neighbor who will go to work tomorrow or go to grandma's next week and making sure that you can get there quickly and safely.

IBR Draft SEIS - RECORD #297 DETAIL**First Name :** Vito**Last Name :** Buffa**Attachments :** DSEIS-Buffa_297_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #297 DETAIL
--

Submission Date : 9/26/2024

First Name : Vito

Last Name : Buffa

Business/Organization/Agency
:

Submission Input :

I understand that a substantial number of businesses will be put out of business. Is there an estimated cost to close these businesses and their employees? Is there any plan to relocate these businesses or reemploy the unemployed in comparable jobs? Thank you.

IBR Draft SEIS - RECORD #298 DETAIL**First Name :** Ernie**Last Name :** Suggs**Attachments :** DSEIS-Suggs_298_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #298 DETAIL
--

Submission Date : 9/27/2024

First Name : Ernie

Last Name : Suggs

Business/Organization/Agency :

Submission Input :

Thanks.

It is just that the people have voted no to tolls.

Ernie

> Was at another meeting.

> How do we stop the tolling issue?

> Who do we talk to?

> Ernie

IBR Draft SEIS - RECORD #299 DETAIL**First Name :** n/a**Last Name :** n/a**Attachments :** DSEIS-299_NA_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #299 DETAIL
--

Submission Date : 9/27/2024

First Name : n/a

Last Name : n/a

Business/Organization/Agency :

Submission Input :

There's a verbiage error on your website.

Current verbiage:

"The Modified LPA with a is expected to have less intrusion into Pearson Field protected airspace than what exists today."

On this page:

<https://www.interstatebridge.org/updates-folder/supplemental-environmental-impact-statement/>

IBR Draft SEIS - RECORD #300 DETAIL
--

First Name : n/a

Last Name : n/a

Attachments : DSEIS-300_NA_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #300 DETAIL
--

Submission Date : 9/27/2024

First Name : n/a

Last Name : n/a

Business/Organization/Agency
:

Submission Input :

Another verbiage error.

Current verbiage:

"The Modified LPA would treat 190 acres or stormwater which currently is untreated."

On this page:

<https://www.interstatebridge.org/updates-folder/supplemental-environmental-impact-statement/>

IBR Draft SEIS - RECORD #301 DETAIL**First Name :** Nancy**Last Name :** n/a**Attachments :** DSEIS-301_Nancy_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #301 DETAIL
--

Submission Date : 9/27/2024
First Name : Nancy
Last Name : n/a
Business/Organization/Agency :

Submission Input :

Unlike many here in Vancouver that did not want the max-train to cross the river (and they used that as a reason not to want the planned bridge previously); I do not think you should be doing Draft EIS on the current site. Did you not do that previously??? Anyway, my comment is you should be building a new bridge (and if you had done this previously) it would be completed or near completion at this point. When the other bridge (or two) are complete then you might start updating the current I-5 bridge and interchange at Janzen Beach.

I coordinated and assisted in writing more than one EIS while employed with the U.S. Govt. So my question now, is why are you not updating the EIS from the last go around??? What items were covered in the previous EIS? Were all the social and economic impacts as well as biological, and other related impacts covered?

Thanks,
Nancy

p.s. if you are way overloaded administratively, I do not expect a reply.

IBR Draft SEIS - RECORD #302 DETAIL**First Name :** Gary**Last Name :** Patterson**Attachments :** D1-302_Patterson_original.pdf (1 kb)

IBR Draft SEIS - RECORD #302 DETAIL
--

Submission Date : 9/27/2024
First Name : Gary
Last Name : Patterson
Business/Organization/Agency :

Submission Input :

As a person that waits hours each month at the bridge, I know that it needs to be replaced.

As an observer of Oregon-Washington cooperation, I suspect that billions of dollars will be spent studying the project, and, in the end, nothing will happen.

There is no perfect solution to this real problem.

Who will show the leadership needed to get it done?

I have not seen any such leadership in either Portland or Vancouver.

IBR Draft SEIS - RECORD #303 DETAIL
--

First Name : Dick

Last Name : Shafer

Attachments : D1-303_Shafer_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #303 DETAIL
--

Submission Date : 9/28/2024

First Name : Dick

Last Name : Shafer

Business/Organization/Agency
:

Submission Input :

why is there only 2 lanes north and 2 lanes south for autos and trucks. that is the same as the present. please explain how this is justified with the expense of a new bridge. there is no change in traffic flow that is currently overloaded. please let me know how this is justified.

IBR Draft SEIS - RECORD #304 DETAIL

First Name : Marlene

Last Name : Jaskari

Attachments : DSEIS-304_Jaskari_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #304 DETAIL

Submission Date : 9/30/2024

First Name : Marlene

Last Name : Jaskari

Business/Organization/Agency
:

Submission Input :

?

IBR Draft SEIS - RECORD #305 DETAIL**First Name :** Michelle**Last Name :** Tworoger**Attachments :** D1-305_Tworoger_Original_Redacted.pdf (3 kb)
voicemail202409271803fromMICHELLE TWOROG 15035608448.mp3 (833 kb)

IBR Draft SEIS - RECORD #305 DETAIL**Submission Date :** 9/27/2024**First Name :** Michelle**Last Name :** Tworoger**Business/Organization/Agency**
:**Submission Input :**

(Transcribed VM)

I read your letter regarding the draft of the SEIS and I had some comments regarding that. First of all the section of I-5 victory Blvd to SR500 way North so that will impact Hayden Island, Jantzen Beach and Jantzen Beach, North Hayden Island is mentioned in this as impact areas. Potential impacts will affect Jantzen Beach and Hayden Island and that needs to be addressed. My second is about that the partial acquisition. Like I said, I have two homes at 1545 N Jantzen so I'd like to know when I will be contacted if you're going to buy the property that's impacted. I have two homes there and how that process of acquisition will take place... How and when? And construction starts next year so it's coming up pretty quickly. So these are important. Oh and Washington said no to the I-5 bridge coming through Vancouver so I'd like an update on that as well yeah that's primarily.. The acquisition of my property that will be impacted is not addressed in your letter. My phone is [REDACTED]. thank you bye bye

IBR Draft SEIS - RECORD #306 DETAIL**First Name :** Daniel**Last Name :** Warren**Attachments :** DSEIS-306_Warren_Original.pdf (8 kb)

IBR Draft SEIS - RECORD #306 DETAIL**Submission Date :** 9/30/2024**First Name :** Daniel**Last Name :** Warren**Business/Organization/Agency**
:**Attachments :** DSEIS-306_Warren_Original.pdf (1 kb)**Submission Input :**

I think this whole process is a fine example of what's going wrong with our country and government all of you working on this project are a disgrace to the American people you are all a bunch of legalized crooks this project should have been completed years ago instead you create your endless studies so you can have extended paychecks off the backs of every citizen you can squeeze money out of you go to your higher places of learning to become legal money extortionists I doubt anyone will read this and I am pretty sure you won't have a public meeting for people to come in and call you crooks [REDACTED]

IBR Draft SEIS - RECORD #306 DETAIL**Submission Date :** 9/30/2024**First Name :** Daniel**Last Name :** Warren**Business/Organization/Agency**
:**Submission Input :**

I think this whole process is a fine example of what's going wrong with our country and government all of you working on this project are a disgrace to the American people you are all a bunch of legalized crooks this project should have been completed years ago instead you create your endless studies so you can have extended paychecks off the backs of every citizen you can squeeze money out of you go to your higher places of learning to become legal money extortionists I doubt anyone will read this and I am pretty sure you won't have a public meeting for people to come in and call you crook so fuck you

IBR Draft SEIS - RECORD #307 DETAIL**First Name :** stacy**Last Name :** kysar**Attachments :** DSEIS-307_Kysar_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #307 DETAIL
--

Submission Date : 10/1/2024

First Name : stacy

Last Name : kysar

Business/Organization/Agency
:

Submission Input :

I urge you to do away with the LRT options in all alternatives. Light rail takes up over what could be 2 lanes of either BRT or car traffic. We know from typologies in Portland that LRT has low ridership. It is a huge waste of money for this project. Few people in Clark County want LRT as part of this project and even fewer will use it if it's built. We are not Europe or New York City or Chicago...we are Vancouver Washington. We need this bridge build out to offer the maximum number of traffic lanes and for a mass transit option, bus rapid transit is the best choice.

IBR Draft SEIS - RECORD #308 DETAIL

First Name : Russell

Last Name : Gilmore

Attachments : DSEIS-308_Gilmore_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #308 DETAIL

Submission Date : 10/1/2024

First Name : Russell

Last Name : Gilmore

Business/Organization/Agency
:

Submission Input :

No one that I know wants light rail. The bridge needs to be replaced as soon as possible without light rail. NO light rail.

IBR Draft SEIS - RECORD #309 DETAIL**First Name :** Casey**Last Name :** O'Del**Attachments :** DSEIS-309_O'Del_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #309 DETAIL**Submission Date :** 10/1/2024**First Name :** Casey**Last Name :** O'Del**Business/Organization/Agency**
:**Submission Input :**

Persons that have to cross the bridge for employment should be allowed 1 free round trip per workday. Drivers engaged in interstate commerce should be allowed 1 free round trip per day or a reduced toll rate. Tolls paid by the persons in the above categories should be deductible from Oregon State Taxes, or federal taxes for Washington residents.

IBR Draft SEIS - RECORD #310 DETAIL

First Name : Stephen

Last Name : Jazdzewski

Attachments : DSEIS-310_Jazdzewski_Original.pdf (3 kb)

IBR Draft SEIS - RECORD #310 DETAIL
--

Submission Date : 10/1/2024
First Name : Stephen
Last Name : Jazdzewski
Business/Organization/Agency : Self

Submission Input :

As a resident of Vancouver, WA, with a keen interest in the sustainable and aesthetic development of our region, I wish to express several concerns regarding the proposed replacement of the Interstate 5 bridge:

Consideration of Alternatives: The dismissal of an immersed tunnel option appears premature. An immersed tunnel would return the river to a more natural state, enhancing the area's beauty and potentially offering a longer-lasting, cost-effective solution with less environmental impact during construction and operation. The tunnel could eliminate the need for a lift bridge, reducing interference with air traffic and river navigation and significantly benefiting commercial and recreational activities.

Bicycle Access and Commuter Impact: Like many others, my wife commutes by bicycle between Vancouver and Portland. Current proposals must ensure safe, efficient, and direct bicycle access, crucial for encouraging sustainable transport methods. The design should accommodate and actively promote cycling as a viable commuting option.

Visual and Environmental Impact: The proposed bridge structure threatens to overshadow the emerging market at Vancouver's waterfront and could become an eyesore, detracting from the natural beauty of the Columbia River. The visual impact assessment in the SEIS seems to need more realistic visualizations, particularly from the Vancouver side, which could lead to public outcry once the actual visual imposition becomes evident.

Public Engagement and Transparency: As echoed in community discussions, there's a noticeable public concern about the transparency of the project's visualizations and impact assessments. The lack of detailed and realistic graphics or models of the bridge's approach in Vancouver fuels skepticism about the project's total impact on the urban landscape and traffic conditions, especially under adverse weather conditions like freezing fog or ice.

Safety and Traffic Considerations: The design implications for heavy vehicles navigating the bridge, particularly in adverse weather, must be adequately addressed. The SEIS needs to thoroughly examine concerns about the gradient, the potential for accidents due to slow-moving trucks, and the effectiveness of ice mitigation strategies.

Cost Estimates and Economic Impact: Given recent trends in infrastructure project costs escalating, a more conservative approach to cost estimation should be adopted. The potential for the project costs to rise significantly affects not just the immediate financial outlay but also the long-term economic environment of the region.

Long-term Viability and Maintenance: A tunnel solution could offer reduced maintenance costs and longevity compared to a bridge, especially considering the environmental challenges posed by the river and weather conditions in the Pacific Northwest.

I urge the project team to genuinely consider these points, engage more transparently with the community, and revisit the immersed tunnel option as a potentially superior environmental and economic solution. This project

should not just replace an aging bridge but enhance our region's infrastructure to align with current needs and future sustainability.

Thank you for considering these comments in your ongoing planning and assessment process.

IBR Draft SEIS - RECORD #311 DETAIL
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First Name : Derya

Last Name : Ruggles-Christensen

Attachments : DSEIS-311_Ruggles-Christensen_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #311 DETAIL
--

Submission Date : 10/1/2024
First Name : Derya
Last Name : Ruggles-Christensen
Business/Organization/Agency :

Submission Input :

We need this bridge replacement and as a long time resident and also as a Transportation & Mobility Commissioner for the City of Vancouver I appreciate all the work done so far.

Planning for people, addressing the imperative of eradicating outdated, inequitable, dangerous sprawl, structuring affordable, safe, accessible transportation for everyone that is human scaled, with a climate lens, and in full recognition of the importance of moving away from fossil fuels/business as usual, is what I hope we can all agree upon. And build accordingly. We have an opportunity to create a better, brighter, cleaner more equitable and welcoming future, instead of just another form of freeway sprawl. Thank you.

IBR Draft SEIS - RECORD #312 DETAIL**First Name :** n/a**Last Name :** n/a**Attachments :** DSEIS-312_none_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #312 DETAIL**Submission Date :** 10/1/2024**First Name :** n/a**Last Name :** n/a**Business/Organization/Agency**
:**Submission Input :**

As a current Washington Resident, who relies on the current bridge for my daily commute, I have a hard time with the toll discussion. I already pay a significant amount of my paycheck to Oregon for the state income tax - why isn't this money used (along with all other Washington Residents paying Oregon State Income Tax) to fund the 'Washington' portion of this bridge? Enough money is being paid out to the state already for this income tax, why do I need to pay an additional tax (in the way of a daily use toll) to come to Oregon to work and help Oregon's economy? This does not add up. Additionally, will any improvements be made to the I205 / Glenn Jackson bridge at the same time the tolls are implemented? I assume a lot of people will divert to this bridge to avoid the tolls and cause even more traffic woes near the Portland airport.

IBR Draft SEIS - RECORD #313 DETAIL**First Name :** Brian**Last Name :** Ruder**Attachments :** DSEIS-313_Ruder_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #313 DETAIL**Submission Date :** 10/1/2024**First Name :** Brian**Last Name :** Ruder**Business/Organization/Agency**
:**Submission Input :**

Whatever you do do not build a bridge with light rail. Vancouver has a tough enough crime problem already. Portland can't police its streets. We do not need a crime train. Bringing more crime to Vancouver. What we need is more lanes of vehicle traffic. Because that is what Americans do... they drive cars! They don't use mass transit. Ridership with sea tran is already at a record low in plummeting.

IBR Draft SEIS - RECORD #314 DETAIL**First Name :** Daniel**Last Name :** Cummings**Attachments :** DSEIS-314_Cummings_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #314 DETAIL
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Submission Date : 10/1/2024
First Name : Daniel
Last Name : Cummings
Business/Organization/Agency :

Submission Input :

While in favor of most of the proposed changes, I am against the light rail expansion. Making Vancouver more like Portland is wrong for Vancouver homeowners.

IBR Draft SEIS - RECORD #315 DETAIL

First Name : Monika

Last Name : Pitchford

Attachments : DSEIS-315_Pitchford_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #315 DETAIL**Submission Date :** 10/1/2024**First Name :** Monika**Last Name :** Pitchford**Business/Organization/Agency**
:**Submission Input :**

I do not support expanding the bridge to more automobile traffic. I believe we need strong infrastructure that can withstand 1000 year floods now more frequent due to climate change, as well as seismic risks. We should have bike, pedestrian, and rail lines. We need to plan for a future with fewer cars and more rail and other modes of travel. Climate change is real and adding more lanes for cars is denialism.

IBR Draft SEIS - RECORD #316 DETAIL**First Name :** Tim**Last Name :** Emineth**Attachments :** DSEIS-316_Emineth_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #316 DETAIL**Submission Date :** 10/1/2024**First Name :** Tim**Last Name :** Emineth**Business/Organization/Agency :** Retired**Submission Input :**

Enough already just build the damn bridge, it should have been done a long time ago but Don Benton and his people got in the way. How much money was wasted on studies and now his son is here to stop it again. Europe has bullet trains France had the Concord and we sit here in the dark ages.

IBR Draft SEIS - RECORD #317 DETAIL**First Name :** Randy**Last Name :** Kemper**Attachments :** DSEIS-317_Kemper_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #317 DETAIL
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Submission Date : 10/1/2024

First Name : Randy

Last Name : Kemper

Business/Organization/Agency
:

Submission Input :

I'm a lifelong Portland area resident and am disappointed in the delays of getting this project completed. Make decisions please! We need at least an 8 to 10 lane bridge with the same number of lanes on I5 all the way to the Rose Quarter. I'm not necessarily pro freeway but common sense says that this major arterial through the city should be built to accommodate freight and cars adequately, and into the future. We're talking maybe a 5 mile stretch of freeway, so I don't buy the argument that it will create more pollution and additional traffic for a 5 mile stretch of freeway. Please just get the bridge done. No more useless delays. And please don't go with a 6 lane bridge. It needs to have at least as many lanes as I205. Have you noticed how crowded that 10 lane bridge is nearly every day? Build for the future! Please

IBR Draft SEIS - RECORD #318 DETAIL**First Name :** Ryan**Last Name :** Savage**Attachments :** DSEIS-318_Savage_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #318 DETAIL
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Submission Date : 10/1/2024

First Name : Ryan

Last Name : Savage

Business/Organization/Agency :

Submission Input :

Oregon and Washington waste our taxes as it is, and now you want to blackmail us with being trapped on one side or the other or paying even more than we already do? This bridge revision could easily be paid for if our taxes weren't wasted on welfare programs.

But I know none of this matters. You didn't ask the people who rely on this bridge for work. And you don't care now.

IBR Draft SEIS - RECORD #319 DETAIL
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First Name : christopher

Last Name : wing

Attachments : DSEIS-319_Wing_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #319 DETAIL

Submission Date : 10/1/2024

First Name : christopher

Last Name : wing

Business/Organization/Agency
:

Submission Input :

Tolling isn't the answer it will affect people's pocket for years to come

IBR Draft SEIS - RECORD #320 DETAIL

First Name : Anton

Last Name : Zotov

Attachments : DSEIS-320_Zotov_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #320 DETAIL**Submission Date :** 10/1/2024**First Name :** Anton**Last Name :** Zotov**Business/Organization/Agency**
:**Submission Input :**

I am absolutely against any kind of tolls on this bridge. How come they were able to build two bridges in the past across Columbia River without obligating citizens to pay for them? If we don't pay enough for all of the other things. There are a lot of work commuters back and forth between Vancouver and Portland. Are they going to be obligated to pay tolls both ways? This is unacceptable! In case you can't make this bridge affordable, better leave it as is.

IBR Draft SEIS - RECORD #321 DETAIL**First Name :** Sara**Last Name :** Thompson**Attachments :** DSEIS-321_Thompson_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #321 DETAIL
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Submission Date : 10/1/2024
First Name : Sara
Last Name : Thompson
Business/Organization/Agency :

Submission Input :

I am fully against a LRT system operated by TriMet operating within Vancouver in addition it seems as though we should ask ODOT to replace the traffic flow issues down stream of Vancouver which often lead to the most backup present at the 405 and i84 interchanges in addition to the bottle neck caused where Jansen beach enters/exits i5. Using eminent domain to displace families in Vancouver for additional park and ride space is abhorrent in my view.

Traffic still sucks all throughout portland and its surrounding suburbs where light rail has been extended. Ridership is down 33% because of high rates of crime and the high cost of riding. Unless Portland can fix the systemic issues plaguing their population we should hold off on these changes.

IBR Draft SEIS - RECORD #322 DETAIL**First Name :** K**Last Name :** Chen**Attachments :** DSEIS-322_Chen_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #322 DETAIL
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Submission Date : 10/1/2024

First Name : K

Last Name : Chen

Business/Organization/Agency
:

Submission Input :

Why are all of these reports so long? There needs to be a summary for those who do not have time to sit down for two hours. Tolls – which could be imposed in both directions on the existing bridge by 2026 are terrible! A huge number of people - those working & living in WA/OR and low income people are getting penny pinched even more

IBR Draft SEIS - RECORD #323 DETAIL

First Name : Justice

Last Name : Johnson

Attachments : DSEIS-323_Johnson_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #323 DETAIL
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Submission Date : 10/2/2024

First Name : Justice

Last Name : Johnson

Business/Organization/Agency
:

Submission Input :

Tolling is NOT the answer here! This will transform the region for the worse. We got to do better than this!

IBR Draft SEIS - RECORD #324 DETAIL
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First Name : Carolyn

Last Name : Patterson

Attachments : DSEIS-324_Patterson_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #324 DETAIL**Submission Date :** 10/2/2024**First Name :** Carolyn**Last Name :** Patterson**Business/Organization/Agency**
:**Submission Input :**

Replacing the Interstate Bridge is a huge project. however, it will cause significant disruption the the environment. In other parts of the country, such as Washington, DC, a subway system underground has been a successful answer to the transportation needs of the area. It would not have any impact on the local environment, as it would be underground. There would not be an issue with water traffic. Fish and animal environments would not be impacted. A tunnel is the only environmentally responsible option.

IBR Draft SEIS - RECORD #325 DETAIL**First Name :** Spencer**Last Name :** Vetter**Attachments :** DSEIS-325_Vetter_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #325 DETAIL**Submission Date :** 10/2/2024**First Name :** Spencer**Last Name :** Vetter**Business/Organization/Agency**
:**Submission Input :**

I'm in support of whatever gets this bridge built. I support the inclusion of light rail. I support local transportation input to perfect the layout.

I don't have faith that this bridge will be built. Opening up public comment regarding tolls right before a presidential election is asking for trouble. Stop asking for public comment and build.

IBR Draft SEIS - RECORD #326 DETAIL
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First Name : Cory

Last Name : Allmaras

Attachments : DSEIS-326_Allmaras_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #326 DETAIL
--

Submission Date : 10/2/2024

First Name : Cory

Last Name : Allmaras

Business/Organization/Agency
:

Submission Input :

You continue, for several years now, to disregard the overwhelming consensus and opinions of the citizenry and you do NOT listen to your constituency---NO TOLLS---NO CRIME TRAIN TO CLARK COUNTY!!!!

For over 50 years the solution is right in front of you and you ignore it---Add more travel lanes over the water!

IBR Draft SEIS - RECORD #327 DETAIL**First Name :** Kelly**Last Name :** McNulty**Attachments :** DSEIS-327_McNulty_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #327 DETAIL**Submission Date :** 10/2/2024**First Name :** Kelly**Last Name :** McNulty**Business/Organization/Agency**
:**Submission Input :**

Seriously, how many times have the people of Vancouver voted against bringing light rail here? And you all are NOT LISTENING? Have any of you ridden on those lately? They smell like pee and poop! There are frequently people on there "camping" to stay out of the weather, etc. You all think people will drive to a station, park their cars where they can be broken in to or stolen, then ride a stinky train to another station and walk from there to their destination? It just isn't going to happen on a large enough scale to make it worth the investment! Public transportation, in anyplace other than densely populated areas (like New York City), is a monumental waste of money!

IBR Draft SEIS - RECORD #328 DETAIL**First Name :** Ken**Last Name :** Knudson**Attachments :** DSEIS_328_Knudson_20241002_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #328 DETAIL

Submission Date : 10/2/2024
First Name : Ken
Last Name : Knudson
Business/Organization/Agency : Diversified Marine

Submission Input :

Leave the old bridge while you're building the third one please don't run the max in Vancouver. It provides too much access for crime from Portland. I've lived in Vancouver 15 years in Washington for 54.

IBR Draft SEIS - RECORD #329 DETAIL**First Name :** JOSEPH**Last Name :** KOUBEK**Attachments :** DSEIS_330_Koubek_20241002_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #330 DETAIL
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Submission Date : 10/2/2024

First Name : JOSEPH

Last Name : KOUBEK

Business/Organization/Agency
:

Submission Input :

Modified LPA with Single-Level Fixed Span, with C Street ramps, light rail and variable rate tolling seems to be the best options and has my support.

IBR Draft SEIS - RECORD #330 DETAIL**First Name :** JOSEPH**Last Name :** KOUBEK**Attachments :** DSEIS_330_Koubek_20241002_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #330 DETAIL
--

Submission Date : 10/2/2024

First Name : JOSEPH

Last Name : KOUBEK

Business/Organization/Agency
:

Submission Input :

Modified LPA with Single-Level Fixed Span, with C Street ramps, light rail and variable rate tolling seems to be the best options and has my support.

IBR Draft SEIS - RECORD #331 DETAIL**First Name :** LONNIE**Last Name :** GREEN**Attachments :** DSEIS_331_Green_20241002_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #331 DETAIL
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Submission Date : 10/2/2024

First Name : LONNIE

Last Name : GREEN

Business/Organization/Agency
:

Submission Input :

Do not include light rail, colossal waste of my tax dollars. keep it basic and NO TOLLS!

IBR Draft SEIS - RECORD #332 DETAIL

First Name : N/A
Last Name : N/A
Attachments : DSEIS_332_Unknown_20241002_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #332 DETAIL**Submission Date :** 10/2/2024**First Name :** Not**Last Name :** Required**Business/Organization/Agency**
:**Submission Input :**

Have you ever heard of the phrase, "death by a thousand cuts"? You are effectively killing any appeal to cross that bridge ever again. Expenses are too high in this city and then you get this groups of dolts together that think, "how are YOU plebs going to pay for this?" Not realizing you are adding to the one of many cuts. Perhaps it would be best to take a step back and look at the fiasco that was i90 and the tolling shenanigans that took place there? I expect the same outcome will occur with the group leading this effort. Typical clown car politics out of you lot.

IBR Draft SEIS - RECORD #333 DETAIL**First Name :** Paula**Last Name :** Overholtzer**Attachments :** DSEIS_333_Overholtzer_Original.pdf (2 kb)

IBR Draft SEIS - RECORD #333 DETAIL
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Submission Date : 10/2/2024
First Name : Paula
Last Name : Overholtzer
Business/Organization/Agency :

Submission Input :

Hello, and thank you for asking for public opinion,

My opinion on this subject is that it is high time for Vancouver and Portland to join the 21st century!! Having traveled the world and every state in the USA, I've seen some wonderfully constructed, beautifully artistic, sweeping, flowing, efficient bridges! Let's build a modern bridge for I-5's Columbia River Crossing!

The new bridge should have at least five lanes of auto/truck traffic each way, light-rail, and also pedestrian and bicycle pathways. Clark County is growing by leaps-and-bounds and lots of people here work in Portland, attend events in Portland, or cross over into Oregon on a regular basis.

Currently, it is inconvenient to have to slog through traffic crossing the bridge and then make one's way to a transfer parking lot so that one can ride the MAX into Portland for work, medical appointments, visiting neighborhoods, shopping, dining, exploring parks, attending sporting events, concerts, parades, or just generally enjoying the big city! And it is time for daily commuters to have a safe, efficient, reliable mass-transit option. Light-rail will do! Off-schedule, over-sized buses do not work!

YES, build a beautiful, functional bridge with modern transport in mind. Years ago, I remember seeing an engineer's drawing of a proposed I-5 replacement bridge with two levels, light-rail coming and going, and sweeping entrance/exit ramps. It is finally time for that to happen!! Go for it!

IBR Draft SEIS - RECORD #334 DETAIL**First Name :** lee**Last Name :** wilcox**Attachments :** DSEIS_334_Wilcox_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #334 DETAIL
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Submission Date : 10/2/2024

First Name : lee

Last Name : wilcox

Business/Organization/Agency
:

Submission Input :

Regarding tolling for crossing the bridge, once enough funds have been raised through tolling, will tolls be eliminated or decreased? And if not, why?

IBR Draft SEIS - RECORD #335 DETAIL**First Name :** Bob**Last Name :** Ortblad**Attachments :** DSEIS_335_Ortblad_Original.pdf (1 kb)
GMvpLUtbMAAImyK.jpg (88 kb)

IBR Draft SEIS - RECORD #335 DETAIL
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Submission Date : 10/1/2024

First Name : Bob

Last Name : Ortblad

Business/Organization/Agency :

Submission Input :

#5 Public Comment -Draft SEIS

Semi-trucks will slow to 40mph as they climb up a 2,500-foot 4% grade on the Vancouver bridge approach.

Has the IBR estimated the number of accidents this will cause?

Will IBR's bridge have a warning, "Slow Trucks Ahead"?

Bob Ortblad MSCE, MBA

Ref. Transportation Technical Report, pages 1-38, 1-26

See attachment

IBR Draft SEIS - RECORD #337 DETAIL

First Name :

Bob

Last Name :

Ortblad

Attachments :

DSEIS-337_Ortblad_Original.pdf (1 kb)

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image001.png (1 kb)

image002.png (1 kb)

image003.png (1 kb)

image004.png (1 kb)

image005.png (856 bytes)

image006.png (821 bytes)

IBR Draft SEIS - RECORD #337 DETAIL
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Submission Date : 10/2/2024

First Name : Bob

Last Name : Ortblad

Business/Organization/Agency
:

Submission Input :

Does the FHWA have any objection to the IBR posting on their website all "Draft Supplemental EIS" public comments as they are received?

IBR Draft SEIS - RECORD #338 DETAIL
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First Name : Bob

Last Name : Ortblad

Attachments : DSEIS-338_Ortblad_Original.pdf (1 kb)
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image002.png (1 kb)
image003.png (1 kb)
image004.png (1 kb)
image005.png (856 bytes)
image006.png (821 bytes)

IBR Draft SEIS - RECORD #338 DETAIL
--

Submission Date : 10/2/2024

First Name : Bob

Last Name : Ortblad

Business/Organization/Agency
:

Submission Input :

Does the FHWA have any objection to the IBR posting on their website all "Draft Supplemental EIS" public comments as they are received?

IBR Draft SEIS - RECORD #339 DETAIL
--

First Name : Bob

Last Name : Ortblad

Attachments : DSEIS-339_Ortblad_Original.pdf (1 kb)
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image006.png (821 bytes)

IBR Draft SEIS - RECORD #339 DETAIL
--

Submission Date : 10/2/2024

First Name : Bob

Last Name : Ortblad

Business/Organization/Agency
:

Submission Input :

Does the FHWA have any objection to the IBR posting on their website all "Draft Supplemental EIS" public comments as they are received?

IBR Draft SEIS - RECORD #340 DETAIL

First Name : Susan

Last Name : Gee

Attachments : DSEIS_340_Gee_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #340 DETAIL
--

Submission Date : 10/2/2024

First Name : Susan

Last Name : Gee

Business/Organization/Agency :

Submission Input :

So you're gonna build a 3-lane thru-traffic bridge to replace a 3-lane thru-traffic bridge? Got it.

NO LIGHT RAIL

NO TOLLS

BUILD A 3rd BRIDGE FIRST... either east or west, take your pick

IBR Draft SEIS - RECORD #341 DETAIL
--

First Name : Donald

Last Name : Martin

Attachments : DSEIS_341_Martin_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #341 DETAIL
--

Submission Date : 10/2/2024

First Name : Donald

Last Name : Martin

Business/Organization/Agency
:

Submission Input :

I do not believe the time savings quoted in the document. I feel that they are numbers pulled form the air to try to justify the project. I do not want a toll on the bridge or a train. The final cost benefit of an ~\$9 billion bridge (or more) is just not there. I feel the project has been the result of a giant wish list incorporated into a project without any consideration to cost due to being able to just raise the toll. When I do a project, I look at my resources and then design the project I think that this project should be put to a vote of the people impacted and see what they think. This is just a rebake of the failed CRC and deserves to be shelved.

IBR Draft SEIS - RECORD #342 DETAIL

First Name : Barry A

Last Name : Odgers

Attachments : DSEIS_342_Odgers_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #342 DETAIL
--

Submission Date : 10/2/2024

First Name : Barry A

Last Name : Odgers

Business/Organization/Agency : Ret.

Submission Input :

Recommend C-Tran provide public transportation on the IBR. This will be a \$2 billion dollar saving for our tax dollar. The bus ridership across the I-5 bridge does not justify that kind of expense .

IBR Draft SEIS - RECORD #343 DETAIL**First Name :** Joice**Last Name :** London**Attachments :** DSEIS_343_London_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #343 DETAIL

Submission Date : 10/2/2024

First Name : Joice

Last Name : London

Business/Organization/Agency
:

Submission Input :

How many buildings will be destroyed

IBR Draft SEIS - RECORD #344 DETAIL**First Name :** Brigit**Last Name :** Valencia**Attachments :** D1_344_Valencia_20241002_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #344 DETAIL**Submission Date :** 10/2/2024**First Name :** Brigit**Last Name :** Valencia**Business/Organization/Agency**
:**Submission Input :**

I strongly oppose any toll associated with this project. We have spent countless dollars on planning for something that should already be fixed. This is a federal highway- we should not be tolling drivers. This is just another opportunity for the states to tax citizens. The tolls will continue to rise every time Vancouver or Portland need funds. WA citizens pay one of the highest gas tax in the nation. Our roads should be covered. I've also seen nothing to support the need for light rail. This bridge should be fixed - not replaced - and a third bridge should have been built. Stop wasting money on something that is not going to help. Portland does not have the infrastructure downtown to support additional lanes etc.. there will always be a back-up until the fix the area between Jantzen beach and on the south side of the Marquam bridge. No tolls. No light rail. No tolls without a public vote of both Vancouver and Portland voters.

IBR Draft SEIS - RECORD #345 DETAIL
--

First Name : Craig

Last Name : Smith

Attachments : D1_345_Smith_20241002_Original.pdf (16 kb)

IBR Draft SEIS - RECORD #345 DETAIL
--

Submission Date : 10/2/2024

First Name : Craig

Last Name : Smith

Business/Organization/Agency :

Attachments : D1_345_Smith_20241002_Original.pdf (19 kb)

Submission Input :

No Tolls ditch the light rail and pedestrian

Make it 4 lanes on each side and raise the height by 200 feet

D1_345_Smith_20241002_

Comment from DSEIS Comment Forum

No Tolls ditch the light rail and pedestrian

Make it 4 lanes on each side and raise the height by 200 feet

IBR Draft SEIS - RECORD #346 DETAIL**First Name :** William**Last Name :** Bostic**Attachments :** DSEIS_346_Bostic_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #346 DETAIL
--

Submission Date : 10/2/2024

First Name : William

Last Name : Bostic

Business/Organization/Agency
:

Submission Input :

Our government representatives need to listen to us. NO light rail on the interstate bridge! The installation of light rail to the east side of Portland started the decline of those neighborhoods. Light rail to Vancouver will start the decline of the city. Crime and filth follow the rail lines!

IBR Draft SEIS - RECORD #347 DETAIL**First Name :** Diane**Last Name :** Rayburn**Attachments :** DSEIS-347_Rayburn_Original.pdf (5 kb)

IBR Draft SEIS - RECORD #347 DETAIL**Submission Date :** 10/2/2024**First Name :** Diane**Last Name :** Rayburn**Business/Organization/Agency :****Attachments :** DSEIS_347_Rayburn_20241002_Original.pdf (22 kb)**Submission Input :**

NO TOLLS. You should recoup the millions of dollars you already wasted last go around on this project and put that towards the funding. YOU should have accountability of taxpayer's money and not put this on the average citizen who can't afford tolls.

ALSO, I just heard the improvements for auto traffic, including commerce vehicles is 46%? The rest is allocated to bike lanes and the train. Is that really the best plan or practice? Have studies been done regarding the train/public transportation? I believe the MAJORITY of citizens do not want the train, and it's ridiculous to allocate the higher percentage of use of this project for non-auto use. This is not a solution, just another problem brought to you by government officials who have no clue. MAYBE you should try the commute for a period of time and see if you change your mind. Not only that, but if there are tolls on this bridge, what is going to happen to the 205? People will re-direct their trip over to that bridge causing more issues on the East side. Who decided all of this anyway because if it was brought to the citizens, it wouldn't be done the way you have planned.

IBR Draft SEIS - RECORD #348 DETAIL

First Name : Shirley

Last Name : Holmberg

Attachments : DSEIS-348_Holmberg_Original.pdf (5 kb)

IBR Draft SEIS - RECORD #348 DETAIL**Submission Date :** 10/2/2024**First Name :** Shirley**Last Name :** Holmberg**Business/Organization/Agency :****Attachments :** DSEIS_348_Holmberg_20241002_Original.pdf (19 kb)**Submission Input :**

Hello.

I am writing to beg you please do NOT toll the new bridge. This project was rejected by the powers that be when it was so much more affordable. Now to make up for bad decisions made previously we are expected to pay with Taxes AND tolls. This is a major artery for commuters, supplies, medical needs, schools, jobs etc. I personally am a grandmother who babysits my grandchildren, who live in Portland. I can barely afford food at this point. This would be a hardship that I could not bear. The gas and car maintenance is already a lot. Please , NO TOLLS. We, as citizens have had enough financial trauma.

IBR Draft SEIS - RECORD #349 DETAIL**First Name :** Diane**Last Name :** Bostic**Attachments :** DSEIS-349_Bostic_Original.pdf (4 kb)

IBR Draft SEIS - RECORD #349 DETAIL**Submission Date :** 10/2/2024**First Name :** Diane**Last Name :** Bostic**Business/Organization/Agency**
:**Attachments :** DSEIS_349_Bostic_20241002_Original.pdf (14 kb)**Submission Input :**

People do not want light across the bridge. There is already bus transit across the bridge. We need more lanes to accomodate daily traffic, OR, Personally i wish another bridge would be built further east by Camas, Fairview area.

IBR Draft SEIS - RECORD #350 DETAIL**First Name :** Terry**Last Name :** McChesney**Attachments :** DSEIS-350_McChesney_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #350 DETAIL
--

Submission Date : 10/2/2024
First Name : Terry
Last Name : McChesney
Business/Organization/Agency :

Submission Input :

We voted "NO" light rail extension a few years ago. That bridge needs to be a single level, no lift span, no light rail bridge built for the demand 20 years from now, not to serve demand we have today. Remove LRT, it needs the 5 lanes both directions, especially to allow oncoming traffic to not blend into existing I-5 traffic in either direction.

Whatever is spent to build enough lanes for demand 20 years from now will be money well spent.

IBR Draft SEIS - RECORD #351 DETAIL
--

First Name : Pam

Last Name : McLean

Attachments : DSEIS-351_McLean_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #351 DETAIL**Submission Date :** 10/2/2024**First Name :** Pam**Last Name :** McLean**Business/Organization/Agency**
:**Submission Input :**

Replace the bridge!! Enough of horrendous amounts of money being spent and nothing changing. This bridge should have been replaced decades ago. We need light rail, we need REAL commuter lanes, we need better traffic flow. Replace the damn bridge!!

IBR Draft SEIS - RECORD #352 DETAIL**First Name :** Dannel**Last Name :** Christian**Attachments :** DSEIS-352_Christian_Original.pdf (128 kb)
image.png (29 kb)
Outlook-qblp5kbp.png (8 kb)
Outlook-u1q5xhb4.png (526 bytes)
Outlook-emi50cij.png (499 bytes)
Outlook-equvgrov.png (553 bytes)
3750_001.pdf (131 kb)

IBR Draft SEIS - RECORD #352 DETAIL

Submission Date : 10/2/2024
First Name : Dannel
Last Name : Christian
Business/Organization/Agency : InnVentures

Attachments : 3750_001.pdf (131 kb)

Submission Input :

I'm inquiring for more information on the proposed interstate bridge project. I represent the owners of the attached business, a hotel. I've noted within the document that hard copies of the Draft SEIS are available at the below locations. Is there an electronic version available you could send over?



NELSE & KATE
RESIDENCE 100
PORTLAND NORTH

Interstate Bridge Replacement Program
500 Broadway, Suite 200
Vancouver WA 98660
360-859-0494 WA 503-897-9218 OR
888-503-6735 Toll Free
info@interstatebridge.org

September 16, 2024

BRE ROSE PROPERTY OWNER LLC
PO BOX A3956
CHICAGO IL 60690-3956
1N1E03BB -01801 / R611250420

Dear property owner:

The Oregon Department of Transportation (ODOT) and Washington State Department of Transportation (WSDOT) are jointly leading the Interstate Bridge Replacement (IBR) program in collaboration with eight local agency partners. The IBR program seeks to build a multimodal replacement of the aging Interstate Bridge across the Columbia River, extend light rail, add express bus on shoulder, enhance bike and pedestrian facilities, and modify seven interchanges within the program's five-mile corridor on I-5 from Victory Boulevard to SR 500.

The IBR program's Draft Supplemental Environmental Impact Statement (SEIS) will be published on September 20, 2024, and will be available for public review and comment for 60 days, until November 18, 2024. The Draft SEIS is a comprehensive document, in compliance with the National Environmental Policy Act, that presents the Modified Locally Preferred Alternative (LPA) and discloses the potential impacts and benefits of the proposed IBR program investments. The Modified LPA is a set of agreed upon components identified for further evaluation through the environmental review process. It is NOT the replacement bridge's final design but rather a key milestone setting the program's direction as we start to test and evaluate plans for a replacement multimodal river crossing system.

The Draft SEIS identifies your property as potentially impacted by construction of program investments and that your property might require a full, partial or temporary acquisition. Beginning September 20, the Draft SEIS will be available online at interstatebridge.org/DraftSEIS, at the IBR program office, the City of Portland and the City of Vancouver (a list of locations can be found on the back of this letter).

The Draft SEIS analysis and public comments will also inform refined design options, updated technical analysis, development of mitigation commitments, and advancement of design. Responses to public comments, the anticipated program footprint, identification of the preferred alternative, and mitigations will all be published in the Final SEIS, which is expected to be published in mid to late 2025. This will be followed by federal approval to move to construction, beginning as early as late 2025. Program efforts to avoid, minimize and mitigate impacts will continue through final design and construction. Since construction of corridor investments is expected to be sequenced beginning with the replacement bridge over the Columbia River and roadway approaches, formal conversations about property acquisitions would also be sequenced in conjunction with the construction timeline. If it is determined that all or a portion of your property is necessary, you will be contacted well in advance of the acquisition process.

Please visit interstatebridge.org/DraftSEIS to learn more about the many ways to comment on the Draft SEIS, call 866-427-7347 or email us at DraftSEIS@interstatebridge.org. We are holding two in-person open houses and public hearings on October 15 (in Vancouver at Clark College) and 17 (at the Portland Expo Center) from 5:30-8:30. During these events, you may provide comments on the Draft SEIS and speak with a member of our real

estate team about the Right-of-Way process. Please visit interstatebridge.org/calendar to view the list of upcoming briefings, hearings, and events and for more information on how you can participate in the public comment process.

Sincerely,



Greg Johnson
IBR Program Administrator

Locations to Access Hard Copies of the Draft SEIS:

IBR Office
500 Broadway St, Suite 200
Vancouver, WA 98660

Charles Jordan Community Center
9009 N Foss Ave
Portland, OR 97203

Vancouver City Hall
415 W 6th St
Vancouver, WA 98660

Examples of Washington Locations to Access the Draft SEIS Online:

Fort Vancouver Regional Libraries
Multiple Locations
Please call to find a location near you
(360) 906-5000

Clark College – Cannell Library
1933 Fort Vancouver Way #112
Vancouver, WA 98663
(360) 992-2151

Camas Public Library
625 NE 4th Ave
Camas, WA

Examples of Oregon Locations to Access the Draft SEIS Online:

Multnomah County Library
Multiple Locations
Please call to find a location near you
(503) 988-5123

Portland Community College Library
Multiple Locations
Please call to find a location near you
(971) 722-5322

Clackamas Community College Library
19600 Molalla Ave
Oregon City, Oregon 97045
(503) 494-3460

OREGON

For ADA (Americans with Disabilities Act) or Civil Rights Title VI accommodations, translation/interpretation services, or more information call 503-731-4128, TTY 800-735-2900 or Oregon Relay Service 7-1-1.

WASHINGTON

Accommodation requests for people with disabilities in Washington can be made by contacting the WSDOT Diversity/ADA Affairs team at wsdotada@wsdot.wa.gov or by calling toll-free, 855-362-4ADA (4232). Persons who are deaf or hard of hearing may make a request by calling the Washington State Relay at 711. Any person who believes his/her Title VI protection has been violated, may file a complaint with WSDOT's Office of Equal Opportunity (OEO) Title VI Coordinator by contacting (360) 705-7090.



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Sincerely,



Greg Johnson
IBR Program Administrator

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IBR Draft SEIS - RECORD #353 DETAIL

First Name : Jason

Last Name : Lind

Attachments : DSEIS-353_Lind_Original.pdf (2 kb)

IBR Draft SEIS - RECORD #353 DETAIL
--

Submission Date : 10/2/2024
First Name : Jason
Last Name : Lind
Business/Organization/Agency : Nabisco Portland

Submission Input :

Even though I make 30.00/hour I would not be able to afford any tolls. I have three people in my household and one income. These are absolutely ridiculous. I travel this bridge daily and have no issues whatsoever with this traffic.

Another thought is you say shifting the channel, you literally can't shift a shipping channel without dredging the bottom of the river out. When we're out on my friends boat the channel runs 35 to 40 feet deep and the sides anywhere from 10 to 15 feet deep

That is a whole other undertaking and takes years to shift.

The river looks deeper than it actually is and the currents are tricky enough out there without trying to change a major shipping channel. Then you also need to redo all shipping navigational plotting maps and GPS shipping routes as well. Please ask the Coast Guard and they will verify as well as the army Corp of engineers as that's their specialty.

IT TRULY WOULD BE EASIER TO BUILD A THIRD BRIDGE AT CAMAS/WASHOUGAL.

Also being that I've watched the busses every morning and afternoon in traffic I can say keep the portland CRIME TRAIN (lightrail) in PORTLAND. WE DONT WANT IT IN VANCOUVER AND VOTED IT DOWN 9 TIMES ALREADY. THE MAYOR DOES NOT SPEAK FOR THE PUBLIC ON THIS. SHE HAS HER OWN AGENDA.

IBR Draft SEIS - RECORD #354 DETAIL

First Name : Christopher

Last Name : Pierce

Attachments : DSEIS-354_Pierce_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #354 DETAIL
--

Submission Date : 10/2/2024

First Name : Christopher

Last Name : Pierce

Business/Organization/Agency
:

Submission Input :

most excited for the prospect of the light rail extending into Vancouver, much needed

IBR Draft SEIS - RECORD #355 DETAIL

First Name : Christine

Last Name : Magrich

Attachments : DSEIS-355_Magrich_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #355 DETAIL
--

Submission Date : 10/2/2024

First Name : Christine

Last Name : Magrich

Business/Organization/Agency
:

Submission Input :

This is a bad idea. The cost of living in Portland is already very high for the residents. You already have a disturbing amount of homeless people. People are living in Washington while working in Oregon, because they can't afford to live in Oregon. The city is already mismanaging various funds like taxes and property tax. The business are price gouging the people who are here. Even the electric water and gas are increasing fees to an almost unlivable rate. The cost of owning a home is almost unobtainable and the cost of rent is so high, the residents are better off owning a home, or living 5 working adults deep. This is not going to solve anything but to have yet another organization making single family living in and around Portland almost impossible. This is a very bad idea. I'm sure many residents would agree. It will reflect on how we react and elect future policy makers for sure.

IBR Draft SEIS - RECORD #356 DETAIL**First Name :** Katlyn**Last Name :** Fuentes**Attachments :** DSEIS-356_Fuentes_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #356 DETAIL
--

Submission Date : 10/3/2024

First Name : Katlyn

Last Name : Fuentes

Business/Organization/Agency
:

Submission Input :

Being a resident of Washington State, I have had many opportunities to travel northbound and southbound across this bridge, as it is one of the only interstate bridges in this area that connect the states of Washington and Oregon over the Columbia River. Having made this trek dozens of times over the years, I have had many opportunities to witness firsthand how congested traffic can be on this bridge, and unfortunately, I have also witnessed accidents here as well. While I understand the environmental concerns regarding both the bridge expansion and potential for additional pollution from construction and increased traffic on the roadways, in this case, I think that the benefits from human safety outweigh those concerns. By replacing this bridge, the engineers will also be updating the infrastructure so that it is more resilient to earthquakes (a major concern along the West Coast), will have increased exits which will reduce bottlenecking and allow for a quicker flow of traffic, and will also be safer to pedestrians as the bridge pedestrian walkway is being upgraded. Therefore, provided that the FHWA, FTA, and other project agencies are complicit with the permitting received on this project, and that public feedback is considered (especially during the design phase of the project) I am fully supportive of the implementation of this project.

IBR Draft SEIS - RECORD #357 DETAIL

First Name : William

Last Name : Sebers

Attachments : DSEIS-357_Sebers_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #357 DETAIL
--

Submission Date : 10/3/2024

First Name : William

Last Name : Sebers

Business/Organization/Agency
:

Submission Input :

Will a program such a "easy pass" be available to pay the toll on the bridge? I lived in the DC area and easy pass made using the toll roads easy and convenient.

IBR Draft SEIS - RECORD #358 DETAIL

First Name : Jeanine

Last Name : Falter

Attachments : DSEIS-358_Falter_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #358 DETAIL
--

Submission Date : 10/3/2024

First Name : Jeanine

Last Name : Falter

Business/Organization/Agency
:

Submission Input :

I am glad to see that a program is being considered for low income commuters. I do understand the difficulty of getting bond programs passed, But I still feel that funding the bridge replacement would spread the financial pain of the cost over a greater population rather than those who need to use the bridge to go to work or access medical facilities on "the other side of the bridge". The toll will create a situation that I grew up in where crossing the Columbia via the bridge will be avoided and used as a last resort situation.

I am of the quieter group that wants light rail on this bridge. Depending on where I need to go I would use it when I needed to go to downtown Portland. What is needed if this is available is more and more visible transit police on these routes. I have been to places (Ireland) where I frequently used their light rail and nearly every time I used it there was the transit police on the vehicle. They helped with my navigating the system and kept the unruly factions under control. This is possible for us to do. Yes more officers need to be hired and trained, that can be said for all of the area's law enforcement groups in the last few years.

IBR Draft SEIS - RECORD #359 DETAIL
--

First Name : Jennifer

Last Name : Hall

Attachments : DSEIS-359_Hall_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #359 DETAIL

Submission Date : 10/3/2024

First Name : Jennifer

Last Name : Hall

Business/Organization/Agency
:

Submission Input :

We need the max to go across the bridge to Vancouver and include Janzen Beach to help the retail back to what it was in the 90's.

IBR Draft SEIS - RECORD #360 DETAIL
--

First Name : Andy

Last Name : Leisinger

Attachments : DSEIS-360_Leisinger_Original.pdf (4 kb)

IBR Draft SEIS - RECORD #360 DETAIL
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Submission Date : 10/3/2024

First Name : Andy

Last Name : Leisinger

Business/Organization/Agency :

Attachments : DSEIS_360_Leisinger_20241003_Original.pdf (20 kb)

Submission Input :

I have reviewed the preliminary proposal and have the following comments:

1. No Light Rail, too costly. Each State should do there own light rail system.
2. No Tolls, too costly to citizens, to inefficient for traffic flow.
3. Design bridge height for US Coast Guard, US Navy and other ship movements to Portland area.
4. Look at other locations, that might be better suited for construction to achieve the above (3) items.

IBR Draft SEIS - RECORD #361 DETAIL

First Name : Sandra
Last Name : Gathings

Attachments : DSEIS-361_Gathings_Original.pdf (4 kb)

IBR Draft SEIS - RECORD #361 DETAIL**Submission Date :** 10/3/2024**First Name :** Sandra**Last Name :** Gathings**Business/Organization/Agency :****Attachments :** DSEIS_361_Gathings_20241003_Original.pdf (17 kb)**Submission Input :**

No bridge replacement and no light rail that no one wants. Leave the interstate bridge alone and build a third bridge to the west of it to relieve the congestion

IBR Draft SEIS - RECORD #362 DETAIL**First Name :** Patricia**Last Name :** Bride**Attachments :** DSEIS-362_Bride_Original.pdf (5 kb)

IBR Draft SEIS - RECORD #362 DETAIL**Submission Date :** 10/3/2024**First Name :** Patricia**Last Name :** Bride**Business/Organization/Agency :****Attachments :** DSEIS_362_Bride_20241003_Original.pdf (15 kb)**Submission Input :**

It is my understanding that this project is funded, at least a great deal, by Federal Funds to the tune of \$1.4 billion. The tolls that are being proposed will likely have a large impact on the rural communities where it is more cost-effective to live. My other half works in Portland and commutes every day. If a toll were to be put into place, it would greatly impact the budget. He crosses twice daily during the hours you would likely charge the most. This expense will not be picked up by his employer. What are Oregon and Washington doing to help small rural communities that are not heavily impacted by these tolls?

IBR Draft SEIS - RECORD #363 DETAIL
--

First Name : John

Last Name : Haynes, AIA

Attachments : DSEIS-363_Haynes_Original.pdf (19 kb)

IBR Draft SEIS - RECORD #363 DETAIL
--

Submission Date : 10/3/2024
First Name : John
Last Name : Haynes, AIA
Business/Organization/Agency :

Attachments : DSEIS_363_Haynes_20241003_Original.pdf (22 kb)

Submission Input :

The landing of the bridge on the Washington side looks to be entirely unworkable. It will be a visual and traffic nightmare.

The drawing sections in Chapter 2 of any of proposed bridge landings on the Washington side are clearly marked "Not to Scale" and are misleading. The drawings do not dimension the height of the bridge as it crosses land on the Washington side. The omitted information should be clearly shown on the drawings. The slopes of the connecting ramps from I5 to Route 14 should be clearly shown.

How high above the ground is the Waterfront Train Station? It should be clearly defined and stated that there will need to be escalators and elevators to the platform.

The boundary for Terminal 1, shown in Section 4 (f) Evaluation 4-7 is incorrect and inconsistent with the Port of Vancouver's design drawings of the new building. The new bridge, located west of the current bridge looks to be directly over the East end of Terminal 1.

The option for a tunnel connecting Oregon to Washington should be reconsidered. The proposed bridge will be a "100 year" eye sore that can be avoided.

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IBR Draft SEIS - RECORD #364 DETAIL

First Name : Andrew

Last Name : Cotugno

Attachments : DSEIS-364_Cotugno_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #364 DETAIL
--

Submission Date : 10/3/2024
First Name : Andrew
Last Name : Cotugno
Business/Organization/Agency : Retired

Submission Input :

In chapter 2 - description of alternatives, there is a description and diagram of the Hayden Island access. Emile it is much improved over the CRC design. The ramps to and from the north make sense as is but the access to and from the south through the Marine Drive and Victory Blvd. interchanges should be simplified. Rather than the current complicated design an alternative that connects a new local arterial on the west side of I-5, crossing the Portland Harbor and tying directly into Expo Road next to the Expo light rail station. The motorist could then find their way to the Victory Blvd. interchange. Connecting this local arterial into the I-5/Marine Drive is over kill, too complicated and expensive.

IBR Draft SEIS - RECORD #365 DETAIL**First Name :** Phil**Last Name :** Brooke**Attachments :** DSEIS-365_Brooke_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #365 DETAIL
--

Submission Date : 10/4/2024
First Name : Phil
Last Name : Brooke
Business/Organization/Agency : N/A

Submission Input :

Tolling will cause widespread economic damage on the Oregon side, congestion on both sides & perverse development on the Washington side.

These should absolutely be considered in a new SEIS.

I haven't studied the question closely, but why can't CRC simply scrap tolling & light rail, then get on with things?? Common sense?

IBR Draft SEIS - RECORD #366 DETAIL
--

First Name : Catherine

Last Name : Sprecher

Attachments : DSEIS-366_Sprecher_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #366 DETAIL**Submission Date :** 10/4/2024**First Name :** Catherine**Last Name :** Sprecher**Business/Organization/Agency**
:**Submission Input :**

I am very concerned about the tolls for people who have to go to work in Oregon. The proposed tolls are very high for a middle class family. I don't understand why large trucking companies, who use it commercially and cause more wear and tear on roads aren't required to carry most of the cost. Are they lobbying and middle class families are being ignored again? Or why is this not even being considered, i.e. Why is there no talk about having big trucks pay most tolls?

IBR Draft SEIS - RECORD #367 DETAIL**First Name :** Pamela**Last Name :** Henkel**Attachments :** DSEIS-367_Henkel_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #367 DETAIL
--

Submission Date : 10/4/2024
First Name : Pamela
Last Name : Henkel
Business/Organization/Agency : Davies Cremation & Burial Services

Submission Input :

I'll believe it when I see it, as this has been going on way to long.

I oppose the MAX train being a part of the planning with the replacement bridge, as do most people living in Vancouver. It would be way too expensive to add the train, and Metro is corrupt.

I would leave the old bridge in tact as long as possible, and start the expansion of the new bridge. Our only option cannot just be the Glenn Jackson 205 Bridge.

IBR Draft SEIS - RECORD #368 DETAIL

First Name : Alexandria

Last Name : Kershner

Attachments : DSEIS-368_Kershner_Original.pdf (2 kb)

IBR Draft SEIS - RECORD #368 DETAIL
--

Submission Date : 10/4/2024
First Name : Alexandria
Last Name : Kershner
Business/Organization/Agency :

Submission Input :

I understand that the new bridge will have tolls. I would like to strongly recommend that tolls for tractor trailers be MUCH higher than tolls for individual vehicles. Something in the range of 10-20x as expensive seems reasonable to me for a variety of reasons. The most obvious being that semi-trucks weigh significantly more than cars. A loaded semi truck is approximately 40 tons and a car is about 1.5 tons (according to the Pennsylvania Department of Transportation), so the semi-truck is contributing far more to wearing down the road than any car could.

The other major factor is that these tolls will disproportionately impact lower income individuals who are living in Washington and commuting to Portland due to not being able to afford Portland housing prices. It is good that public transit improvements are being planned out along with the bridge replacement but there are still going to be many Clark County commuters who are either going to have to pay tolls or add hours to their commute because their area is underserved by public transit.

If the tolls for semi-trucks aren't significantly higher than the tolls for cars, then it will be the daily commuters who are effectively subsidizing the bridge for corporations. Semi-trucks do significantly more damage to roads and, as I-5 is a major shipping corridor, are likely only passing through without contributing to local communities. It is unethical to ask lower income commuters to bear the burden of paying anywhere near as much as corporations and I hope that will be taken into account when planning toll amounts.

IBR Draft SEIS - RECORD #369 DETAIL	
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First Name :	N/A
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Last Name :	N/A
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Attachments :	DSEIS-369_NA_Original.pdf (1 kb)
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IBR Draft SEIS - RECORD #369 DETAIL
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Submission Date : 10/1/2024

First Name : N/A

Last Name : N/A

Business/Organization/Agency
:

Submission Input :

Increasing the number of lanes on the interstate highway wil help neither the portland nor vancouver communities. If taxpayer money is going to be spent, the priority should be on public transport (trains) and pedestrians. Increasing the number of lanes for cars will only induce further demand and lead to increased congestion.

IBR Draft SEIS - RECORD #370 DETAIL**First Name :** N/A**Last Name :** N/A**Attachments :** DSEIS-370_NA_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #370 DETAIL
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Submission Date : 10/1/2024

First Name : N/A

Last Name : N/A

Business/Organization/Agency
:

Submission Input :

Using the plan without the C-street ramp is a much better option. Not only will it decrease thru-traffic downtown, but it will also make navigation simpler for interstate drivers.

IBR Draft SEIS - RECORD #371 DETAIL

First Name : Autumn

Last Name : Quiroz

Attachments : DSEIS-371_Quiroz_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #371 DETAIL
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Submission Date : 10/1/2024

First Name : Autumn

Last Name : Quiroz

Business/Organization/Agency :

Submission Input :

When will it be completed?

IBR Draft SEIS - RECORD #372 DETAIL**First Name :** Jim**Last Name :** McConnell**Attachments :** DSEIS-372_McConnell_Original.pdf (4 kb)

IBR Draft SEIS - RECORD #372 DETAIL
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Submission Date : 10/4/2024

First Name : Jim

Last Name : McConnell

Business/Organization/Agency :

Attachments : DSEIS_372_McConnell_20241004_Original.pdf (20 kb)

Submission Input :

- 1) It is important to reduce congestion by increasing the number of lanes traffic.
- 2) A bike and pedestrian lane is a good idea as long as it is in addition to increasing traffic lanes.
- 3) Not enough people use light rail to justify adding it to the bridge and there won't be the need for the foreseeable future. The vast majority like using cars, it is the most practical and efficient for the next 50 years.

IBR Draft SEIS - RECORD #373 DETAIL
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First Name : Donnie

Last Name : Williams

Attachments : DSEIS-373_Williams_Original.pdf (4 kb)

IBR Draft SEIS - RECORD #373 DETAIL
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Submission Date : 10/4/2024

First Name : Donnie

Last Name : Williams

Business/Organization/Agency :

Attachments : DSEIS_373_Williams_20241004_Origional.pdf (17 kb)

Submission Input :

NO TOLLS NO LITE RAIL YOU WORK for the PEOPLE of OREGON we don't want this

IBR Draft SEIS - RECORD #374 DETAIL**First Name :** Jolene**Last Name :** Nolen**Attachments :** DSEIS-374_Nolen_Original.pdf (4 kb)

IBR Draft SEIS - RECORD #374 DETAIL**Submission Date :** 10/4/2024**First Name :** Jolene**Last Name :** Nolen**Business/Organization/Agency :****Attachments :** DSEIS_374_Nolan_20241004_Original.pdf (19 kb)**Submission Input :**

I had a near accident experience on the I-5 bridge to Janzten Beach 10 years ago. I refuse to drive on it and won't cross with another person driving. This bridge is not safe for all drivers and it is easy to get lost and stranded going to Salem, Portland or getting off at Janzten Beach 'cause there is no way to get off if you are in the slow lane.

IBR Draft SEIS - RECORD #375 DETAIL**First Name :** Dan**Last Name :** Wood**Attachments :** DSEIS-375_Wood_Original.pdf (4 kb)

IBR Draft SEIS - RECORD #375 DETAIL**Submission Date :** 10/4/2024**First Name :** Dan**Last Name :** Wood**Business/Organization/Agency :****Attachments :** DSEIS_375_Wood_20241004_Original.pdf (18 kb)**Submission Input :**

Yes, let's replace the bridge for so many reasons. Two things of which I'm 100% in favor:

- light rail on the crossing
- tolls to help pay for it

IBR Draft SEIS - RECORD #376 DETAIL

First Name : Harry

Last Name : Smith

Attachments : DSEIS-376_Smith_Original.pdf (5 kb)

IBR Draft SEIS - RECORD #376 DETAIL
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Submission Date : 10/4/2024

First Name : Harry

Last Name : Smith

Business/Organization/Agency :

Attachments : DSEIS_376_Smith_20241004_Original.pdf (19 kb)

Submission Input :

A couple of things:

1. Being so many people are concerned about light rail, double decker bus costs, and related issues about where they can board these vehicles, I think you should strive to make more available locations where people can park and board these vehicles.
2. Many are concerned about the toll expense. I understand it is an avenue to pay for the bridge, but I think you would get more support if you stopped the toll after a certain period of time or revenue collection... like they did with the 2nd Interstate bridge and and the Astoria bridge. Of course we all know it has to be be paid for its ongoing upkeep, but I don't think the tolls should be used for that. Find another way to pay for the upkeep.

IBR Draft SEIS - RECORD #377 DETAIL
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First Name : Kathleen

Last Name : McKinley

Attachments : DSEIS-377_McKinley_Original.pdf (5 kb)

IBR Draft SEIS - RECORD #377 DETAIL**Submission Date :** 10/4/2024**First Name :** Kathleen**Last Name :** McKinley**Business/Organization/Agency**
:**Attachments :** DSEIS_377_McKinly_20241004_Original.pdf (18 kb)**Submission Input :**

I am very concerned about having a toll to cross the new bridge. I understand that we need to recoup the expenses somehow, but so many people who live in our community seek medical care, entertainment, opportunity, and shopping across the bridge in Oregon. Personally, if I have to pay a toll, I'm going to avoid crossing in Oregon. And I am especially concerned for those people that need to see medical specialist at places like OHSU or Legacy or Shriners. They don't have an alternative on this side of the river and to have to pay every time they have an appointment is really going to be a hardship.

IBR Draft SEIS - RECORD #378 DETAIL

First Name : Phuong

Last Name : Nguyen

Attachments : DSEIS-378_Nguyen_Original.pdf (4 kb)

IBR Draft SEIS - RECORD #378 DETAIL**Submission Date :** 10/4/2024**First Name :** Phuong**Last Name :** Nguyen**Business/Organization/Agency :****Attachments :** DSEIS_378_Nguyen_20241004_Original.pdf (17 kb)**Submission Input :**

I don't agree to replace the new bridge and pay for the tolls. It's too costly for people who works in OR and lives in WA. We need a new bridge to reduce traffic flow.

IBR Draft SEIS - RECORD #379 DETAIL**First Name :** Ashe**Last Name :** Lainns**Attachments :** DSEIS-379_Lainns_Original.pdf (4 kb)

IBR Draft SEIS - RECORD #379 DETAIL**Submission Date :** 10/4/2024**First Name :** Ashe**Last Name :** Lainns**Business/Organization/Agency**
:**Attachments :** DSEIS_379_Lainns_20241004_Original.pdf (18 kb)**Submission Input :**

Don't let these people be homeless due to the bridge.. do not turn a blind eye to those who are at risk... I hate cars and the space it all takes up as a Oregonian. As someone who pulled themselves out of poverty, I empathize the the anxiety of those effected and I hope you all assisist these people who are going to be effected. Longterm. This is fucked up beyond my comprehension.

IBR Draft SEIS - RECORD #380 DETAIL

First Name : Robert

Last Name : Neyer

Attachments : DSEIS-380_Neyer_Original.pdf (4 kb)

IBR Draft SEIS - RECORD #380 DETAIL
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Submission Date : 10/4/2024

First Name : Robert

Last Name : Neyer

Business/Organization/Agency :

Attachments : DSEIS_380_Neyer_20241004_Original.pdf (19 kb)

Submission Input :

I live quite near the Interstate Bridge, and am VIGOROUSLY opposed to what amounts not to a "replacement" bridge but instead a MASSIVE highway expansion, based on wildly speculative projections of future vehicular traffic over many decades. We need a replacement optimized for mass transit, which does not create a hugely larger footprint on both sides of the river. This would be both cheaper and less disruptive to nearby communities. Thank you.

IBR Draft SEIS - RECORD #381 DETAIL**First Name :** Ali**Last Name :** Matheson**Attachments :** DSEIS-381_Matheson_Original.pdf (4 kb)

IBR Draft SEIS - RECORD #381 DETAIL**Submission Date :** 10/4/2024**First Name :** Ali**Last Name :** Matheson**Business/Organization/Agency**
:**Attachments :** DSEIS_381_Matheson_20241004_Original.pdf (19 kb)**Submission Input :**

I appreciate the need for an updated bridge BUT-from what i read- the tolls are potentially quite exorbitant AND I wouldtruly prefer you don't tear down the ONE good theatre Vancouver WA has right now (i.e. the Regal City Center) to create this bridge (Esp as the rest of the Regal theatres in our town are terrible and utterly outdated).

IBR Draft SEIS - RECORD #382 DETAIL**First Name :** Alan**Last Name :** Summerhill**Attachments :** DSEIS-382_Summerhill_Original.pdf (4 kb)

IBR Draft SEIS - RECORD #382 DETAIL

Submission Date : 10/4/2024
First Name : Alan
Last Name : Summerhill
Business/Organization/Agency :

Attachments : DSEIS_382_Summerhill_20241004_Origional.pdf (21 kb)

Submission Input :

If the replacement bridge is to be a lift structure, and if there is no widening through the Portland Rose Quarter, there will be little to no benefit to this 7 billion dollar project

If the real concern as stated is seismic stability of the existing bridge, strengthen the existing bridge and consider an interstate bypass from Longview to Tualitin overlaying HWY 30/217 in Oregon- or perhaps HWY30/47/99 rejoining I-5 in Eugene

IBR Draft SEIS - RECORD #383 DETAIL**First Name :** Kee**Last Name :** Shank**Attachments :** DSEIS-383_Shank_Original.pdf (4 kb)

IBR Draft SEIS - RECORD #383 DETAIL**Submission Date :** 10/5/2024**First Name :** Kee**Last Name :** Shank**Business/Organization/Agency**
:**Attachments :** DSEIS_383_Shank_20241005_Original.pdf (17 kb)**Submission Input :**

I am not in favor of light rail coming across the interstate bridge into Clark County, we have voted at least two times That we do not want light rail, and as usual, the politicians know what's best for us and not listening to the people and their vote

IBR Draft SEIS - RECORD #384 DETAIL

First Name : Philip

Last Name : Harder

Attachments : DSEIS-384_Harder_Original.pdf (19 kb)

IBR Draft SEIS - RECORD #384 DETAIL**Submission Date :** 10/5/2024**First Name :** Philip**Last Name :** Harder**Business/Organization/Agency :****Attachments :** DSEIS_384_Harder_20241005_Original.pdf (22 kb)**Submission Input :**

Why don't you have a 2-4 page synopsis of the environmental impact statement. I quit counting at 500 pages and was only half way through. My brief comments are as follows: 1.We have voted three times for NO RAIL TRANSIT yet you ignore us.

2. We are replacing a six lane bridge with a six lane bridge for autos and trucks.--doesn't make sense.

3. Autos and trucks are going to pay the most for the bridge yet you are adding multi billion light rail--Who is paying for this?

4. My vision would be a ten lane (5,N &5S) with a lane that could be switched during busy periods

My wife and I live Near Mill Plain Blvd and see many busses go by. We once saw a bus with five riders which was the most passengers on an articulated bus. Average is probably two .riders. Does this make sense and is the type of ridership we are going to have on the new bridge with our light rail? If it was a business for profit it would be bankrupt in one month.

Why don't you have a 2-4 page synopsis of the environmental impact statement. I quit counting at 500 pages and was only half way through. My brief comments are as follows:

1. We have voted three times for NO RAIL TRANSIT yet you ignore us.
2. We are replacing a six lane bridge with a six lane bridge for autos and trucks.--doesn't make sense.
3. Autos and trucks are going to pay the most for the bridge yet you are adding multi billion light rail--Who is paying for this?
4. My vision would be a ten lane (5,N &5S) with a lane that could be switched during busy periods

My wife and I live Near Mill Plain Blvd and see many busses go by. We once saw a bus with five riders which was the most passengers on an articulated bus. Average is probably two .riders. Does this make sense and is the type of ridership we are going to have on the new bridge with our light rail? If it was a business for profit it would be bankrupt in one month.

IBR Draft SEIS - RECORD #385 DETAIL

First Name : James

Last Name : Luce

Attachments : DSEIS-385_Luce_Original.pdf (5 kb)

IBR Draft SEIS - RECORD #385 DETAIL
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Submission Date : 10/5/2024

First Name : James

Last Name : Luce

Business/Organization/Agency :

Attachments : DSEIS_385_Luce_20240805_Original.pdf (23 kb)

Submission Input :

My comments are based on the stated "purpose and need" for I-5 bridge replacement. And its acquisition .

The SDEIS states:

"The purpose of the proposed action is to improve I-5 corridor mobility by addressing present and future travel demand and mobility needs in the Program area".

"The Need

Seismic vulnerability

The existing Interstate Bridge is located in a seismically active zone. It does not meet current seismic standards and is vulnerable to failure in an earthquake."

Based on the stated "Purpose and aand Need" statements my comments are :

- 1 The I-5 bridge needs to be replaced because much of it is built on wooden pilings which will fail in a significant seismic event.
2. The smallest possible "Project" is desirable.
3. The "Project Area" fails to meet its purpose because it only minimally reduces traffic flow in the I-5 corridor.
- 4 To be adequate the scope of "Project Area" would need to consider the cumulative mobility impacts of Delta Park and the Rose Quarter "bottlenecks"
5. The light rail extension from Delta Park to downtown Vancouver could reduce bridge traffic and should be incorporated in any I-5 replacement.
6. Property acquisition will be minimized by a smaller I-5 replacement bridge..

IBR Draft SEIS - RECORD #386 DETAIL**First Name :** Matthew**Last Name :** Moore**Attachments :** DSEIS-386_Moore_Original.pdf (4 kb)

IBR Draft SEIS - RECORD #386 DETAIL**Submission Date :** 10/5/2024**First Name :** Matthew**Last Name :** Moore**Business/Organization/Agency**
:**Attachments :** DSEIS_386_Moore_20241005_Original.pdf (16 kb)**Submission Input :**

Hello!

I am a former Portlander of 5 years having recently left the area due to housing affordability issues.

I am an civil engineer now in new home of Port Angeles. When we replace a bridge, as I am doing now for a culvert replacement replacement project, we build to current standards, but for the future. Cars are not the future and they hinder our progress and health. Please ensure the bridge supports rail and other healthy forms of transport over cars.

Thank you,

Matthew Moore

IBR Draft SEIS - RECORD #387 DETAIL**First Name :** Dawn**Last Name :** Hottenroth**Attachments :** DSEIS-387_Hottenroth_Original.pdf (8 kb)

IBR Draft SEIS - RECORD #387 DETAIL**Submission Date :** 10/5/2024**First Name :** Dawn**Last Name :** Hottenroth**Business/Organization/Agency :****Attachments :** DSEIS_387_Hottenroth_20241005_Original.pdf (34 kb)**Submission Input :**

I have recently moved to the area and gained more free time for involvement in this process. I apologize if some of my comments were addressed through previous report documents. These comments are based on review of the following sections:

Chapter 2 - Summary of LPA, Section 3.14 – Water Quality and Hydrology, Section 3.15 Wetlands and Other Waters, and Section 3.18 Hazardous Materials

Overarching comments:

A. There is a complete lack of information regarding hazardous materials within river spoils. There should be significantly more information about how materials removed from bridge supports shall be collected, remediated and disposed of. With they be barge collected and stored? Where is the offsite TSF? How potentially contaminated are they? Text in Chapter 2 referenced section 3.18 for more information on river spoils, but Section 3.18 is basically silent on the subject. Contaminated river spoils have high potential for significant temporary impacts and deserve more significant discussion in summary discussion and all 3 of the sections I have reviewed above.

B. There is no discussion of a percentage of costs for public art or for use of local materials? These seem significant to the visual impacts of the work and climate change – and deserve some level of discussion in Chapter 2. I did not delve further into other section to hunt for these, but would anticipate they are included. I would hope that a goal of using at least 30% of materials from local sources within 100 miles of the project is included.

C. I am glad to see a strong focus for providing stormwater management from the bridges. However, there is little discussion about how and where runoff from bridges will actually be managed? Also there needs to be more detail about how facilities will be designed to control for spills – use of inlets, forebays, filters?

Section Specific Comments**Chapter 2**

1. There seems to be some disagreement between text and table 2. Earlier text states that use by trucks will increase 25%, while table 2 column 3 states there will be a decrease in truck use of the LPA.

2. Table 2, Column 3 – Transit – there is a notation that the Vancouver to Rose Quarter am bus line would actually see an increase of 20% with the LPA. That seems counter intuitive, especially given bus only auxiliary lanes. Is this correct? (I did not delve into the Transportation Section to discover if that is consistent).

3. Mitigation table – page 30. This table states wire mesh shall be used for screening of temporary ponds for aviation protection reasons. Metal screening should not be used! Screens of any variety are an entrapment issue for animals of all varieties. In addition, the introduction of metal flakes from a screen over time would add Zinc or other materials to a facility intended to have water quality pollution reduction capabilities. Instead, the team should push for non-surface / non-open treatment systems, such as tanks, vaults, dewatering bas, or even shallow wetlands that will be less of a bird attractant.

Section 3.15 – Water Quality and Hydrology

4. I would like to see a stated goal for use of vegetated stormwater management facilities, when practicable.

Use of underground injection controls (UICs) traditionally does not have sufficient pollution removal to be protective of groundwater.

5. I would like to see specific references to use of a Certified Professional in Sediment and Erosion Control (CPESC) or equivalent for preparation, review and inspection of any construction sites stage areas that are over 5 acres or in-water work. A simple engineer degree or certification is not sufficient! My hope is ODOT and WADOT reviewers would also hold these certifications. In addition, especially for in water work, a CPESC inspector should be onsite at least once weekly and within 72 hours before any storm event with over 1 inch of rainfall in 24 hours predicted.

6. I would like to see more detailed information about the use of Operations and Maintenance Plans (O & M Plans) and Spill and Pollution Control Plans (SPCPs) for both of the storage and maintenance facilities – especially for the new overnight storage facility at the Expo Center. It is unknown what materials if any will be stored there, but there is always spill and leakage from the LRVs to consider. I would like to see discussion of what topics will be included in those plans (materials storage, spill control, training) and definite statements that these plans will be in place / modified and staff trained prior to opening and operation of new facilities.

Section 3.15 – Wetlands and Other Waters

7. Again, there is insufficient discussion of in river impacts from bridge construction.

a. There is a statement at the bottom of page 23 in Section 3.18 that states a single span option has the potential to mobilize more river sediments then other options due to the increased number of bridge pilings and supports needed. That statement does not match amounts of removal in the cut and fill table 3.15-6. This information does not appear to be consistent with information provided in tables and discussion about the amount of removal anticipated. Please make it consistent!

b. Section 3.15.5 – indirect impacts – there should be a discussion on the amounts of cut and fill and therefore the potential for mobilization of contaminated river soils.

Section 3.18 – Hazardous Materials

8. Table 3-18 does not mention dredging spoils and if not discussed in this section, provide a reference to where this information can be found.

9. Table 3-18.2 to enhance readability, /I would suggest the acronym footnote be on every page with the table. Having to flip through 4 pages to get to an acronym is not helpful. I also suggest some summary discussion of total acres acquired and how many acres fall into each specific follow up activity – maybe as a footnote 2?

10. The bottom of page 23 of this section has a very helpful discussion of how single span alternatives have more river disturbance then other alternatives – due to the need of additional piers/supports. I believe this to be a critical point to highlight between configuration options in Chapter 2 and throughout the report.

Thank you for the opportunity to comment

IBR Draft SEIS - RECORD #388 DETAIL**First Name :** B**Last Name :** G**Attachments :** DSEIS-388_G_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #388 DETAIL
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Submission Date : 10/5/2024

First Name : B

Last Name : G

Business/Organization/Agency
:

Submission Input :

To have my support, this project must not include light rail in scope for the project. This is an unnecessary expense and unwanted by the majority of WA residents.

IBR Draft SEIS - RECORD #389 DETAIL

First Name : Justin

Last Name : Roman

Attachments : DSEIS-389_Roman_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #389 DETAIL
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Submission Date : 10/5/2024

First Name : Justin

Last Name : Roman

Business/Organization/Agency
:

Submission Input :

Please please separate the bike lane from the traffic noise. Also it would be pleasant if the bike lane has pullouts and some covered spaces. Please make the lane wide enough for passing including passing the service vehicles. I ride I-205 bridge a lot and the view is great, but very unpleasant with the traffic noise. I also have been stuck behind the cleaning vehicles with a very scary and narrow passing space.

IBR Draft SEIS - RECORD #390 DETAIL

First Name : Steven

Last Name : Nelson

Attachments : DSEIS-390_Nelson_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #390 DETAIL
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Submission Date : 10/5/2024
First Name : Steven
Last Name : Nelson
Business/Organization/Agency : The Speelyai Group

Submission Input :

Regarding the four tolling alternatives, I'm old enough to remember paying tolls from 1958 to 1964, when the bridge was paid and the toll was lifted. So my first reminder is, unlike the Pennsylvania Turnpike and private toll roads, tolls do mature and expire. I hear lots of paranoia that once in place, tolls will never be lifted. Not true.

I remember that the toll was 20 cents per trip, regardless of time or direction, so demand pricing had not yet been instituted. Out of curiosity, I ran an U.S. dollar inflation calculator to see what 20 cents would be worth in 2024. The answer is \$2.00, so the suggested basic toll, regardless of which of the four approaches, is reasonably in line with the tolls 60 years ago. Good job! As an aside, I suffered the commute twice daily from Vancouver to Portland for 42 years beginning exclusively on I-5, because the 205 bridge had not yet been built. Now that I am retired, I rarely have the need or motivation to travel to Portland, so I won't be one of those paying that toll. Finally, light rail, yes, just like there were trolley tracks on the original 1918 span!

IBR Draft SEIS - RECORD #391 DETAIL**First Name :** Joan**Last Name :** Newhouse**Attachments :** DSEIS-391_Newhouse_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #391 DETAIL
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Submission Date : 10/5/2024
First Name : Joan
Last Name : Newhouse
Business/Organization/Agency : N/A

Submission Input :

Please make mass transit a fundamental part of the design of this bridge. Commuters need better options than sitting in their car for an hour plus twice a day and the people and other living beings that live near I-5 deserve cleaner air.

IBR Draft SEIS - RECORD #392 DETAIL**First Name :** Bernie**Last Name :** Colasurdo**Attachments :** DSEIS-392_Colasurdo_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #392 DETAIL

Submission Date : 10/5/2024
First Name : Bernie
Last Name : Colasurdo
Business/Organization/Agency : Retired

Submission Input :

Is there going to be a toll on the new bridge? I highly advise against this path. I was just 4, or 5 years old and I remember going to Seattle and waiting in line for quite a while to get through the toll booth. I don't think toll roads or bridges are the answer to any major highway anymore. Thanks for the comments.

IBR Draft SEIS - RECORD #393 DETAIL

First Name : Reggie

Last Name : Howell

Attachments : DSEIS-393_Howell_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #393 DETAIL**Submission Date :** 10/5/2024**First Name :** Reggie**Last Name :** Howell**Business/Organization/Agency**
:**Submission Input :**

I am in favor of a new bridge, but I am NOT in favor of Tolling the bridge or having Tri-met light rail on it. We are Washingtonians . We have C-tran over here in Washington. I don't want to pay for Tri-met light rail services. I think it would not benefit any of us that live in Washington State. It would just take money out of our state and my pockets. I am very AGAINST it.

IBR Draft SEIS - RECORD #394 DETAIL

First Name : Yolanda

Last Name : H

Attachments : DSEIS-394_H_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #394 DETAIL**Submission Date :** 10/5/2024**First Name :** Yolanda**Last Name :** H**Business/Organization/Agency**
:**Submission Input :**

We don't need a fancy bridge. We don't want a light rail at all especially if it's going to affect people's homes and local businesses. It is wrong to force people out of their homes just because you want a light rail. The shuttle bus does just fine. The tolls are going to cost us washingtonians most and you also want to increase taxes on top of that. It's no wonder people are moving out of washington. NO TOLLS.NO FANCY BRIDGE. NO LIGHT RAIL.

IBR Draft SEIS - RECORD #395 DETAIL
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First Name : David, Jorge,

Last Name : Gonzalez

Attachments : DSEIS-395_Gonzalez_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #395 DETAIL
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Submission Date : 10/6/2024
First Name : David, Jorge,
Last Name : Gonzalez
Business/Organization/Agency : Constellations Church

Submission Input :

Comments concerning the interstate bridge that was built back in 1917. I personally like the structure and look of the interstate bridge. I am against replacing the interstate bridge and wasting tax dollars. I want the interstate bridge to stay the same for longevity they built and constructed a strong reliable bridge, look at that metal it's an architectural, artistic monumental statue of a bridge. If needed I am for in the future of refurbishing the interstate bridge. Save the statue of liberty as well the interstate bridge.

IBR Draft SEIS - RECORD #396 DETAIL

First Name : Natalia

Last Name : Nyx

Attachments : DSEIS-396_Nyx_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #396 DETAIL
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Submission Date : 10/6/2024

First Name : Natalia

Last Name : Nyx

Business/Organization/Agency
:

Submission Input :

Please include light rail access. Currently commuting from Vancouver to Downtown Portland for work is difficult due to commute times and parking. Adding light rail will open up more work options for both Portland and Vancouver residents.

IBR Draft SEIS - RECORD #397 DETAIL**First Name :** Jummy**Last Name :** Rotharmel**Attachments :** DSEIS-397_Rotharmel_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #397 DETAIL
--

Submission Date : 10/6/2024

First Name : Jummy

Last Name : Rotharmel

Business/Organization/Agency :

Submission Input :

The I 5 bridge replacement is just part of a new traffic management solutions. As to light rail it is ridiculous to suggest a new traffic corridor without light rail it is time for vancouver to grow up and ace pet they are no longer a small town but a growing Metropolitan area

IBR Draft SEIS - RECORD #398 DETAIL

First Name : Brett

Last Name : Becia

Attachments : DSEIS-398_Becia_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #398 DETAIL**Submission Date :** 10/6/2024**First Name :** Brett**Last Name :** Becia**Business/Organization/Agency**
:**Submission Input :**

As someone who frequently bikes to Portland from the downtown Vancouver area, enhanced biking and walking lanes over the bridge would be such a benefit for the community. Love the plan and keep up the great work!

IBR Draft SEIS - RECORD #399 DETAIL
--

First Name : Elizabeth

Last Name : Feddersen

Attachments : DSEIS-399_Feddersen_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #399 DETAIL
--

Submission Date : 10/6/2024
First Name : Elizabeth
Last Name : Feddersen
Business/Organization/Agency :

Submission Input :

- [- plan for future growth, bring mindful of environmental concerns.
- build the infrastructure for a train, but do not build it. Pdx is too unstable & Vancouver citizens voted it down.
- since this is I5, tolling is unconstitutional, thus have the funds before you build.

IBR Draft SEIS - RECORD #400 DETAIL**First Name :** Kirk**Last Name :** Heldt**Attachments :** DSEIS-400_Heldt_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #400 DETAIL
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Submission Date : 10/6/2024

First Name : Kirk

Last Name : Heldt

Business/Organization/Agency
:

Submission Input :

The WA state voters have already spoken numerous times about bringing light rail into WA!

Listen to what the people want.

NO LIGHT RAIL!

IBR Draft SEIS - RECORD #401 DETAIL

First Name : Helen

Last Name : Nowlin

Attachments : DSEIS-401_Nowlin_Original.pdf (2 kb)

IBR Draft SEIS - RECORD #401 DETAIL**Submission Date :** 10/6/2024**First Name :** Helen**Last Name :** Nowlin**Business/Organization/Agency**
:**Submission Input :**

The headline says it all. Oregon and Washington move ahead with tolling plans for present and future Interstate Bridge (I-5). Tolls primarily occur east of the Mississippi River and are not created to benefit the public but are used to privatize our road system. The I-5 tolls are purportedly considered now "to help fund the replacement" project. People have short-term memory loss. How many times or in how many ways does the public have to pay to drive over a bridge that should have been replaced by now?

Under the Columbia River Crossing slogan, those who advocated for "studies and more studies" cost us at least \$200 million. Then, officials overseeing the City of Vancouver (SW WA) preferred to focus on expanding the Eastside off of I-205 (the Growth Management Act, what was that?) and re-painting lines on local roads. Let us refresh our memories:

President Obama and his Administration intended to expedite the bridge replacement plan and adopt some high-speed rail. It didn't go anywhere because the Republican majority in Congress failed to move on a package of bills (sponsored by Obama's WH) to jump-start the economy necessitated by the excesses (boom or bust) caused by a relative handful and Wall Street. Former President Obama continued to try but remained hamstrung at the national level. By 2023, almost a decade after the Columbia River Crossing was nixed for want of funding, the I-5 bridge replacement received a \$600 million grant from the U.S. Department of Transportation and another \$1.5 billion from President Biden's landmark investment in U.S. infrastructure. This is in addition to the funds added by both Washington and Oregon state legislatures.

In 2011, the bridge replacement was estimated to cost \$3.2 - 3.6 billion. Replacement costs continued to rise and are expected to range from \$5 billion to \$7 billion. Tolls should end when the cost of building the bridge is paid, and any public-private funding cooperatives shouldn't create profit for the private sector solely. It should be a profit share, reinvestment fund such as what former President Obama suggested by creating a National Infrastructure Bank, where the public sector maintains control over our infrastructure. This bridge has already been paid for over the years; we all paid. Without the needless delays, a reasonable project to replace the bridge - for the priority reason, safety - should have been done by now and for half the cost.

IBR Draft SEIS - RECORD #402 DETAIL**First Name :** Carol**Last Name :** Kersely**Attachments :** DSEIS-402_Kersely_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #402 DETAIL**Submission Date :** 10/6/2024**First Name :** Carol**Last Name :** Kersely**Business/Organization/Agency**
:**Submission Input :**

I am a Hayden Island resident ... and am concerned about livability issues on Hayden Island. That we have no grocery stores, banks, medical services etc and that most of us travel to Vancouver regularly for many of these services. A bridge toll would be an unreasonable burden for island residents. Increase light rail or bicycle access across the bridge will be of no benefit to grocery shoppers. People living here are dependent upon cars. Furthermore, vehicle congestion is a tremendous problem, and the proposed bridge will do nothing to enhance the flow of vehicles.

IBR Draft SEIS - RECORD #403 DETAIL
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First Name : KATHRYN

Last Name : ERNEST

Attachments : DSEIS-403_Ernest_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #403 DETAIL
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Submission Date : 10/6/2024
First Name : KATHRYN
Last Name : ERNEST
Business/Organization/Agency :

Submission Input :

The double-deck bridge makes the most sense in my opinion. Separating mass transit & pedestrian walkways seems the most logical course of action when considering safety & efficiency. It is imperative this area provide transportation options such as light rail, busses & of course bicycle & pedestrian walkways. With the projected population growth in the area along with extremely important increases in interstate commerce this need is imperative to provide at the very least least normalcy to the PNW. The funding is an issue that has long been a thorn in the progression of this plan. Unfortunately the political mayhem seems to muck up the best laid intentions. We must move forward on this ASAP! If we could cut out the “red tape” involved in securing the “build” perhaps the total cost could be mitigated i.e., permits, etc. Time will only tell if our politicians rise to the occasion & move forward on this long overdue project.

IBR Draft SEIS - RECORD #404 DETAIL
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First Name : Joe

Last Name : Gustafson

Attachments : DSEIS-404_Gustafson_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #404 DETAIL
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Submission Date : 10/6/2024

First Name : Joe

Last Name : Gustafson

Business/Organization/Agency
:

Submission Input :

COMPLETE WASTE OF MONEY!!! DO NOT BUILD !!!

IBR Draft SEIS - RECORD #405 DETAIL**First Name :** Jamie**Last Name :** Storey**Attachments :** DSEIS-405_Storey_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #405 DETAIL
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Submission Date : 10/6/2024

First Name : Jamie

Last Name : Storey

Business/Organization/Agency
:

Submission Input :

This bridge needs to have more lanes for cars aside from auxiliary lanes and bus lanes. There is congestion all the time, regardless of rush hour, continuing up the 5 north to Seattle. Auxiliary lanes do nothing to help traffic on weekends. There should be statistics done on weekends to see if only adding auxiliary lanes would be helpful.

IBR Draft SEIS - RECORD #406 DETAIL**First Name :** David**Last Name :** Plotts**Attachments :** DSEIS-406_Plotts_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #406 DETAIL
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Submission Date : 10/6/2024

First Name : David

Last Name : Plotts

Business/Organization/Agency
:

Submission Input :

You do not need Trimet rails. Ridership is not that substantial. Need to put bridge elsewhere to help move traffic off of I-5 interstate bridge area. Way too much money and doesn't address water traffic and bridge lifts, which will still slow traffic

IBR Draft SEIS - RECORD #407 DETAIL

First Name : Andrew

Last Name : Kung

Attachments : DSEIS-407_Kung_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #407 DETAIL
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Submission Date : 10/6/2024
First Name : Andrew
Last Name : Kung
Business/Organization/Agency : LoveJoy Rental

Submission Input :

First of all, I believe this project is overdue. From 2013 to 2024, I have been using the existing bridges to go to Oregon to work and to play almost daily. This past week, I went to Portland every day. 7 days a week. The congestion is real. The final designs of this bridge should serve everyone living on both side of the river. The designs should be efficient, smart, and cost effective. I strongly believe that we should put politics aside and focus on what works for this region. The existing bridge has been serving our area for 100 years plus. We need another bridge that will meet the needs of the community today and the foreseeable future. Thank you for reading my comments.

IBR Draft SEIS - RECORD #408 DETAIL**First Name :** Erik**Last Name :** Kaarto**Attachments :** DSEIS-408_Kaarto_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #408 DETAIL
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Submission Date : 10/6/2024

First Name : Erik

Last Name : Kaarto

Business/Organization/Agency
:

Submission Input :

Hi Interstate Bridge Planners, Thank you for your hard work so far on figuring out how to resolve the bridge crossing and allowing public comments on this critical issue.

In speaking with people in Vancouver, their main concern is that homeless transients will have an easy way of crossing the I-5 bridge and contaminate Vancouver with further homelessness. In speaking with individuals who live in La Center, they feel a bridge would be beneficial from Woodland, WA to St Helens, OR connecting to highway 30.

This would keep Vancouver residents happy and alleviate the traffic problem on the I-5 Bridge Crossing. I was wondering if any Environmental Impact Reports have been attempted with this fascinating idea.

IBR Draft SEIS - RECORD #409 DETAIL

First Name : Nathan

Last Name : Norris

Attachments : DSEIS-409_Norris_Original.pdf (64 kb)

IBR Draft SEIS - RECORD #409 DETAIL
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Submission Date : 10/7/2024

First Name : Nathan

Last Name : Norris

Business/Organization/Agency :

Attachments : DSEIS_409_Norris_20241007_Original.pdf (66 kb)

Submission Input :

I am still in the process of reviewing the SEIS, so apologies if any of the below are addressed.

Typhoons

While I know it is very popular (and good, and necessary) to consider a Cascadia Subduction Zone earthquake (and/or Portland Hills Fault quakes), I believe that it is necessary to expand our scope of environmental disasters that any new infrastructure is likely to experience. I believe, with no genuine scientific backing, that the Pacific Northwest is likely to experience a typhoon out of the Pacific sometime in the next 50-100 years. Any major bridge should be specifically prepared for that.

Chemical Spills

Chapter 3.18 addresses many concerns regarding chemical spills, but does not seem to address the potential for a large spill (like, from a train car) on the bridge itself, where systems are likely to be least-capable, access will be most difficult, and likelihood of spilling into the Columbia river highest. I am aware that playing "what-if" is a very annoying tendency, but I would urge consideration of the worst day this bridge is likely to experience. Perhaps a minor inoculation would be updating the freight facilities for several miles of track in either direction surrounding the bridge, to at least reduce the likelihood of derailment that could directly affect the crossing.

Contra-Flow and evacuations

Contro-flow is not common on the West coast, but it is in use (sporadically) in the Gulf South. It is the concept of redirecting the flow of traffic so that ALL lanes move away from one hazard. In the south it's used in anticipation of hurricanes, but I would not be surprised if in the next 50-100 years the tactic migrates to the west coast, specifically in regards to fire danger. I'm not saying the bridge needs to be able to reverse flow at the push of a button, but maybe put some thought to what if all the North bound lanes actually needed to be South bound, and vice versa. How hard would that be to do, how bad would it be for people to be stuck in bumper-to-bumper for hours on the bridge, etc.

Overall, the plan sounds excellent. I realize it's early yet, but it's obvious that a tremendous amount of work has gone into this project already, and it's commendable effort. I especially appreciate 3.19 and 3.20, climate change and environmental justice.

The extension of the MAX yellow line would be absolutely fantastic.

Thank you for all you're doing, reading the summary alone made me full much better about this project than I had in the past. Looking forward to it.

I am still in the process of reviewing the SEIS, so apologies if any of the below are addressed.

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IBR Draft SEIS - RECORD #410 DETAIL**First Name :** Dale**Last Name :** Smith**Attachments :** DSEIS-410_Smith_Original.pdf (36 kb)

IBR Draft SEIS - RECORD #410 DETAIL
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Submission Date : 10/7/2024

First Name : Dale

Last Name : Smith

Business/Organization/Agency :

Attachments : DSEIS_410_Smith_20241007_Original.pdf (39 kb)

Submission Input :

No light rail ever must be a improvement in traffic lanes or no to bridge replacement

No light rail ever must be a improvement in traffic lanes or no to bridge replacement

IBR Draft SEIS - RECORD #411 DETAIL**First Name :** Evan**Last Name :** Gross**Attachments :** DSEIS-411_Gross_Original.pdf (48 kb)

IBR Draft SEIS - RECORD #411 DETAIL**Submission Date :** 10/7/2024**First Name :** Evan**Last Name :** Gross**Business/Organization/Agency**
:**Attachments :** DSEIS_411_Gross_20241007_Original.pdf (51 kb)**Submission Input :**

Absoltuley NO LIGHT RAIL. PDX has proven time and time again that it is nothing more than a bum transport system that is unsafe and unwelcome in Vancouver WA. We don't need to make it easier for Portland to transport its homeless population here.

I understand that the Feds are going to require light rail for funding, being pragmatic. That being said, if we are forced to accept light rail, even though the majority of Vancouver IS OPPOSED, there would need to be security and an additional cost to cross the CRC into Vancouver.

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IBR Draft SEIS - RECORD #412 DETAIL
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First Name : Chris

Last Name : Curtis

Attachments : DSEIS-412_Curtis_Original.pdf (36 kb)

IBR Draft SEIS - RECORD #412 DETAIL
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Submission Date : 10/7/2024

First Name : Chris

Last Name : Curtis

Business/Organization/Agency :

Attachments : DSEIS_412_Curtis_20241007_Original.pdf (39 kb)

Submission Input :

If you are not going to increase lanes for vehicles, then we are really going to need another bridge.

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IBR Draft SEIS - RECORD #413 DETAIL

First Name : Stephen

Last Name : Sharp

Attachments : DSEIS-413_Sharp_Original.pdf (43 kb)

IBR Draft SEIS - RECORD #413 DETAIL**Submission Date :** 10/7/2024**First Name :** Stephen**Last Name :** Sharp**Business/Organization/Agency**
:**Attachments :** DSEIS_413_Sharp_20241007_Original.pdf (46 kb)**Submission Input :**

Growing up in Vancouver and now living in Portland, I've been over the bridge hundreds (if not thousands) of times, and I'm old enough to remember tossing tokens in the basket to pay for the second span. I will happily support the construction of a new bridge, now that we know about the very real possibility of a major quake. Thanks so much for making all this information accessible.

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IBR Draft SEIS - RECORD #414 DETAIL**First Name :** Jerry**Last Name :** Gordon**Attachments :** DSEIS-414_Gordon_Original.pdf (39 kb)

IBR Draft SEIS - RECORD #414 DETAIL**Submission Date :** 10/7/2024**First Name :** Jerry**Last Name :** Gordon**Business/Organization/Agency**
:**Attachments :** DSEIS_414_Gordon_20241007_Original.pdf (42 kb)**Submission Input :**

Hopefully public transportation from Portend to Vancouver and return is included in the plan. Traffic on the I-5 is terrible and this would help ease the problem.

Hopefully public transportation from Portland to Vancouver and return is included in the plan. Traffic on the I-5 is terrible and this would help ease the problem.

IBR Draft SEIS - RECORD #415 DETAIL**First Name :** Fuck**Last Name :** You**Attachments :** DSEIS-415_You_Original.pdf (39 kb)

IBR Draft SEIS - RECORD #415 DETAIL**Submission Date :** 10/7/2024**First Name :** Fuck**Last Name :** You**Business/Organization/Agency :** Fuck off**Attachments :** DSEIS_415_You_20241007_Original.pdf (42 kb)**Submission Input :**

No light rail. No tolls. Let Portland pay back the billions of dollars they stole from the federal government for their garbage money pit light rail. No light rail to washington

No light rail. No tolls. Let Portland pay back the billions of dollars they stole from the federal government for their garbage money pit light rail. No light rail to washington

IBR Draft SEIS - RECORD #416 DETAIL**First Name :** Teresa**Last Name :** Youngren-Brown**Attachments :** DSEIS-416_YoungrenBrown_Original.pdf (30 kb)

IBR Draft SEIS - RECORD #416 DETAIL
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Submission Date : 10/7/2024

First Name : Teresa

Last Name : Youngren-Brown

Business/Organization/Agency :

Attachments : DSEIS_416_Youngren-Brown_20241007_Original.pdf (33 kb)

Submission Input :

We need the expansion desperately.

We need the expansion desperately.

IBR Draft SEIS - RECORD #417 DETAIL

First Name :

NEIL

Last Name :

LIDSTROM

Attachments :

DSEIS_417_Lidstrom_20241007_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #417 DETAIL
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Submission Date : 10/7/2024
First Name : NEIL
Last Name : LIDSTROM
Business/Organization/Agency :

Submission Input :

I wanted to express my support for including light rail and other mass transit in the bridge design. I also would like to see the bridge design focus on safe, convenient use by bicycle and pedestrian traffic.

IBR Draft SEIS - RECORD #418 DETAIL**First Name :** David**Last Name :** Lafayette**Attachments :** DSEIS-418_Lafayette_original.pdf (5 kb)

IBR Draft SEIS - RECORD #418 DETAIL**Submission Date :** 10/7/2024**First Name :** David**Last Name :** Lafayette**Business/Organization/Agency :****Attachments :** DSEIS_418_Lafayette_20241007_Original.pdf (6 kb)**Submission Input :**

I find it extremely disappointing that we are not seriously considering a tunnel.

I've spoken to DOT members that were involved early on and they indicated that a tunnel removed many of the road blocks to the bridge, such as height requirements and limitations (of a bridge), environmental disruption, etc.

Whenever I hear someone involved with the project mention a tunnel, it is immediately dismissed as too expensive and too difficult with the interchanges.

Seattle managed to put the Alaskan viaduct in a tunnel and returned a huge amount of usable real-estate to the City. Imagine if we built a tunnel. Much of the land currently occupied by I-5 South of Mill Plain would be usable, build-able and importantly taxable land. It would reconnect the East and West sides of the downtown Vancouver forever. I believe the increased tax income from this real-estate could easily offset the expense of a tunnel.

Additionally, we would not be talking about erecting a huge concrete ceiling over the top of downtown Vancouver. Have you visited NW Portland, under the I-405 bridge? It's loud and depressing, used only for storage.

Furthermore, a tunnel could largely be constructed without disrupting the existing infrastructure.

Interchanges may be more difficult to design, but I from what I've seen proposed with the bridge interchanges, it can not get more complicated than that.

This is the future of our City. If the existing bridge is any indication, the solution we embrace today will be determine how Vancouver grows for the next hundred years. We must make the investment now to preserve livability on downtown Vancouver. It's worth the cost.

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IBR Draft SEIS - RECORD #419 DETAIL
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First Name : Christopher

Last Name : Boucher

Attachments : DSEIS_419_Boucher_20241007_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #419 DETAIL
--

Submission Date : 10/7/2024

First Name : Christopher

Last Name : Boucher

Business/Organization/Agency :

Submission Input :

I would like to see the light rail option dropped to save construction costs.

IBR Draft SEIS - RECORD #420 DETAIL**First Name :** Kim**Last Name :** Ramsey**Attachments :** DSEIS-420_Ramsey_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #420 DETAIL

Submission Date : 10/7/2024

First Name : Kim

Last Name : Ramsey

Business/Organization/Agency :

Submission Input :

Didnt they toll in the 60s. Tolling is not fair to people that cant afford to take away from their pay checks. Low income residents, need food. Not tolling the bridge.

IBR Draft SEIS - RECORD #421 DETAIL

First Name : Matthew

Last Name : Lee

Attachments : DSEIS-421_Lee_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #421 DETAIL**Submission Date :** 10/7/2024**First Name :** Matthew**Last Name :** Lee**Business/Organization/Agency**
:**Submission Input :**

While there needs to be improved pedestrian and bike paths it shouldn't be the main focus. There is little reason to cross on foot or bike there. It doesn't take you to downtown Portland and while Vancouver has done a very good job with their waterfront area I can't imagine there being a reason to walk from the Oregon side to it. There isn't a lot of housing right at that spot on either side either. What would someone living in the new Vancouver waterfront walk to the Oregon side for? The focus needs to be on auto traffic.

IBR Draft SEIS - RECORD #422 DETAIL

First Name : Jade

Last Name : Ferra

Attachments : DSEIS-422_Ferra_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #422 DETAIL**Submission Date :** 10/6/2024**First Name :** Jade**Last Name :** Ferra**Business/Organization/Agency**
:**Submission Input :**

I'm so excited for this, specifically for the light rail. Ive seen a lot of misguided hate towards the rail, and all I hope is that it gets built anyway. I understand anti-public transit propaganda is really strong, but they'll love it once it's actually up and showing how amazing good public transit is. I wish I could help but I'm not downtown nor am I an engineer...

IBR Draft SEIS - RECORD #423 DETAIL**First Name :** Bernie**Last Name :** Colasurdo**Attachments :** DSEIS-423_Colasurdo_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #423 DETAIL
--

Submission Date : 10/5/2024

First Name : Bernie

Last Name : Colasurdo

Business/Organization/Agency
:

Submission Input :

I hope you don't have a toll on this bridge.

IBR Draft SEIS - RECORD #424 DETAIL
--

First Name : Dawn

Last Name : Hottenroth

Attachments : DSEIS-424_Hottenroth_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #424 DETAIL
--

Submission Date : 10/5/2024
First Name : Dawn
Last Name : Hottenroth
Business/Organization/Agency :

Submission Input :

I am a neighbor to the north portion of the project area. I am most interested in the reconfiguration of the Vancouver side of the project. I am a retired stormwater management professional with a trained eye for habitat and hazardous materials issues.

IBR Draft SEIS - RECORD #425 DETAIL**First Name :** Bad**Last Name :** Matt**Attachments :** DSEIS-425_Matt_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #425 DETAIL

Submission Date : 10/4/2024

First Name : Bad

Last Name : Matt

Business/Organization/Agency
:

Submission Input :

There needs to be another bridge west to alleviate traffic going through Portland. Have it cross over Sauvie Island to North Plains.

IBR Draft SEIS - RECORD #426 DETAIL**First Name :** n/a**Last Name :** n/a**Attachments :** DSEIS-426_none_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #426 DETAIL
--

Submission Date : 10/4/2024

First Name : n/a

Last Name : n/a

Business/Organization/Agency
:

Submission Input :

If you are going to build a new bridge to Vancouver Washington, PLEASE include light rail.

IBR Draft SEIS - RECORD #427 DETAIL
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First Name : n/a

Last Name : n/a

Attachments : DSEIS-427_none_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #427 DETAIL
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Submission Date : 10/3/2024

First Name : n/a

Last Name : n/a

Business/Organization/Agency
:

Submission Input :

The IBR needs to accommodate more traffic. Replacing the bridge with the same amount of lanes does not fix the problems we are facing. No tolls! The IBR should not include a Max line, bussing is efficient enough. I do not want the crime that follows Max lines in our community. These priorities have been voice many times by numerous members of the Clark county community, yet it seems to fall on deaf ears. Quit forcing your unwanted designs on us!

IBR Draft SEIS - RECORD #428 DETAIL**First Name :** Jim**Last Name :** Sjulín**Attachments :** DSEIS-428_Sjulín_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #428 DETAIL
--

Submission Date : 10/3/2024
First Name : Jim
Last Name : Sjulín
Business/Organization/Agency : 40 Mile Loop

Submission Input :

Jim Sjulín here with the 40 Mile Loop. I met you some time ago at a project open house in Bridgeton or on Hayden Island.

Can you tell me what the percent grade is on the "corkscrew" ramps that bring people up to and down from the bridge elevation? Also the length of the ramps if you have that.

I realize that the answer is likely different for the 3 bridge design options under consideration and of course the length will vary depending on the elevation difference at the ramp location.

IBR Draft SEIS - RECORD #429 DETAIL**First Name :** n/a**Last Name :** n/a**Attachments :** DSEIS-429_none_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #429 DETAIL
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Submission Date : 10/2/2024

First Name : n/a

Last Name : n/a

Business/Organization/Agency
:

Submission Input :

From what I can see. This new bridge project will do nothing. Still 3 lanes south and 3 lanes north. Just like the last design, you are not listening. We need more automobile lanes. NO light rail. NO tolls. You will crush the lower and middle class. We use this bridge to go to work. Only the wealth will enjoy this bridge or 1-2% of the population that would take the light rail. Please listen to us.

IBR Draft SEIS - RECORD #430 DETAIL**First Name :** n/a**Last Name :** n/a**Attachments :** DSEIS-430_none_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #430 DETAIL**Submission Date :** 10/2/2024**First Name :** n/a**Last Name :** n/a**Business/Organization/Agency**
:**Submission Input :**

I would like to voice my opposition to the proposed tolling on the replacement I-5 bridge. As a former resident of the area with family members both on the Washington and Oregon side of the proposed crossing, I detest the idea of having to pay an additional fee to cross between these states. Personally, I would go out of my way to use the I-205 bridge whenever possible rather than pay this fee. I expect many people would do the same, resulting in worse traffic conditions on that interstate. Gas taxes are high enough already, there should be a suitable way to responsibly gather the revenue needed from existing taxes already in place.

IBR Draft SEIS - RECORD #431 DETAIL**First Name :** n/a**Last Name :** n/a**Attachments :** DSEIS-431_none_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #431 DETAIL
--

Submission Date : 10/2/2024

First Name : n/a

Last Name : n/a

Business/Organization/Agency
:

Submission Input :

NO LIGHTRAIL INTO VANCOUVER

IBR Draft SEIS - RECORD #432 DETAIL**First Name :** Marc**Last Name :** Jaso**Attachments :** DSEIS-432_Jaso_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #432 DETAIL
--

Submission Date : 10/2/2024

First Name : Marc

Last Name : Jaso

Business/Organization/Agency
:

Submission Input :

4.6 Tolling section is completely unacceptable and should not be part of any proposed solution

IBR Draft SEIS - RECORD #433 DETAIL**First Name :** Bob**Last Name :** Ortblad

Attachments : DSEIS-433_Ortblad_Original.pdf (1 kb)
GMvpLUtbMAAImyK.jpg (88 kb)
image001.png (17 kb)
image002.png (1 kb)
image003.png (1 kb)
image004.png (995 bytes)
image005.png (1 kb)

IBR Draft SEIS - RECORD #433 DETAIL
--

Submission Date : 10/1/2024

First Name : Bob

Last Name : Ortblad

Business/Organization/Agency
:

Submission Input :

Semi-trucks will slow to 40 mph as they climb up a 2,500-foot 4% grade on the Vancouver bridge approach.

Has the IBR estimated the number of accidents this will cause?

Will IBR's bridge have a warning, "Slow Trucks Ahead"?

IBR Draft SEIS - RECORD #434 DETAIL**First Name :** Bob**Last Name :** Ortblad

Attachments : DSEIS-434_Ortblad_Original.pdf (1 kb)
GYRx2NPakAIXNc4.jpg (138 kb)
image001.png (17 kb)
image002.png (1 kb)
image003.png (1 kb)
image004.png (995 bytes)
image005.png (1 kb)

IBR Draft SEIS - RECORD #434 DETAIL
--

Submission Date : 10/1/2024

First Name : Bob

Last Name : Ortblad

Business/Organization/Agency
:

Submission Input :

The IBR plans to log public comments, make them available to decision-makers, distribute them internally, and finally publish them with responses in late 2025 with an amended record of decision.

Why not put all public comments immediately online so citizens and the press can be informed?

IBR Draft SEIS - RECORD #435 DETAIL**First Name :** Jim**Last Name :** Peterson**Attachments :** DSEIS-435_Peterson_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #435 DETAIL**Submission Date :** 10/7/2024**First Name :** Jim**Last Name :** Peterson**Business/Organization/Agency**
:**Submission Input :**

I hope we're not replacing this bridge just to build another 3 lane bridge. That would be a huge waste and it isn't going to fix our traffic problem. We need to have 5 to 6 lanes going in both directions and NO light rail! If your only thinking of replacing this bridge with only 3 lanes going in each direction you really need to STOP! If this is your plan then we need to build another bridge going from Linton, OR. Across to Ridgefield and start diverting alot of the vehicles crossing the I5 bridge and again NO Light rail!

IBR Draft SEIS - RECORD #436 DETAIL**First Name :** Daniel**Last Name :** Taylor**Attachments :** DSEIS-436_Taylor_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #436 DETAIL
--

Submission Date : 10/7/2024

First Name : Daniel

Last Name : Taylor

Business/Organization/Agency
:

Submission Input :

Just get it done. Tolls ok. Electric cars must pay too.

Too much money time wasted. Pick one, start.

Narrows Bridge got rebuilt very fast and paid by tolls

IBR Draft SEIS - RECORD #437 DETAIL**First Name :** Laurie**Last Name :** Ewert**Attachments :** DSEIS-437_Ewert_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #437 DETAIL
--

Submission Date : 10/7/2024

First Name : Laurie

Last Name : Ewert

Business/Organization/Agency
:

Submission Input :

We have lived on Hayden Island for over 30 years. MUCH of what we do is in Vancouver, Wa , mainly due to traffic issues in Portland near this area. The best solutions will keep the MOST traffic MOVING smoothly and NO TOLLS.

If for some reason, the tolls do go through,.....in the past, there was an option to allow Hayden Island residents to not be charged these tolls. If we go anywhere at all, we would incur a toll and that is not fair nor reasonable. If it did not actually affect us while remaining in Oregon, we still feel that is unfair due to our CLOSEST GROCERY SHOPPING being located on the Vancouver side now as well as multiple other businesses that we use, including our CHURCH.

A toll would GREATLY affect us and our finances.

PLEASE CONSIDER the no tolls... or no tolls for these residents options. There is MUCH funding to this and MUCH MORE WASTED in previous attempts.

IBR Draft SEIS - RECORD #438 DETAIL
--

First Name : Jose

Last Name : Gonzalez

Attachments : DSEIS-438_Gonzalez_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #438 DETAIL
--

Submission Date : 10/7/2024

First Name : Jose

Last Name : Gonzalez

Business/Organization/Agency :

Submission Input :

All in for a bridge with light rail!

IBR Draft SEIS - RECORD #439 DETAIL
--

First Name : Cindy

Last Name : Johnson

Attachments : DSEIS-439_Johnson_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #439 DETAIL
--

Submission Date : 10/8/2024

First Name : Cindy

Last Name : Johnson

Business/Organization/Agency
:

Submission Input :

The voters have voted light rail down many times. No means no it adds too much cost to this project. At some point government needs to realize tax payers don't have unlimited money to give to government.

IBR Draft SEIS - RECORD #440 DETAIL
--

First Name : Glenn

Last Name : Grossman

Attachments : DSEIS-440_Grossman_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #440 DETAIL
--

Submission Date : 10/8/2024
First Name : Glenn
Last Name : Grossman
Business/Organization/Agency :

Submission Input :

I am respectfully requesting an extension of the public comment period for the Draft Supplemental Environmental Impact Study for the Interstate Bridge Replacement Project which is currently set to close on November 18, 2025. I believe that the current timeframe is insufficient to allow for thorough review and thoughtful feedback from stakeholders due to the 2500 pages of information and complex technical details of the document.

I propose extending the comment period by 60 days to Friday, January 17, 2025, to ensure all interested parties have adequate time to analyze the proposal and provide meaningful input.

Thank you for your consideration of this request.

IBR Draft SEIS - RECORD #441 DETAIL**First Name :** N/A**Last Name :** N/A**Attachments :** D1_441_UnknownVoiceMail_20241007_Original.pdf (6 kb)
grasshopper_+15038903461_10_7_2024_185408736.mp3 (244 kb)

IBR Draft SEIS - RECORD #441 DETAIL

Submission Date : 10/7/2024

First Name : N/A

Last Name : N/A

Business/Organization/Agency :

Submission Input :

New Grasshopper Voicemail

Caller: [REDACTED]

Extension: 701 - SEIS - English Translation

Grasshopper #: (866) 427-7347

Timestamp: 10/7/2024 2:54:27 PM Eastern Daylight Time

Read Your Voicemail"Hi, I would like to leave a comment on the draft SEIS. My comment is I think you should build option four in the columns, the modified LPA with double deck fixed span configuration, two auxiliary lanes, C street ramps, center tol-5. I also think you need to have in place a program for low-income residents and tolling. I can't think of the name, but please consider low-income residents and the effect that tolling has on them and put into place something to mitigate that, please. People have to go to work, and the more it costs them to go to work, the harder it is it'll work. So low-income tolling programs would be great. Besides that, thank you. Bye."

Play this voicemail on your mobile phone or online

Sign in to your account

Find us on Twitter & Facebook

Love Grasshopper? Tell a Friend & spread the word!

IBR Draft SEIS - RECORD #442 DETAIL**First Name :** J.C.**Last Name :** Panian**Attachments :** 114679_DSEIS_442_Original (1).pdf (75 kb)

RECEIVED

10-7-24 SR

S.E.I.S.

I-5 Bridge 2, October 2024
Replacement:

FIRST: THANK YOU FOR MY OPPORTUNITY
TO OFFER A FIX.
my 2¢ worth

You already have 2 Bridges ~
Utilize ONE South Bound only
one North Bound only.

OR:
Second: Leave as is Interstate Bridges.
Go to 33rd add a Bridge there.

You people are working way to hard and
accomplished nothing for 2 years ^{maybe more} ~ K.I.S.S. ~

your welcome.

yours Truly,
J.C. Panian



J. C. Panian

IBR Draft SEIS - RECORD #443 DETAIL**First Name :** Chris**Last Name :** Smith**Attachments :** 106419_D1_443_Smith_20241007_Original.pdf (8 kb)
table_3.1-17.jpg (283 kb)

IBR Draft SEIS - RECORD #443 DETAIL

Submission Date : 10/7/2024

First Name : Chris

Last Name : Smith

Business/Organization/Agency : No More Freeways

Submission Input :

First Name:

[REDACTED]

Last Name:

[REDACTED]

Business or Organization:

No More Freeways

Email:

[REDACTED]

Phone:

[REDACTED]

City:

[REDACTED]

US States:

[REDACTED]

Zip:

[REDACTED]

Topic Area:

Transportation

Comment:

In table 3.1-17 in Chapter 3.1 some of the VMT and VHT columns do not total correctly. Corrected totals are

indicated in red in the attached image.

Attachment (maximum one):

table_3.1-17.jpg

JCA comment #: 28

IBR Draft SEIS - RECORD #444 DETAIL

First Name : Chris

Last Name : Smith

Attachments : DSEIS_444_Smith_Original.pdf (977 kb)
TheRisksofSelfFulfillingTravelForecasts_PlanetizenBlogs.pdf (1 mb)

IBR Draft SEIS - RECORD #444 DETAIL

Submission Date : 10/6/2024

First Name : Chris

Last Name : Smith

Business/Organization/Agency : No More Freeways

Attachments : The-Risks-of-Self-Fulfilling-Travel-Forecasts_-_Planetizen-Blogs.pdf (1 mb)

Submission Input :

First Name:

Chris

Last Name:

Smith

Business or Organization:

[REDACTED]

Email:

[REDACTED]

Phone:

[REDACTED]

City:

[REDACTED]

US States:

[REDACTED]

Zip:

[REDACTED]

Topic Area:

Transportation

Comment:

The attached Planetizen article highlights that nationally VMT continues to grow, something we know is not sustainable in light of climate change. It describes the dangers of planning facilities based on past trends, something I believe IBR's traffic modeling does in spades ("predict and provide"). The article argues instead for a "decide and provide" approach. In IBR's case I would argue this would result in much expanded transit and active transportation connections, including addressing transit bottlenecks elsewhere between Vancouver and Portland, and a reduction in the focus on freeway facilities.

Attachment (maximum one):

The-Risks-of-Self-Fulfilling-Travel-Forecasts-_-Planetizen-Blogs.pdf

JCA comment #: 27

The Risks of Self-Fulfilling Travel Forecasts

Transportation agencies continue to apply predict-and-provide planning which simply extrapolates past trends to predict future needs. It's time to apply decide-and-provide planning to better achieve community goals.

5 Minute Read

September 23, 2024, 8:00 AM PDT

By [Todd Litman](#)

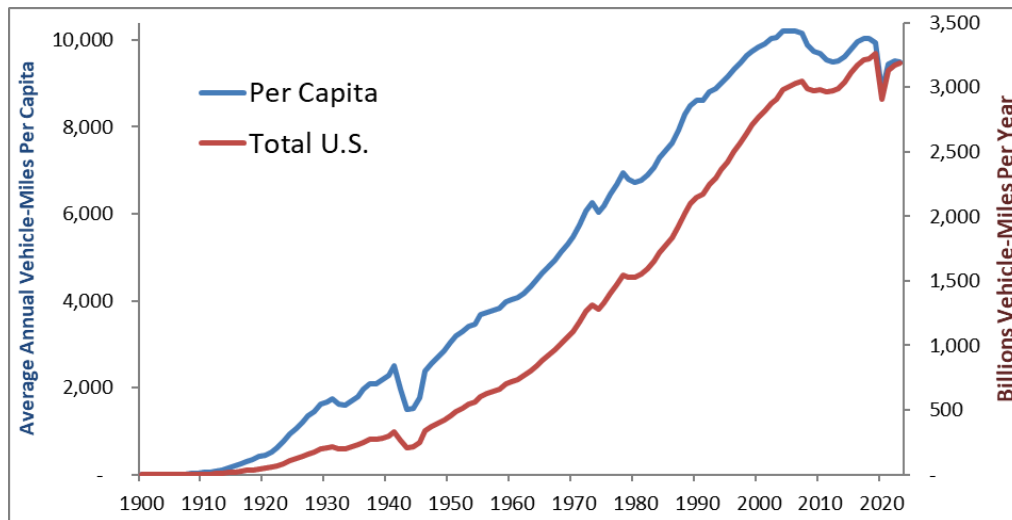


connel_design / [Adobe Stock](#)

The U.S. Department of Transportation just released its latest [Vehicle Miles Traveled \(VMT\) Forecast](#) which predicts that vehicle travel will grow between 0.4 percent and 0.8 percent annually between now and 2050, depending on economic growth rates. This is bad planning.

These forecasts simply extrapolate past trends; they assume that if vehicle travel grew at a certain rate in the past it will continue at that rate into the future, ignoring underlying factors that may affect travel activity. In particular, the DOT forecast assumes that vehicle travel always increases with economic productivity although recent trends indicate [decoupling](#), and it assumes that per capita vehicle travel will grow although it actually peaked in 2004, as illustrated below. Many current trends -- aging population, rising travel costs, increased urbanization, new technologies (telework and e-bikes), increasing health and environmental concerns, plus changing consumer preferences -- are likely to suppress future vehicle travel growth if we let them; the DOT forecast ignores that possibility.

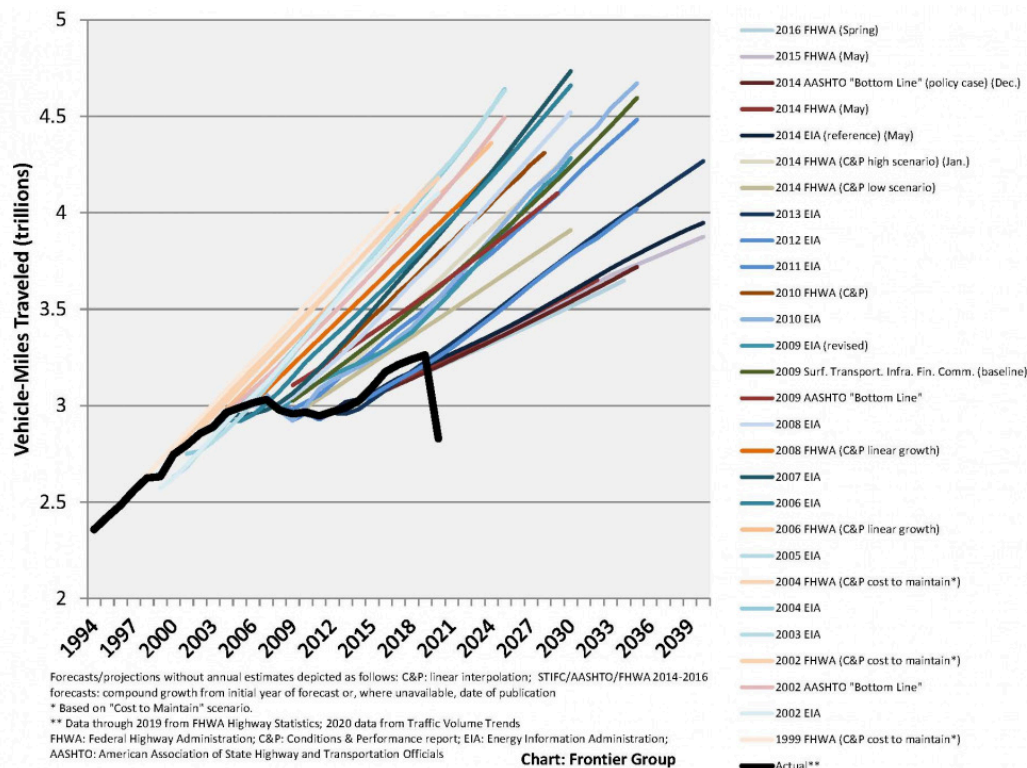
US Motor Vehicle Travel Trends ([FHWA 2024](#))



Motor vehicle travel grew steadily during the Twentieth Century, but per capita VMT peaked about 2004 and current demographic and economic trends are likely to suppress future travel growth unless governments encourage driving over other modes.

Of course, future travel trends are contingent on planning decisions. Although few motorists want to forego automobile travel altogether, [surveys](#) indicate that many would prefer to drive less and rely more on walking, bicycling, and public transport, provided those options are convenient, comfortable, and affordable. Many [current policies](#) favor driving over other modes, creating automobile-dependent communities. For example, [zoning codes](#) force property owners to subsidize costly parking, [transportation funding](#) favors faster modes over slower but more affordable, healthier, and resource-efficient modes, and [development policies favor sprawl over compact infill](#). Reforming these policies would improve non-auto transportation options, reducing vehicle travel.

In fact, previous travel forecasts have proven to be wildly inaccurate, as described in the State Smart Transportation Initiative's research, [States Overestimating VMT Growth](#), as illustrated in the following graph:



Previous predictions greatly overstated vehicle travel growth. This exaggerates future traffic problems and roadway expansion benefits, and undervalues investments in non-auto modes.

The problem is that vehicle travel projections tend to be self-fulfilling. Transportation agencies treat such predictions as inflexible futures that must be accommodated rather than possibilities that are influenced by their decisions. If practitioners predict that vehicle travel will increase by a certain amount they feel obliged to expand roadway capacity by that amount, a process called "[predict and provide planning](#)."

My previous column, [Transportation Agencies: Improve Your Models or Hire More Lawyers](#), highlights the related problems of exaggerated vehicle travel forecasts, exaggerated predictions of future congestion problems, and exaggerated predictions of highway expansion benefits, resulting in far larger roadways than [economically justified](#), and underinvestment in alternatives.

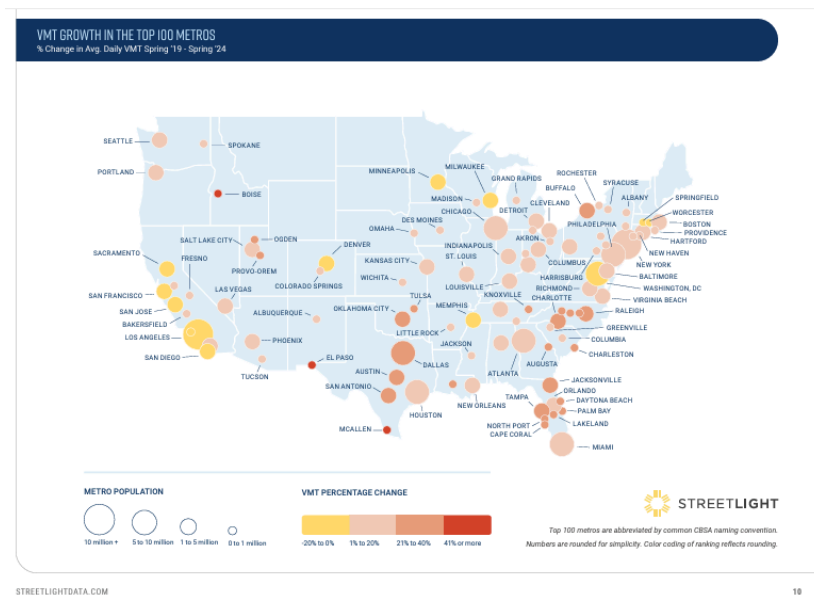
A better approach, called "[decide and provide planning](#)," means that policy makers set targets for agencies to achieve. For example, a community might have goals to reduce traffic congestion, crashes and emissions, improve public fitness and health, and create more affordable and livable neighborhoods. Individual planning decisions related to parking regulations, transportation infrastructure investments, roadway design and development policies are then aligned to support those goals.

Rather than simply extrapolating past trends, this approach recognizes changing user demands, emerging planning goals, capacity limits, and an expanded range of potential solutions. If a community's population is predicted to grow 10% during the next decade, decide and provide planning finds ways to reduce per capita vehicle trip generation by 10% during that period, so traffic problems don't increase, or a larger reduction if the goal is to reduce traffic problems below current levels.

Many jurisdictions are starting to apply this approach, as described in my column, [When it Comes to Vehicle Travel, Less is More](#). For [example](#), California has targets to reduce per capita light-duty VMT 25 percent by 2030 and 30 percent by 2045, and has developed guidance policies and analysis tools to support those goals. Washington State has targets to reduce vehicle travel 30% by 2035 and 50 percent by 2050, and has commute trip reduction programs that encourage employees to shift from driving to resource-efficient modes. Oregon has targets to reduce light-duty vehicle travel 20 percent by 2040. Minnesota has targets to reduce vehicle travel 14 percent by 2040 and 20 percent by 2050. Colorado and Ireland require major transportation projects to support emission reduction targets.

Recent [data](#) indicates that these jurisdictions are making progress toward those targets. Although vehicle travel grew in most U.S. metropolitan regions during the past five years, many California, Washington, and Colorado regions had reductions in per capita VMT. [Los Angeles](#), Oxnard-Ventura, San Francisco, and San Jose experienced particularly large total vehicle travel declines, while Denver, [Minneapolis](#), Portland, and Seattle had VMT growth below their population growth rates, as illustrated below.

2019 to 2024 VMT Growth Rates ([Streetlight 2024](#))



Between 2019 and 2024 vehicle travel grew less than population in states with vehicle travel reduction targets, suggesting that integrated travel demand management policies can be effective and beneficial.

These regions benefit from reduced consumer costs, traffic and parking congestion, road and parking infrastructure costs, crashes, and pollution emissions than would have occurred if VMT had grown at national levels.

Planners have a professional obligation to respond to future consumer demands and community needs. An important first step is to reform the way we predict future travel demands to avoid harmful self-fulfilling prophecies.

For more information see:

Caltrans (2020), [Vehicle Miles Traveled-Focused Transportation Impact Study Guide](#), California Department of Transportation and the [SB 743 Implementation Resources website](#).

CAPCOA (2021), [Handbook for Analyzing Greenhouse Gas Emission Reductions](#), California Air Pollution Control Association.

Kevin DeGood and Michela Zonta (2022), ["Colorado's Greenhouse Gas Emissions Rule for Surface Transportation Offers a Model for Other States and the Nation."](#) *American Progress*.

Eltis (2021), [Planner's Guide to Sustainable Urban Mobility Management \(SUMP\) and a Toolbox for Mobility Management](#),

F&P (2022), [Providing VMT: Getting Beyond LOS](#), Fehr & Peers (www.fehrandpeers.com); at. Also see the [SB743 Website](#) (www.fehrandpeers.com/sb743) and the [VMT+ Tool](#).

ITE (2023), [Vehicle-Miles Traveled \(VMT\) as a Metric for Sustainability](#), Institute of Transportation Engineers.

Amy E. Lee and Susan Handy (2018), ["Leaving Level-of-Service Behind: Implications of a Shift to VMT Impact Metrics."](#) *Transportation Business and Management*.

Todd Litman (2024), [Are Vehicle Travel Reduction Targets Justified?](#), Victoria Transport Policy Institute.

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SUM4All (2019), [Catalogue of Policy Measures Toward Sustainable Mobility](#), Sustainable Mobility for All.

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[Todd Litman](#)

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5 Minute Read

September 23, 2024, 8:00 AM PDT

By [Todd Litman](#)

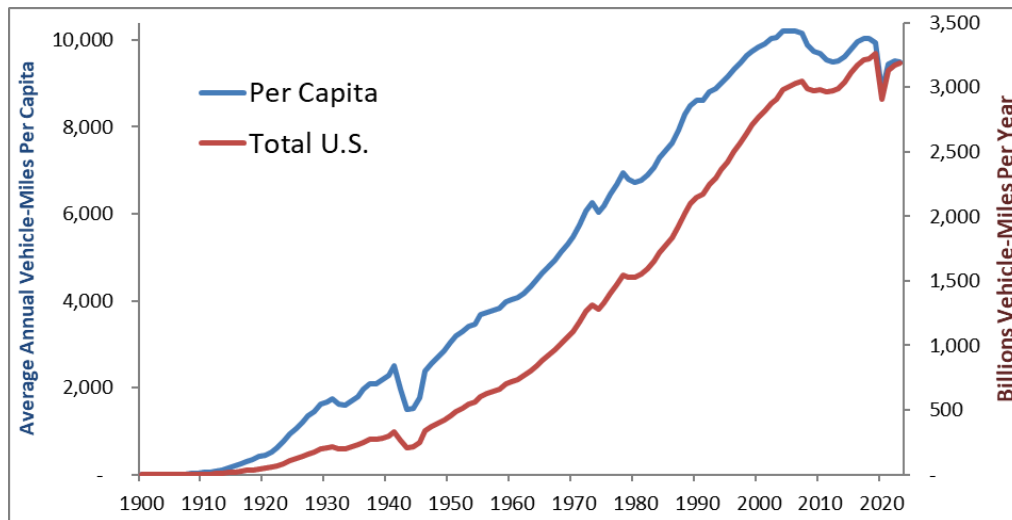


connel_design / [Adobe Stock](#)

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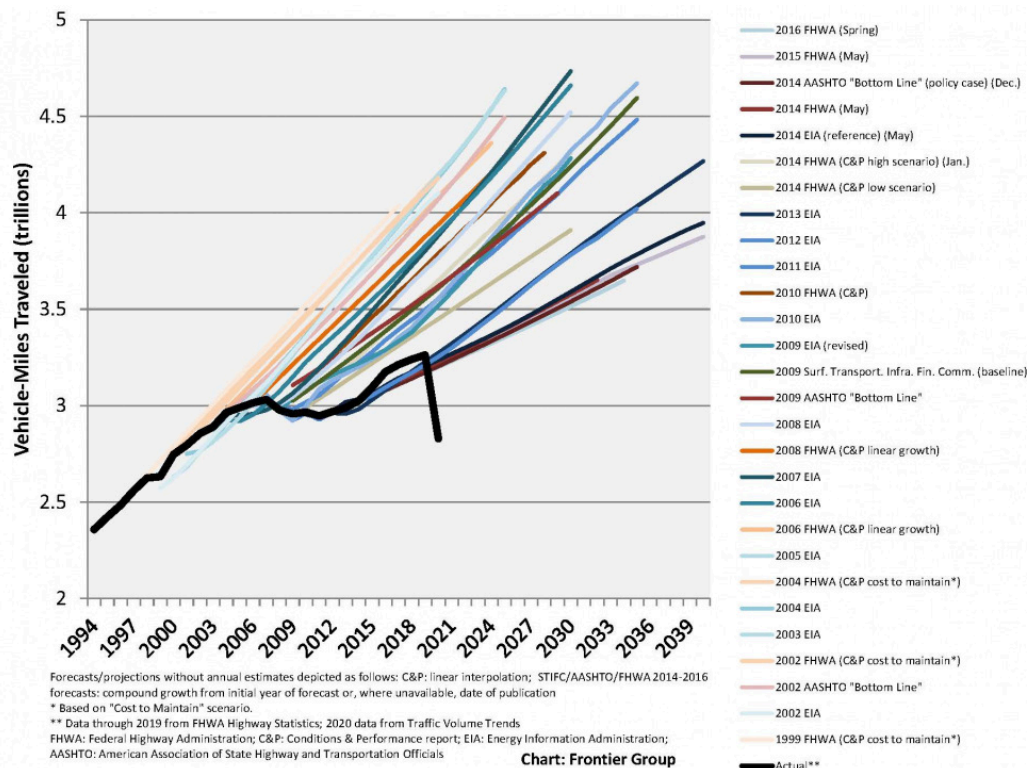
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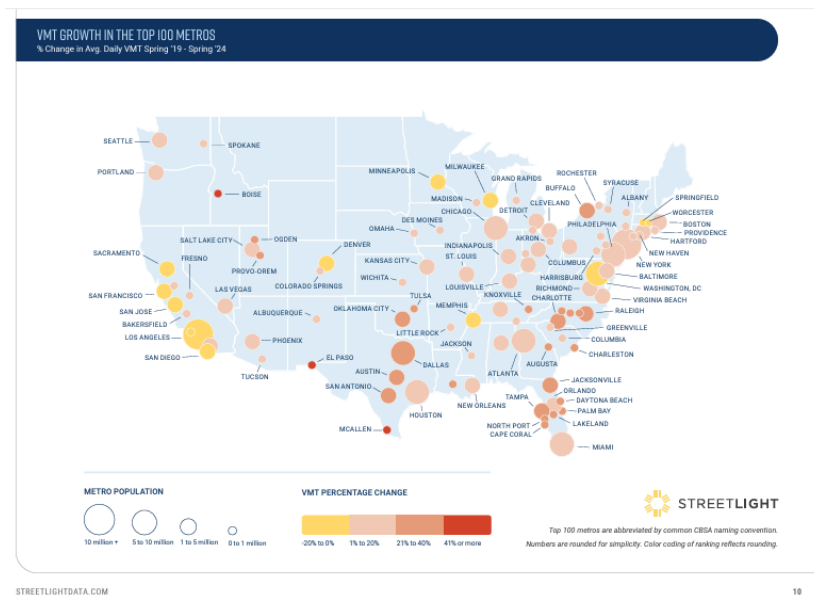
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For more information see:

Caltrans (2020), [Vehicle Miles Traveled-Focused Transportation Impact Study Guide](#), California Department of Transportation and the [SB 743 Implementation Resources website](#).

CAPCOA (2021), [Handbook for Analyzing Greenhouse Gas Emission Reductions](#), California Air Pollution Control Association.

Kevin DeGood and Michela Zonta (2022), ["Colorado's Greenhouse Gas Emissions Rule for Surface Transportation Offers a Model for Other States and the Nation."](#) *American Progress*.

Eltis (2021), [Planner's Guide to Sustainable Urban Mobility Management \(SUMP\) and a Toolbox for Mobility Management](#),

F&P (2022), [Providing VMT: Getting Beyond LOS](#), Fehr & Peers (www.fehrandpeers.com); at: Also see the [SB743 Website](#) (www.fehrandpeers.com/sb743) and the [VMT+ Tool](#).

ITE (2023), [Vehicle-Miles Traveled \(VMT\) as a Metric for Sustainability](#), Institute of Transportation Engineers.

Amy E. Lee and Susan Handy (2018), ["Leaving Level-of-Service Behind: Implications of a Shift to VMT Impact Metrics."](#) *Transportation Business and Management*.

Todd Litman (2024), [Are Vehicle Travel Reduction Targets Justified?](#), Victoria Transport Policy Institute.

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Todd Litman, Ousama Shebeeb and Ronald T. Milam (2024), ["VMT as a Metric of Sustainability: Why and How to Implement Vehicle Travel Reduction Targets."](#) *ITE Journal*.

Carlton Reid (2022), ["Major New Roads in England May Have Funding Pulled if They Increase Carbon Emissions or Don't Boost Active Travel."](#) *Forbes*.

SUM4All (2019), [Catalogue of Policy Measures Toward Sustainable Mobility](#), Sustainable Mobility for All.

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[Todd Litman](#)

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IBR Draft SEIS - RECORD #445 DETAIL**First Name :** Chris**Last Name :** Smith**Attachments :** DSEIS_445_Smith_Original.pdf (7 kb)

IBR Draft SEIS - RECORD #445 DETAIL

Submission Date : 10/3/2024

First Name : Chris

Last Name : Smith

Business/Organization/Agency :

Submission Input :

First Name:

Chris

Last Name:

Smith

Email:

[REDACTED]

Phone:

[REDACTED]

City:

[REDACTED]

US States:

[REDACTED]

Zip:

[REDACTED]

Topic Area:

Transportation

Comment:

This is a test comment from the Just Crossing Alliance form at <https://justcrossing.org/ibr-comment/>
I'd be grateful if you could confirm receipt to chris@chrissmith.us

IBR Draft SEIS - RECORD #446 DETAIL

First Name :

Matt

Last Name :

Hays

Attachments :

D1_446_Hays_20241008_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #446 DETAIL
--

Submission Date : 10/8/2024

First Name : Matt

Last Name : Hays

Business/Organization/Agency
:

Submission Input :

Tunnel instead? If WDOT can make the alaskan way viaduct happen, surely we could do that here.

IBR Draft SEIS - RECORD #447 DETAIL**First Name :** Barry**Last Name :** Tillson**Attachments :** D1_447_Tillson_20241008_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #447 DETAIL**Submission Date :** 10/8/2024**First Name :** Barry**Last Name :** Tillson**Business/Organization/Agency**
:**Submission Input :**

Keep the MAX light rail system in your own "Portland" backyard. Clark county has voted several times over the past many years, saying no to light rail. The answer is still NO.

IBR Draft SEIS - RECORD #448 DETAIL**First Name :** Michele**Last Name :** Wollert**Attachments :** D1_448_Wollert_20241008_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #448 DETAIL
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Submission Date : 10/8/2024

First Name : Michele

Last Name : Wollert

Business/Organization/Agency
:

Submission Input :

I am respectfully requesting an extension of the public comment period for the Draft Supplemental Environmental Impact Study for the Interstate Bridge Replacement Project which is currently set to close on November 18, 2025.

I believe that the current timeframe is insufficient to allow for thorough review and thoughtful feedback from stakeholders due to the 2500 pages of information and complex technical details of the document.

I propose extending the comment period by 60 days to Friday, January 17, 2025, to ensure all interested parties have adequate time to analyze the proposal and provide meaningful input.

Thank you for your consideration of this request.

IBR Draft SEIS - RECORD #449 DETAIL**First Name :** Dorothy**Last Name :** Truax**Attachments :** D1_449_Truax_20241008_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #449 DETAIL
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Submission Date : 10/8/2024
First Name : Dorothy
Last Name : Truax
Business/Organization/Agency : Retired

Submission Input :

We could significantly reduce the cost of the Bridge(which we do desperately need) by eliminating Light Rail but instead have a dedicated lane for Rapid Buses which we already have in Vancouver to meet up with Portland's light rail. This would take a lot less land acquisition money, for one.

IBR Draft SEIS - RECORD #450 DETAIL**First Name :** John**Last Name :** Socolofsky**Attachments :** D1_450_Socolofsky_20241009_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #450 DETAIL
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Submission Date : 10/9/2024
First Name : John
Last Name : Socolofsky
Business/Organization/Agency : Citizen

Submission Input :

Let's build a bridge to be proud of: Honorable Gateway.

—One that lasts <100 years.

—One with lots of auto lanes, and safe passage for bikes & pedestrians.

—IF you toll, let's 1) ensure tolls 100% only repay part of the bill: Temporary (#AstoriaMeglerTollProgram) AND collections come from BOTH I-5 AND I-205 (again: Temporary)

—Compliments existing marine & air traffic.

Thank you for your difficult and diligent work!!

IBR Draft SEIS - RECORD #451 DETAIL**First Name :** Sasha**Last Name :** Nicholson**Attachments :** D1_451_Nicholson_20241009_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #451 DETAIL

Submission Date : 10/9/2024

First Name : Sasha

Last Name : Nicholson

Business/Organization/Agency
:

Submission Input :

I can't believe how ugly both bridge options are. Our current bridges, while old have some grace to their structure. These ideas are unacceptably ugly.

IBR Draft SEIS - RECORD #452 DETAIL**First Name :** Jack**Last Name :** Campbell**Attachments :** DSEIS-452_Campbell_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #452 DETAIL
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Submission Date : 10/9/2024

First Name : Jack

Last Name : Campbell

Business/Organization/Agency
:

Submission Input :

I would like to see the interrogation of light rail into the new I-5 bridge design as it would greatly improve my access to Portland, significantly reducing my reliance on driving. For example, when attending a Portland Trail Blazers game, I currently drive to the Gateway MAX Station to access public transit by using I-205, often during rush hour. With a potential light rail crossing over I-5, I could instead use Vancouver's bus system to connect directly to the light rail, making my trip to the Moda Center much more convenient and environmentally conscious. This enhanced connectivity would give me a compelling reason to use the bus system, something I rarely do today.

IBR Draft SEIS - RECORD #453 DETAIL**First Name :** Terry**Last Name :** Parker**Attachments :** DSEIS-453_Parker_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #453 DETAIL**Submission Date :** 10/9/2024**First Name :** Terry**Last Name :** Parker**Business/Organization/Agency :** None**Submission Input :**

If a new bridge requires motorists to pay tolls, then equity requires all other users of the bridge must also pay their fair share. For transit users including light rail passengers, a surcharge must be attached to fares. For bicyclists who will have separated infrastructure, a pay permit system must be established and required.

IBR Draft SEIS - RECORD #454 DETAIL
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First Name : erika

Last Name : nelson

Attachments : DSEIS-454_Nelson_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #454 DETAIL
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Submission Date : 10/9/2024

First Name : erika

Last Name : nelson

Business/Organization/Agency
:

Submission Input :

Please be sure to include public transit options to make it easier on commuters!

IBR Draft SEIS - RECORD #455 DETAIL

First Name : Bridget

Last Name : Bayer

Attachments : DSEIS-455_Bayer_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #455 DETAIL**Submission Date :** 10/9/2024**First Name :** Bridget**Last Name :** Bayer**Business/Organization/Agency :** Bridgeton Neighborhood Association**Submission Input :**

Design of the local bridge from Mainland to Hayden Island matters. This bridge does not have a height constraint and can be a beautiful, iconic structure.

IBR Draft SEIS - RECORD #456 DETAIL**First Name :** Mark**Last Name :** Keller**Attachments :** DSEIS-456_Keller_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #456 DETAIL
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Submission Date : 10/10/2024

First Name : Mark

Last Name : Keller

Business/Organization/Agency
:

Submission Input :

Reading thru your plan I do not understand what you are thinking.

First off there should be no Bike or pedestrian , light rail connected to this project. Over 50% goes to those is not acceptable. To say there will be 410 bike , pedestrian users per day is just stupid.

This bridge needs to be for Motor vehicles only . You can build a separate bridge for Bike , pedestrian and light rail. Then those users can pay the cost via a toll. This bridge also needs to be a minimum of 5 or 6 lanes each direction . It should not even be built if it is not going to reduce traffic congestion.

IBR Draft SEIS - RECORD #457 DETAIL
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First Name : John

Last Name : Stevens

Attachments : DSEIS-457_Stevens_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #457 DETAIL
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Submission Date : 10/10/2024

First Name : John

Last Name : Stevens

Business/Organization/Agency
:

Submission Input :

I feel that my family would be adversely affected by tolling for this new bridge. I also feel that the new waterfront district in Vancouver would also show a substantial drop in Portland visitors due to tolling.

IBR Draft SEIS - RECORD #458 DETAIL

First Name : Pamela

Last Name : Wright

Attachments : DSEIS-458_Wright_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #458 DETAIL
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Submission Date : 10/10/2024

First Name : Pamela

Last Name : Wright

Business/Organization/Agency
:

Submission Input :

As a resident of Vancouver I absolutely value the opportunity to take transit or ride my bike across the river to Oregon. If Transit were an option from Vancouver I would use it to go to downtown Portland. Many of my friends would also embrace transit if it originated in Vancouver. There's no point to taking Transit if I then have to deal with bridge traffic also as is currently the case. No one in my family commutes on a daily basis. We travel to Portland for leisure and activities. A very vocal contingent opposes transit and active transportation options. I am concerned that the many people who would love to see Transit and active transportation options are not as vocal. We lived in Longview for 12 years prior to moving to Vancouver 8 years ago and many of our friends in Longview also wished for transit that they could take from Vancouver into Portland to avoid the bridge traffic and congestion. Providing cars transportation subsidizes drivers just as providing alternative transportation options is construed as subsidizing those options. I don't believe the transit is intended to be free; it seems reasonable that there would be tolls for drivers as well

IBR Draft SEIS - RECORD #459 DETAIL**First Name :** Yaeli**Last Name :** Elfenbein**Attachments :** DSEIS-458_Elfenbein_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #459 DETAIL
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Submission Date : 10/11/2024

First Name : Yaeli

Last Name : Elfenbein

Business/Organization/Agency
:

Submission Input :

I currently commute to school at Portland State University from Vancouver, light rail infrastructure connecting to c-tran and good bike infrastructure across the bridge would be incredibly helpful to my and other commuters who prefer carless infrastructure.

I don't want to contribute to traffic and climate change to get to school, and access for carless transport over the bridge (light rail, dedicated bus lanes, and dedicated/separated bike/pedestrian lanes) will help all commuters like me.

IBR Draft SEIS - RECORD #460 DETAIL**First Name :** N/A**Last Name :** N/A**Attachments :** DSEIS-460_NA_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #460 DETAIL**Submission Date :** 10/9/2024**First Name :** N/A**Last Name :** N/A**Business/Organization/Agency**
:**Submission Input :**

The I-5 Bridge should remain just as is. If traffic issues require more trips between OR and WA, build a NEW bridge either between the 2 current bridges or further into east county (Camas/Washougal area).

IBR Draft SEIS - RECORD #461 DETAIL

First Name : Mary

Last Name : Bartlett

Attachments : DSEIS-461_Barlett_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #461 DETAIL
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Submission Date : 10/11/2024

First Name : Mary

Last Name : Bartlett

Business/Organization/Agency
:

Submission Input :

You are going to take homes away and property from long time residents and business owners and very sure it will not affect the ones that are proposing this proposition. Displacement is not a good reality for long term planning.

IBR Draft SEIS - RECORD #462 DETAIL**First Name :** Merna**Last Name :** Baker Blagg**Attachments :** DSEIS-462_BakerBlagg_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #462 DETAIL
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Submission Date : 10/11/2024

First Name : Merna

Last Name : Baker Blagg

Business/Organization/Agency :

Submission Input :

Just do it already

IBR Draft SEIS - RECORD #463 DETAIL**First Name :** Mike**Last Name :** Rose**Attachments :** DSEIS463_Rose_Original.pdf (6 kb)

IBR Draft SEIS - RECORD #463 DETAIL

Submission Date : 10/11/2024

First Name : Mike

Last Name : Rose

Business/Organization/Agency
:

Submission Input :

....and just build the [REDACTED] bridge.....reduce congestion, no light rail, and high enough to safely accommodate river traffic. Enough already!!!

Mike Rose

503/244-1811

IBR Draft SEIS - RECORD #464 DETAIL**First Name :** Michael**Last Name :** Wagner**Attachments :** DSEIS-464_Wagner_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #464 DETAIL
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Submission Date : 10/11/2024

First Name : Michael

Last Name : Wagner

Business/Organization/Agency
:

Submission Input :

When will you begin building the bridge?? What year.

IBR Draft SEIS - RECORD #465 DETAIL**First Name :** James**Last Name :** Dougherty**Attachments :** DSEIS-465_Dougherty_Original.pdf (1 kb)
voicemail202409241346fromJAMES DOUGHERTY 17604587529.mp3 (707 kb)

IBR Draft SEIS - RECORD #465 DETAIL
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Submission Date : 9/24/2024
First Name : James
Last Name : Dougherty
Business/Organization/Agency :

Submission Input :

I'm doing my due diligence to attempt to understand your impact to myself and my property.

I'm looking at the DSEIS and there is a discrepancy in Figure 3.3-1 and 3.3-2. Figure 3.3-1, shows the upper Vancouver breakout area extending north of Kiggins Bowl, where Figure 3.3-2 the upper Vancouver area stops south of 39th.

This makes it very difficult to understand your impact to my property which is on I St. north of 39th and I'm trying to understand the impact this project will have to myself and my property, as I stated.

I was told when the draft was released it would have all that information in it and because of this discrepancy, the precise piece of information I'm trying to understand is not available.

I'd please like this to be addressed if possible. Thank you.

IBR Draft SEIS - RECORD #466 DETAIL**First Name :** Rodney**Last Name :** Krause**Attachments :** D1_466_Krause_20241011_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #466 DETAIL
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Submission Date : 10/11/2024

First Name : Rodney

Last Name : Krause

Business/Organization/Agency
:

Submission Input :

I am respectfully requesting an extension of the public comment period for the Draft Supplemental Environmental Impact Study for the Interstate Bridge Replacement Project which is currently set to close on November 18, 2024. I believe that the current timeframe is insufficient to allow for thorough review and thoughtful feedback from stakeholders due to the 2500 pages of information and complex technical details of the document.

I propose extending the comment period by 60 days to Friday, January 17, 2025, to ensure all parties with an interest have adequate time to analyze the proposal and provide meaningful input.

Thank you for your consideration of this request.

Sincerely,

Rodney V. Krause

IBR Draft SEIS - RECORD #467 DETAIL**First Name :** Jason**Last Name :** Smith**Attachments :** D1_467_Smith_20241011_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #467 DETAIL
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Submission Date : 10/11/2024

First Name : Jason

Last Name : Smith

Business/Organization/Agency
:

Submission Input :

I am very concerned about the effects of tolling on this bridge, and the lack of meaningful congestion relief. I realize there are congestion issues further south on I-5 in Portland that are consistently backing up to the bridge, but our replacement bridge needs to not further contribute to the bottleneck.

The cost of the light rail transit is another serious concern and I don't believe the addition of it is showing any meaningful congestion relief either in the present or predicted for the future. I would like a clearer understanding of why the current bus system is not an option. Can additional lanes and/or additional bus frequency be a workable solution here? If Clark County / Vancouver want light rail later, we can build a light-rail bridge later--why does it need to be part of this solution as it only seems to be exploding the costs and increasing the likelihood of exorbitant tolling costs.

IBR Draft SEIS - RECORD #468 DETAIL**First Name :** Charles**Last Name :** Friend**Attachments :** D1_468_Friend_20241011_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #468 DETAIL

Submission Date : 10/11/2024
First Name : Charles
Last Name : Friend
Business/Organization/Agency : Thomas, Coon, Newton, & Frost

Submission Input :

No matter what, the new bridge needs to have some sort of design flair to it. The current one is too ugly and utilitarian. If something that is going to last for 100 years is going to be built, make it so that it is beautiful, artistic, but also functional. For example, a bridge should be built so that it is not as ugly and the Markham or over-compensation and thus an eye-sore of the Fremont bridges, but think more of the Golden Gate or the Tobin Bridge in Boston. Also, I believe that the bridge should have a light rail line, a bike/pedestrian lane, and should be toll-free (maybe you can get some of the property tax money that Nike doesn't pay to go towards the new bridge). Heck, if you tell Phil Knight you will name it after him, he may pay for it. Also consider extending I-205 around the West Side where there is traffic, make Nike and Intel pay for it.

IBR Draft SEIS - RECORD #469 DETAIL

First Name :

Unknown

Last Name :

Unknown

Attachments :

D1_469_Unknown_20241007_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #469 DETAIL**Submission Date :** 10/7/2024**First Name :** Unknown**Last Name :** Unknown**Business/Organization/Agency**
:**Submission Input :**

Hi there, I am interested in finding out whether a piece of property on Hayden Island will be impacted by the project. I represent the owner of 1441 N Hayden Island Dr. and would love further info on the impact/relationship between the project and Hayden island. Thank you!

IBR Draft SEIS - RECORD #470 DETAIL

First Name :

Dan

Last Name :

Overcast

Attachments :

D1_470_Overcast_20241011_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #470 DETAIL**Submission Date :** 10/11/2024**First Name :** Dan**Last Name :** Overcast**Business/Organization/Agency**
:**Submission Input :**

As I understand the I5 bridge is shored up with wood timber. Therefore a new bridge has been the proposed solution to this old bridge. Rather than building a bridge, consider putting in a tunnel in place. This opens up for more ship traffic and no more traffic jams with bridge lifts as we have with current bridge.

IBR Draft SEIS - RECORD #471 DETAIL
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First Name : Jesse

Last Name : Morton

Attachments : DSEIS_471_Morton_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #471 DETAIL**Submission Date :** 10/11/2024**First Name :** Jessemorton212**Last Name :** morton**Business/Organization/Agency**
:**Submission Input :**

100% against I5 tols. Tax businesses or find the funding elsewhere. This is not the time to charge people that have already been dealing with insane inflation

IBR Draft SEIS - RECORD #472 DETAIL**First Name :** Susan**Last Name :** McNerney**Attachments :** DSEIS_472_McNerney_Original.pdf (2 kb)

IBR Draft SEIS - RECORD #472 DETAIL**Submission Date :** 10/11/2024**First Name :** Susan**Last Name :** McNerney**Business/Organization/Agency**
:**Submission Input :**

On a recent trip to Vancouver it became apparent to me again how much the bridge replacement is needed, and how essential it is that it support light rail, busses, bikes, and pedestrians just as much as cars. As Vancouver becomes more attractive and more dense, it will be increasingly difficult to reach by car, and parking will be a nightmare. When we visited, the new parking garage in downtown Vancouver was already mostly full. There's no room for more, and the need for housing is too great to keep spending land and money on new garages. In addition to Oregonians wanting to visit Vancouver, Washingtonians will continue to struggle with the epic traffic jams on I-5 south to get to jobs and the services of the larger metro. Having a basically straight shot for a train from Vancouver into Portland is the only way to relieve that problem long term. I do think the states should examine routing more truck traffic over the other big bridge - Portland's core should not be taking so much of that burden - and this could be done with tolling policies that reward drivers for not driving through the core. The resistance to tolls is understandable, but there is no other way to pay for a new bridge. Cars are paying less and less into the system as EVs become more common. Please ensure the bridge supports trains, pedestrians, bikes and cars, and balance aesthetics with the need to complete the bridge as quickly as possible.

IBR Draft SEIS - RECORD #473 DETAIL

First Name : Stephan

Last Name : Lindner

Attachments : DSEIS-473_Lindner_Original.pdf (5 kb)

IBR Draft SEIS - RECORD #473 DETAIL**Submission Date :** 10/11/2024**First Name :** Stephan**Last Name :** Lindner**Business/Organization/Agency :****Attachments :** DSEIS_473_Lindner_Original.pdf (23 kb)**Submission Input :**

The Environmental Impact Statement understates the number of vehicles and trucks that would use the bridge because it does not take into account induced demand. Over fifty years of evidence have shown that whenever a highway is expanded, the number of vehicles using that highway increases, and congestion remains unchanged. Put differently, expanding highways is a great way to increase the number of vehicles and trucks, but it is not a solution to congestion.

The modeling assumes that under the no-build alternative, congestion and estimated travel time would substantially decrease (Table 2 of the executive summary). The model also assumes that the number of persons crossing over the Interstate Bridge per day via general-purpose vehicles or truck decreases -- from 196,600 30,100 = 226,700 under the no-build alternative to 191,200 29,200 = 220,400 under the modified locally preferred alternative (LPA). These modeling assumptions are not consistent with induced demand.

A more realistic modeling of the environmental impact would incorporate induced demand by assuming that the modified LPA would lead to an increase in the number of vehicles and trucks crossing the bridge such that congestion and estimated travel time remains unchanged compared to the no-build alternative.

I urge ODOT, WSDOT and EPA to amend the SEIS to provide a more realistic assessment of the expected environmental impact of the project.

IBR Draft SEIS - RECORD #474 DETAIL

First Name : Scott

Last Name : Niesen

Attachments : DSEIS-474_Niesen_Original.pdf (5 kb)

IBR Draft SEIS - RECORD #474 DETAIL
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Submission Date : 10/11/2024

First Name : Scott

Last Name : Niesen

Business/Organization/Agency :

Attachments : DSEIS_474_Niesen_Original.pdf (24 kb)

Submission Input :

Hire a world class bridge designer. Don't let this opportunity go to waste to create a bridge we can all be proud of. The bridge is the gateway to Oregon and Washington.

Have a public process on bridge type selection.

Great design does not have to be expensive. If a flat girder design makes the most sense, make it an aesthetically excellent design.

Design of the local bridge from Mainland to Hayden Island should also be a beautiful iconic design.

Use the project to create a vibrant North Portland Waterfront area. Take a cue from Vancouver's most excellent waterfront area.

If a stack bridge option is chosen don't create a covered camping area for houseless people.

No lift span - that would be stupid.

Build a wide sidewalk with view points for the great view of the river and Mt. Hood.

Design Exit 307 ramps connecting Bridgeton & East Columbia neighborhood to MLK to have two lane entry

Build MLK undercrossing from Vancouver Ave to Hayden Meadow Dr to make a comple intersection

Redesign the intersection of NE 6th Street and Marine Drive to handle vehicles accessing I-5 north and south ramps

Thanks for you hard work and thanks for listening to people who live nearest the new bridge.

IBR Draft SEIS - RECORD #475 DETAIL**First Name :** Deborah**Last Name :** Unknown**Attachments :** DSEIS-475_Deborah_Original.pdf (4 kb)
voicemail202409301156fromWIRELESS CALLER 13609932192.mp3 (310 kb)

IBR Draft SEIS - RECORD #475 DETAIL
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Submission Date : 9/30/2024

First Name : Deborah

Last Name : Unknown

Business/Organization/Agency :

Attachments : DSEIS_475_DeborahUnknown_Original.pdf (20 kb)

Submission Input :

(Transcribed VM)

My name is Deborah and I'm reading through the DIS and I'm trying to find any kind of financial information about known costs for the displacement of an eminent domain of the properties that would be affected by the bridge construction and I'm not finding it easily on the website if you could please let me know where I might find that I would appreciate that

IBR Draft SEIS - RECORD #476 DETAIL**First Name :** Brian**Last Name :** Wilga**Attachments :** DSEIS-476_Wilga_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #476 DETAIL

Submission Date : 10/11/2024

First Name : Brian

Last Name : Wilga

Business/Organization/Agency
:

Submission Input :

I might have already commented. If so, here's more.

I want a simple bridge that will replace the current one ASAP.

I want something that allows all ships to go under it, even during the spring snow melt.

I don't care how it looks, especially because a prettier bridge costs more than a plain one.

The current one is quite plain, and maybe even unattractive, but I don't care. Not one bit.

I want the MAX to be extended to Vancouver, and eventually, all the way to 179th Street and the music venues there.

Population growth and economic growth are inevitable, and managing that growth must include the MAX.

Tolls have to be at least part of the financing plan, so that the people who use the bridge contribute more to it than people who don't live here.

IBR Draft SEIS - RECORD #477 DETAIL**First Name :** Eric**Last Name :** Polson**Attachments :** DSEIS-477_Polson_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #477 DETAIL
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Submission Date : 10/11/2024

First Name : Eric

Last Name : Polson

Business/Organization/Agency
:

Submission Input :

Any replacement that does not provide AT LEAST four lanes in each direction is a dereliction of duty to the responsibility to the residents of Portland and Vancouver to provide a reliable and expandable mode of getting business across the river. Light rail is a clear waste of time and money as it has been soundly rejected by the voters.

IBR Draft SEIS - RECORD #478 DETAIL**First Name :** John**Last Name :** Davidson**Attachments :** DSEIS-478_Davidson_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #478 DETAIL**Submission Date :** 10/12/2024**First Name :** John**Last Name :** Davidson**Business/Organization/Agency :** Retired**Submission Input :**

Any tolls should be for a limited period of time and specify the funding goal. Once goal for Bridge improvements are achieved then tolls should be removed. In addition there should be a reduced speed limit for drivers crossing Bridge. It's currently at a dangerous speed limit likely causing traffic accidents. Thank You.

IBR Draft SEIS - RECORD #479 DETAIL**First Name :** Mike**Last Name :** Ponsford**Attachments :** DSEIS-479_Ponsford_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #479 DETAIL**Submission Date :** 10/12/2024**First Name :** Mike**Last Name :** Ponsford**Business/Organization/Agency**
:**Submission Input :**

I support the project in general. That includes the light rail component. It also includes a toll bridge if necessary. I am 74 and will probably never see the completed project, but realize that the cities of Portland and Vancouver can not delay any longer. Making accommodations for the Pearson Air Field seems to be giving too much priority to the elite small plane owners. Shut it down. Move it to Lower River Road. Unplug the bottleneck.

IBR Draft SEIS - RECORD #480 DETAIL
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First Name : Karen

Last Name : Rankine

Attachments : DSEIS-480_Rankine_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #480 DETAIL
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Submission Date : 10/12/2024

First Name : Karen

Last Name : Rankine

Business/Organization/Agency :

Submission Input :

Dear IBR Representatives-

I am requesting an extension of the public comment period for the Draft Supplement Environmental Impact Study, which is currently slated to close November 18, 2024. I believe that the current time period is insufficient, for those most greatly impacted by the proposed construction, to adequately review, digest, and research to make fully informed comments about the project.

I propose extending the comment period by 60 days to Friday, January 17, 2025. This will allow the general public and the busy families, living within the impact areas, time to comb through this 2500 page complex document making thoughtful and meaningful comments.

Thank you for considering and processing this request.

IBR Draft SEIS - RECORD #481 DETAIL

First Name : Clayton

Last Name : Breese

Attachments : DSEIS-481_Breese_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #481 DETAIL
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Submission Date : 10/12/2024

First Name : Clayton

Last Name : Breese

Business/Organization/Agency :

Submission Input :

As someone who drives over the Columbia daily for work in Vancouver the idea of paying tolls is revolting. There is not a grocery store on the island because the city refused to support policing and the crime has driven business away. The threat of the bridge replacement had driven business away. Currently there are scores of empty businesses that were once thriving restaurants that because of the two reason listed above no longer exist. No one want to open on the island because of the threat of this monstrosity of a project. Also the idea of having to drive miles south to go north is ridiculous. Billions of dollars will be spent on this thing that will not actually make traffic better. Nowhere in the report does it indicate traffic will improve. Tell me why are we doing it? Is the only reason is that if there is some big hypothetical someday earthquake comes the existing bridge will collapse. Can the planners of this new bridge guarantee that the new one will not? I was in San Francisco during the replacement of the bay bridge. Are we going to out source the bolts to China?

The addition of the max train would be interesting if max was actually fast at getting anywhere.

It would be super interesting if this project included the precursor work for a bullet train (platform, rail line capacity?) Vancouver to San Francisco? To La

IBR Draft SEIS - RECORD #482 DETAIL**First Name :** Chris**Last Name :** Kroll**Attachments :** DSEIS-482_Kroll_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #482 DETAIL
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Submission Date : 10/12/2024

First Name : Chris

Last Name : Kroll

Business/Organization/Agency : home owner

Submission Input :

How many times do we in Clark County need to tell you that we don't want Light Rail, especially from/hooksing into Portland?

We've voted this down multiple times and never once have we voted to want MAX or Light Rail.

IBR Draft SEIS - RECORD #483 DETAIL

First Name : Chris

Last Name : Kroll

Attachments : DSEIS-483_Kroll_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #483 DETAIL
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Submission Date : 10/12/2024

First Name : Chris

Last Name : Kroll

Business/Organization/Agency : home owner

Submission Input :

What is the cost to these bridge designs for Light Rail? That means all of the associated costs.

IBR Draft SEIS - RECORD #484 DETAIL

First Name : Chris

Last Name : Kroll

Attachments : DSEIS-484_Kroll_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #484 DETAIL
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Submission Date : 10/12/2024
First Name : Chris
Last Name : Kroll
Business/Organization/Agency : home owner

Submission Input :

This document is not easy to read! That said, is this bridge supposed to ease congestion or just replace an old, unstable bridge before it collapses?

From what I can figure out from the design, it basically has the same number of lanes as the current I-5 bridge. If that is true, then the real bottleneck farther South into Portland will still be a bottleneck and traffic will continue to creep along the new I-5 bridge. Is this about accurate?

If this bridge is suppose to ease congestion, how is it going to do that?

IBR Draft SEIS - RECORD #485 DETAIL
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First Name : Robert

Last Name : Wilson

Attachments : DSEIS-485_Wilson_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #485 DETAIL
--

Submission Date : 10/13/2024

First Name : Robert

Last Name : Wilson

Business/Organization/Agency
:

Submission Input :

I FEEL THAT YES THE CURRENT BRIDGE NEEDS ATTENTION BUT DON'T FEEL WE NEED TO BUILT A EXCESSIVE NEW BRIDGE FOR SEVERAL REASONS. 1. TRAFFIC CONGESTION IS NOT CAUSED BY THE CURRENT BRIDGE ITS BECAUSE OF CURRENT HIGHWAY SYSTEM IN OREGON THAT CANT HANDLE TO THE CURRENT CAPACITY OF TRAFFIC. YOUR PLANS TO TAKE 3 LANES OF TRAFFIC AN RUN 4 LANES ACROSS THE BRIDGE TO REDUCE BACK DOWN TO 3 LANES WILL INCREASE CONGESTION WITH A BOTTLENECK ON BOTH SIDES OF THE BRIDGE. I FEEL IF WE REPLACE THE CURRENT BRIDGE WITH ONE SIMILAR IN NATURE FOR MUCH LESS OF A INVESTMENT AN BUILDING ANOTHER CROSSING TO THE EAST OR WEST THAT ALEIVES THE CURRENT AMOUNT OF TRAFFIC ON THE I5 CORRIDOR THROUGH OREGON AN WASHINGTON IS A BETTER ALTERNATIVE FOR THE FUTURE.

IBR Draft SEIS - RECORD #486 DETAIL**First Name :** Robert**Last Name :** Wilson**Attachments :** DSEIS-486_Wilson_Original.pdf (2 kb)

IBR Draft SEIS - RECORD #486 DETAIL**Submission Date :** 10/13/2024**First Name :** Robert**Last Name :** Wilson**Business/Organization/Agency**
:**Submission Input :**

WHAT IS THE OBJECTIVE OF THIS NEW BRIDGE? ARE WE TRYING TO BUILT SOMETHING ELABORATE TO PUT SOMEONES NAME ON OR ARE WE TRYING TO GET TO THE ROOT OF THE PROBLEM BY WASTING AS MUCH MONEY AS POSSIBLE? A NEW BRIDGE NEEDS TO BE BUILT TO REPLACE OUR CURRENT BRIDGE BUT NO BRIDGE WILL FIX THE HIGHWAY SYSTEM ON EITHER SIDE OF THE BRIDGE. SO STOP TRYING TO SELL THE TAX PAYERS ON THE IDEA THAT A NEW BRIDGE WILL FIX THE CONGESTION WHEN IN MY OPINION IT HAS A BETTER CHANCE OF MAKING IT WORSE. ANYTIME YOU TAKE 3 LANES TO FOUR LANES AN BACK TO 3 LANES ALL YOUR DOING IS MAKING A PLACE FOR PEOPLE TO PARK. WHY NOT REBUILD WHAT WE GOT OF FIX IT AN BUILD A NEW BRIDGE ELSEWHERE TO THE EAST OR WEST TO ALLEVIATE THE CONGESTION THROUGH THE AREA? MY NEXT ISSUE I GOT IS THE MASS TRANSIT EXPENSE. LIGHT RAIL IS NOT THE ANSWER. CTRAN TYPICALLY OPERATES AT 5-10% CAPACITY SO WHY ADD 2 BILLION DOLLARS TO THE BILL OF YOUR NEW BRIDGE. OREGON WANTS TO GIVE 1.5 BILLION TO HELP FLIP THE BILL OF THE BRIDGE AT A COST OF 1 BILLION DOLLARS A MILE FOR LIGHT RAIL AN IMPROVEMENTS TO THERE SYSTEM OUT IN GRESHAM WHICH SHOULDN'T BE EVEN PART OF THE BRIDGE CONSTRUCTION. SAVE THE MONEY AN START FILLING THE BUSES FIRST. IF YOU LOOK AT AREAS THE LIGHT RAIL HAS BEEN BUILT IN AND AROUND THE PORTLAND AREA. EVERY AREA THAT WAS ONCE NICE HAS BECAME A WAR ZONE WITH REDUCED PROPERTY VALUES. ALL LIGHT RAIL HAS DONE IS GIVEN THE DRUGS AN CRIME A BETTER WAY TO MOVE. IF YOU LOOK BACK IN TIME THE CRIME AN HOMELESSNESS IN DOWNTOWN VANCOUVER HAS GOTTEN OUT OF HAND ONCE THE LIGHTRAIL MADE IT TO THE EXPO CENTER AN BY GIVING IT A ROUTE ACROSS THE RIVER WILL RUIN DOWNTOWN VANCOUVER JUST LIKE IT HAS DOWNTOWN PORTLAND. I KNOW WHO CARES ONCE THE BRIDGE IS BUILT AN YOU ALL RECEIVE YOUR CHECKS YOU WONT BE AROUND TO DEAL WITH IT BUT MYSELF AN NEIGHBORS WILL BE LEFT HEAR TO DEAL WITH IT. I SAY NO LIGHT RAIL AN CUT THE COST OF YOUR BRIDGE IN HALF WITH ALL THE SAVINGS AN MAYBE TOLLS WONT BE NEEDED.

WHICH BRINGS ME TO MY NEXT PROBLEM WITH THIS NEW BRIDGE. TOLLS. WE ALL PAY EXCESSIVE AMOUNT IN TAXES FOR OUR STATES HIGHWAYS AN DON'T SEEING ANYTHING HAPPENING ON OUR ROADS. IT IS UNFAIR TO MAKE PEOPLE OR COMPANIES PAY TO USE A BRIDGE THEY ALREADY PAID FOR.

I AGREE SOMETHING NEEDS TO HAPPEN BUT JUST LIKE IN MY HOUSEHOLD WE NEED TO WORK WITHIN OUR MEANS NOT WITH A OPEN CHECKBOOK AN INSUFFICIENT FUNDS.

IBR Draft SEIS - RECORD #487 DETAIL**First Name :** Connor**Last Name :** Heffernan**Attachments :** DSEIS-487_Heffernan_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #487 DETAIL
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Submission Date : 10/13/2024

First Name : Connor

Last Name : Heffernan

Business/Organization/Agency
:

Submission Input :

Please implement the MAX Light Rail System into the Instate Bridge Replacement Program. Extending the Yellow Line to Vancouver, WA will decrease congestion and positively impact the environment.

IBR Draft SEIS - RECORD #488 DETAIL

First Name : Michael

Last Name : Boyles

Attachments : DSEIS-488_Boyles_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #488 DETAIL
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Submission Date : 10/13/2024

First Name : Michael

Last Name : Boyles

Business/Organization/Agency :

Submission Input :

The IBR SDEIS assumes that Metro's regional transportation demand model outputs, which are based on the 2023 regional transportation plan, are current and accurate. However, in the Spring of 2024, the Governor of Oregon directed the Oregon Transportation Commission to suspend the I-5 and I-205 Regional Mobility Pricing Project, a key piece of Metro's demand management strategy and modeling. Without the regional tolling project, many of the findings of the SDEIS are suspect, including the assumed demand impacts of the I-5 Rose Quarter Project, the overall impact of the Modified LPA's on VMT compared to the No Build scenario, and the impact of tolling diversion onto I-205. Follow on effects to the region's environment due to changes in VMT and traffic diversion are also suspect.

While Metro could not reasonably be expected to have known that the Governor of Oregon would make such a dramatic plan to the RTP, that does not excuse the SDEIS from turning a blind eye to real world changes that impact the SDEIS during the drafting of the report. As traffic demand modeling is a fundamental piece in developing the IBR and understanding its impact on the environment, the SDEIS must include all relevant information that can be reasonably known and understood to have an effect on traffic demand in the region.

IBR Draft SEIS - RECORD #490 DETAIL
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First Name : n/a

Last Name : n/a

Attachments : DSEIS-490_none_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #490 DETAIL**Submission Date :** 10/11/2024**First Name :** n/a**Last Name :** n/a**Business/Organization/Agency**
:**Submission Input :**

No tolls. I live in downtown Vancouver and love that I can commute into Portland regularly to spend time and money, but if tolls were in place, I would have to reduce the amount of my time or money I'm spending in Portland.

IBR Draft SEIS - RECORD #491 DETAIL
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First Name : n/a

Last Name : n/a

Attachments : DSEIS-491_none_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #491 DETAIL**Submission Date :** 10/11/2024**First Name :** n/a**Last Name :** n/a**Business/Organization/Agency**
:**Submission Input :**

What is the purpose of spending billions of tax payers money to only increase the capacity of commuting traffic by only one "axuliary" lane. It should have 4 lanes like the 205 bridge. Traffic seems to flow much better on that bridge.

IBR Draft SEIS - RECORD #492 DETAIL**First Name :** n/a**Last Name :** n/a**Attachments :** DSEIS-492_none_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #492 DETAIL
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Submission Date : 10/12/2024

First Name : n/a

Last Name : n/a

Business/Organization/Agency
:

Submission Input :

Washington voters made it clear they don't want light rail and they don't want to be forced to pay for it we would be better served with the extra lane being utilized full time by cars and buses instead of occasionally by light rail

IBR Draft SEIS - RECORD #493 DETAIL**First Name :** Mike**Last Name :** n/a**Attachments :** DSEIS-493_none_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #493 DETAIL**Submission Date :** 10/13/2024**First Name :** Mike**Last Name :** n/a**Business/Organization/Agency**
:**Submission Input :**

There has been years of meetings, public comment, etc on the I5 bridge replacement. NOW is the time for public officials to do their job and get it done. Talk minus action =0

IBR Draft SEIS - RECORD #495 DETAIL	
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First Name : N/A

Last Name : Shilohcamas

Attachments : DSEIS-495_Shilohcamas_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #495 DETAIL
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Submission Date : 10/14/2024
First Name : N/A
Last Name : Shilohcamas
Business/Organization/Agency :

Submission Input :

Re: Photo of IBR Team Why are the Equity and Civil Rights managers featured in a picture of the working group? I mean I know why, but really, why have we come to this?Thank goodness the Endangered Species Act is not preventing building a practical workable bridge otherwise the bridge would never get built...and it may not be...When one of Perez' staff told me last month that the height issue with the USCG had not been resolved yet, I was flabbergasted!
Meanwhile, the IBR lead and the company he works for are making GOOD money...

IBR Draft SEIS - RECORD #497 DETAIL

First Name : Peter

Last Name : Stark

Attachments : DSEIS-497_Stark_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #497 DETAIL
--

Submission Date : 10/14/2024

First Name : Peter

Last Name : Stark

Business/Organization/Agency
:

Submission Input :

I attended the Draft SEIS Public Briefing? Oct. 9 2024 and submitted some questions but had to leave early before I could hear a response. Do you have a link to a recorded copy of the event. I didn't see one on line. Thanks in advance.

IBR Draft SEIS - RECORD #498 DETAIL**First Name :** Unknown**Last Name :** Unknown**Attachments :** DSEIS-498_Unknown_Original.pdf (4 kb)

IBR Draft SEIS - RECORD #498 DETAIL
--

Submission Date : 10/14/2024

First Name : Unknown

Last Name : Unknown

Business/Organization/Agency :

Attachments : DSEIS_498_Unknown_Original.pdf (16 kb)

Submission Input :

NO LIGHT RAIL!!!!!!Every day is a good day!

IBR Draft SEIS - RECORD #499 DETAIL**First Name :** Debby**Last Name :** Watts**Attachments :** DSEIS-499_Watts_Original.pdf (4 kb)

IBR Draft SEIS - RECORD #499 DETAIL
--

Submission Date : 10/14/2024

First Name : Debby

Last Name : Watts

Business/Organization/Agency :

Attachments : DSEIS_499_Watts_Original.pdf (17 kb)

Submission Input :

Is there a way to get a hard copy of the report to read? Thanks - Debby Watts?

IBR Draft SEIS - RECORD #500 DETAIL**First Name :** The**Last Name :** Street Trust**Attachments :** DSEIS_500_TheStreetTrust_Original.pdf (3 kb)

IBR Draft SEIS - RECORD #500 DETAIL

Submission Date : 10/14/2024
First Name : The
Last Name : Street Trust
Business/Organization/Agency : Organization

Submission Input :

TIME SENSITIVE ADVOCACY with LONG TERM IMPACTS

(5 min read)

There is a NEPA-mandated public engagement period now open through November 18th, 2024 during which we need you to comment on the Draft Supplemental Environmental Impact Statement (SEIS) for the Interstate Bridge [<https://www.interstatebridge.org/updates-folder/supplemental-environmental-impact-statement/>] project. This small window of time is required by Federal law and applies to actions including financing, assisting, conducting, or approving projects or programs; agency rules, regulations, plans, policies, or procedures where there is room for discretion to choose among one or more alternative means of accomplishing a particular goal.[1 [https://ceq.doe.gov/docs/get-involved/citizens_guide_dec07.pdf]]

The purpose & need for this project have not changed since the first effort to build a new bridge back in 2011. This means that the project must "improve connectivity, reliability, travel times, and operations of public transportation modal alternatives in the Program area."

It also means that the bridge must be designed and built to meet some core concerns. Here are a few that directly affect the daily use and needs of The Street Trust members and broader community:

This means that whatever bridge gets built, it must address these concerns and needs; but how that happens - and what it looks and feels like for people walking, rolling, and riding transit - is in your hands now.

We need your involvement to ensure the new bridge supports people walking, biking, rolling, and using transit. We must make our voices heard so that the project design incorporates routes and connectivity that are direct, complete and complement existing and planned networks.

There are a variety of ways you can get involved as your time allows to help. Don't assume that someone else is commenting! Your voice is essential to shape an Interstate Bridge Replacement Project that includes world class facilities so public and active transportation users have absolute safety and prioritization.

The Street Trust
PO Box 14745
Portland, OR 97293
United States

If you believe you received this message in error or wish to no longer receive email from us, please unsubscribe:

<https://secure.everyaction.com/p/FjyMUoE3j0WRBLOi1418SQ2?unsubscribedata=9erbV3tR1HMBnat8L4g8NShuqC8CjduB%2FGjWdgm4xwrypl5LfAFPMw50OFx0lubqBcjurLq7j75YZsEzveTFk%2FROdqVkpZ1Lga1w8ZR38kUOg7gnjH7gnZp7BgWXUBl6gZPhcPDFxNO417jwF9wvrDNeBVY7NU%2FiwgBgzstpgRZCVcvlOCi0pX8%2FGJ0GyP%2BRe%2Bs1McB8oFMvYdMNsziGHhJS%2BDELzwZUEEGBsPme3jhBiAACX5jPIU2i2CWs2w>

0NKnLj40TivcjKNNnfbOlswslAfYGK08KN1dK6l%2BISxgg9%2Fqblu7tG2QJgbOVVZGPTI6UOJKtWT%2FWwp
TnflLjtT5AS1qMnAsWFsjDYHScyysxFldWbPVSeoRTD%2Fi7RX1TaElQNru45aWS8us8nArkTqYUV6AXz9YF
OqfDwBvHvDkkHE08jfW2ez3Fg%2FpSqvP .

IBR Draft SEIS - RECORD #501 DETAIL**First Name :** Art**Last Name :** Lewellan**Attachments :** DSEIS-501_Lewellan_Original.pdf (5 kb)

IBR Draft SEIS - RECORD #501 DETAIL**Submission Date :** 10/14/2024**First Name :** Art**Last Name :** Lewellan**Business/Organization/Agency :****Attachments :** DESIS_501_Lewellan_Original.pdf (24 kb)**Submission Input :**

I carefully followed the CRC I-5 Bridge proposal 2008-2013 when it was duly cancelled for two specific reasons: Instead of Double-deck design, single-deck is the only sensible option. Hayden Island Access design flaws (exit-ramps were inherently dangerous, steep uphill on-ramps meant noisy traffic, more air pollution, merging more dangerous). Back then I supported the Concept #1 design "off-island" access to Hayden Island from Marine Drive. The current access is likewise from Marine Drive only from the east side of I-5.

With single-deck design, I favor 4-lanes southbound and 5-lanes northbound (extra lane for heavier afternoon traffic and because the exits to SR14 and downtown Vancouver are too close together), 4-lanes southbound because there'll be only 1 exit to Marine Drive. Adding 2-lanes for transit to southbound span (4 2 = 6 lanes), adding 1-lane for the ped/bikeway (5 1 = 6) and both spans are equal width, a likely reduction of costs.

The current aging bridges are basically 2-lane acting as 3-lane with no shoulders. Elevating I-5 above the Vancouver railroad tracks will smooth traffic flow, but adding lanes will induce lane changes as motorists today view any open lane as a passing lane.

Lastly, I'll just add that the only interchanges on the Washington side needing a rebuild are the ramps to/from SR14 and downtown Vancouver. Cutting the interchanges further north from the project should be considered.

IBR Draft SEIS - RECORD #502 DETAIL**First Name :** Jynx**Last Name :** Houston**Attachments :** DSEIS-502_Houston_Original.pdf (6 kb)

IBR Draft SEIS - RECORD #502 DETAIL

Submission Date : 10/14/2024

First Name : Jynx

Last Name : Houston

Business/Organization/Agency :

Attachments : DESIS_503_Huston_Original.pdf (21 kb)

Submission Input :

First Name:

Jynx

Last Name:

Houston

Email:

[REDACTED]

Topic Area:

Transportation

Comment:

NO 7 BILLION DOLLAR BOONDOGGLE. YOUR PLAN FOR ANY HIGHWAY EXPANSION MUST BE COST-EFFECTIVE.

JCA comment #: 48

IBR Draft SEIS - RECORD #503 DETAIL**First Name :** Kallista**Last Name :** Mason**Attachments :** DSEIS-503_Mason_Original.pdf (8 kb)

IBR Draft SEIS - RECORD #503 DETAIL

Submission Date : 10/14/2024

First Name : Kallista

Last Name : Mason

Business/Organization/Agency :

Attachments : DESIS_503_Mason_Original.pdf (26 kb)

Submission Input :

First Name:

Kallista

Last Name:

Mason

Email:

[REDACTED]

Phone:

[REDACTED]

City:

[REDACTED]

US States:

[REDACTED]

Zip:

[REDACTED]

Topic Area:

Transportation

Comment:

There has been this perpetuated myth that one more lane will fix traffic. Honestly all it does is make traffic worse, just look at L.A. and their 10 lane freeways and they still have the worst traffic in the US. The problem is cars take up a lot of space but don't carry that many people. Public transit is a more efficient way of

transportation both in space and emissions. One more lane just means more cars, more pollution and more chances of flooding. Having more concrete just leads to water run off or just pools of it. We need more wild, or green spaces to help absorb water. We're in the midst of a climate catastrophe, we need to make smart decisions now for the future of our children. Allocate that money to build up our green infrastructure. Thank you!

JCA comment #: 47

IBR Draft SEIS - RECORD #504 DETAIL**First Name :** Sherry**Last Name :** Salomon**Attachments :** DSEIS-504_Salomon_Original.pdf (8 kb)

IBR Draft SEIS - RECORD #504 DETAIL

Submission Date : 10/14/2024

First Name : Sherry

Last Name : Salomon

Business/Organization/Agency :

Attachments : DESIS_504_Salomon_Original.pdf (25 kb)

Submission Input :

First Name:

Sherry

Last Name:

Salomon

Email:

[REDACTED]

Phone:

[REDACTED]

City:

[REDACTED]

US States:

[REDACTED]

Zip:

[REDACTED]

Topic Area:

Transportation

Comment:

It's folly to think that more lanes will produce less congestion. The same arguments were used when we lived in Maryland, and there is now more traffic than ever. It's more like "Fiend of Dreams". If you build it they will come.

Stop the road building madness.

JCA comment #: 46

IBR Draft SEIS - RECORD #505 DETAIL
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First Name : James

Last Name : Cavin

Attachments : DSEIS-505_Cavin_Original.pdf (9 kb)

IBR Draft SEIS - RECORD #505 DETAIL

Submission Date : 10/14/2024

First Name : James

Last Name : Cavin

Business/Organization/Agency :

Attachments : DESIS_505_Cavin_Original.pdf (28 kb)

Submission Input :

First Name:

James

Last Name:

Cavin

Business or Organization:

PT to Your

Email:

[REDACTED]

Phone:

[REDACTED]

City:

[REDACTED]

US States:

[REDACTED]

Zip:

[REDACTED]

Topic Area:

Transportation

Comment:

I am strongly encouraging you to make sure that the interstate Bridge Replacement is what the name suggests: a replacement to ensure there is a seismically safe crossing over the Columbia River, rather than a massive highway expansion that will result in displacement of houses, businesses and floating homes. We know that a second auxiliary lane will NOT reduce greenhouse gases by reducing congestion, history teaches us it will induce more traffic and result in MORE emissions; on this point the EIS fails to consider any serious consideration of induced demand and instead trumpets the demonstrably false myth that more lanes will reduce greenhouse gases by 'reducing congestion.'

Furthermore, the EIS overstates how much traffic will (can) increase in the no-build scenario, when decades of research shows that already high congestion increases minimally in no-build scenarios because people simply choose to drive less. Additionally, the EIS notes that Southbound morning commutes will still have serious backups at the I-5/I-405 split, made worse by more traffic crossing the bridge (indeed, traffic at the split will backup onto and past the bridge), slowing down express buses. Transit stations and walking/biking/scooter connections will be 50-100 feet in the air on Hayden Island and at the Vancouver waterfront, further incentivizing car travel, which in turn increases greenhouse gas emissions and increases congestions.

I urge you to do your part to help build a sustainable transportation future for Oregon and South Washington, not to double down on the failed policies of the past.

JCA comment #: 45

IBR Draft SEIS - RECORD #506 DETAIL**First Name :** Beth**Last Name :** Levin**Attachments :** DSEIS-506_Levin_Original.pdf (8 kb)

IBR Draft SEIS - RECORD #506 DETAIL

Submission Date : 10/14/2024

First Name : Beth

Last Name : Levin

Business/Organization/Agency :

Attachments : DSEIS_506_Levin_Original.pdf (26 kb)

Submission Input :

First Name:

Beth

Last Name:

Levin

Email:

Phone:

City:

US States:

Zip:

Topic Area:

Transportation

Comment:

A second auxiliary lane will NOT reduce greenhouse gases by reducing congestion, history teaches us it will induce more traffic and result in MORE emissions.

There's been a lack of any serious consideration of induced demand.

People are working from a problem statement ("purpose and need") now almost 20 years old.
We need to contain climate change to less than 2°C, near impossible if freeways are expanded!

JCA comment #: 44

IBR Draft SEIS - RECORD #507 DETAIL**First Name :** Mark**Last Name :** Linehan**Attachments :** DSEIS-507_Linehan_Original.pdf (8 kb)

IBR Draft SEIS - RECORD #507 DETAIL

Submission Date : 10/14/2024

First Name : Mark

Last Name : Linehan

Business/Organization/Agency :

Attachments : DSEIS_507_Linehan_Original.pdf (26 kb)

Submission Input :

First Name:

Mark

Last Name:

Linehan

Email:

[REDACTED]

Phone:

[REDACTED]

City:

[REDACTED]

US States:

[REDACTED]

Zip:

[REDACTED]

Topic Area:

Other

Comment:

It's too expensive. The scope of this Cadillac project is too large, including highway interchanges north and south of the bridge. What we need is a bridge replacement, not a complete highway rebuild. We should use tolling to manage the highway capacity, not try to chase demand.

We have many other transportation needs in Oregon and Washington. Our existing road network needs more funds for maintenance. Our "orphan highways" in Oregon need to be brought up to current standards. Our transit systems and active transportation networks could use more funds. Putting \$7B into highway expansion means that \$7B is not available for these other needs. We should refocus this project's scope to focus on the bridge.

JCA comment #: 43

IBR Draft SEIS - RECORD #508 DETAIL**First Name :** Miriam**Last Name :** Schoenfield**Attachments :** DSEIS-508_Schoenfield_Original.pdf (6 kb)

IBR Draft SEIS - RECORD #508 DETAIL

Submission Date : 10/14/2024

First Name : Miriam

Last Name : Schoenfield

Business/Organization/Agency :

Attachments : DSEIS_508_Schoenfield_Original.pdf (20 kb)

Submission Input :

First Name:

Miriam

Last Name:

Schoenfield

Email:

[REDACTED]

Topic Area:

Transportation

Comment:

I'm strongly opposed to expanding the highway. Highway expansions cause climate change, and fail to alleviate traffic. The idea that this project will reduce emissions is absurd. That has never happened.

JCA comment #: 42

IBR Draft SEIS - RECORD #509 DETAIL**First Name :** Mike**Last Name :** O'Brien**Attachments :** DSEIS_509_O'Brien_Original.pdf (8 kb)

IBR Draft SEIS - RECORD #509 DETAIL

Submission Date : 10/14/2024

First Name : Mike

Last Name : O'Brien

Business/Organization/Agency :

Submission Input :

First Name:

Mike

Last Name:

O'Brien

Email:

[REDACTED]

Phone:

[REDACTED]

City:

[REDACTED]

US States:

[REDACTED]

Zip:

[REDACTED]

Topic Area:

Transportation

Comment:

We are in a climate crisis that demands rethinking the unquestioned dominance of vehicles carrying one or two people at a time. We must switch to better transit options. Yet the proposed design worsens transit options. It amounts to a multi-billion dollar gift to drivers, and does little to address the climate crisis.

IBR Draft SEIS - RECORD #510 DETAIL
--

First Name : Adrienne

Last Name : Stacey

Attachments : DSEIS_510_Stacey_Original.pdf (7 kb)

IBR Draft SEIS - RECORD #510 DETAIL

Submission Date : 10/14/2024

First Name : Adrienne

Last Name : Stacey

Business/Organization/Agency :

Submission Input :

First Name:

Adrienne

Last Name:

Stacey

Email:

[REDACTED]

Phone:

[REDACTED]

City:

[REDACTED]

US States:

[REDACTED]

Zip:

[REDACTED]

Topic Area:

Transportation

Comment:

Proof of debacle is in the pudding look at i205. If you build it they will fill it. You're gonna have a mess if you do this kind of thing and you're gonna mess up everything else.

JCA comment #: 40

IBR Draft SEIS - RECORD #511 DETAIL

First Name : Joachim

Last Name : Schalk

Attachments : DSEIS_511_Schalk_Original.pdf (6 kb)

IBR Draft SEIS - RECORD #511 DETAIL

Submission Date : 10/14/2024

First Name : Joachim

Last Name : Schalk

Business/Organization/Agency :

Submission Input :

First Name:

Joachim

Last Name:

Schalk

Email:

[REDACTED]

Phone:

[REDACTED]

Topic Area:

Transportation

Comment:

We are killing our children with highways and oil addiction. Please stop enabling it.

JCA comment #: 39

IBR Draft SEIS - RECORD #512 DETAIL

First Name : Courtney

Last Name : Dowell

Attachments : DSEIS_512_Dowell_Original.pdf (8 kb)

IBR Draft SEIS - RECORD #512 DETAIL

Submission Date : 10/14/2024

First Name : Courtney

Last Name : Dowell

Business/Organization/Agency :

Submission Input :

First Name:

Courtney

Last Name:

Dowell

Email:

[REDACTED]

Phone:

[REDACTED]

City:

[REDACTED]

US States:

[REDACTED]

Zip:

[REDACTED]

Topic Area:

Transportation

Comment:

Please do not expand the freeway! I live in NE Portland. We have to live with the consequences of this, unlike the people just zooming past in their cars. We do not want "just one more lane". More freeway lanes will not solve congestion. Maybe freeway drivers will appreciate it for a few years - but it ultimately will make climate change worse, traffic worse (induced demand, increased load on nearby areas, increased car dependency), and bankrupt us in maintenance. It will also displace people and businesses and make the area less walkable

and noisier. Please be on the right side of history. Please protect North Portland.

JCA comment #: 38

IBR Draft SEIS - RECORD #513 DETAIL
--

First Name : Brant

Last Name : Thurman

Attachments : DSEIS_513_Thurman_Original.pdf (7 kb)

IBR Draft SEIS - RECORD #513 DETAIL

Submission Date : 10/14/2024

First Name : Brant

Last Name : Thurman

Business/Organization/Agency :

Submission Input :

First Name:

Brant

Last Name:

Thurman

Email:

[REDACTED]

City:

[REDACTED]

US States:

[REDACTED]

Zip:

[REDACTED]

Topic Area:

Climate Change

Comment:

I feel that increasing the number of lanes on the I5 bridge between Portland and Vancouver, WA is the best solution for the future of climate change. Not only will families and businesses be displaced which is detrimental to a child who is being ripped from their home, but also the families that have lived there for generations. traffic congestion will still be an issue after an expansion with one change, more cars to be congested which means more pollution in the air. A better use of the land would be a train that can carry more people on less land and can be electrified to help reduce emissions. Let's be smart about this and think about the future of our community and children's community.

IBR Draft SEIS - RECORD #514 DETAIL**First Name :** Guy**Last Name :** McFeeters-Krone**Attachments :** DSEIS_514_McFeeters-Krone_Original.pdf (8 kb)

IBR Draft SEIS - RECORD #514 DETAIL

Submission Date : 10/14/2024
First Name : Guy
Last Name : McFeeters-Krone
Business/Organization/Agency :

Submission Input :

First Name:
Guy

Last Name:
McFeeters-Krone

Email:

[REDACTED]

Phone:

[REDACTED]

City:

[REDACTED]

US States:

[REDACTED]

Zip:

[REDACTED]

Topic Area:
Transportation

Comment:

I oppose the expansion of the highway bridge during its remodel for several key reasons. First, the expansion would lead to the displacement of homes, businesses, and floating homes, impacting the lives of those in the surrounding communities. Additionally, the project overlooks the issue of induced demand—the fact that increasing road capacity often leads to more traffic, not less. The argument that adding lanes will reduce greenhouse gases by alleviating congestion is misguided, as this overlooks the long-term effects of increased

car use.

The planning process itself is flawed. Projections about traffic growth in the no-build scenario seem exaggerated, and the “purpose and need” statement guiding this project is outdated, having been created almost two decades ago. This is especially concerning given the pessimistic view that climate change can be contained within a 2°C increase, a threshold we must strive to meet.

Moreover, even with the expansion, the southbound morning commute will continue to face significant backups, particularly at the I-5/I-405 split, which will worsen as more vehicles cross the bridge. This congestion will also slow down express buses. Finally, the proposed light rail options are insufficient, with capacity limited by the Steel Bridge bottleneck, and the transit stations on Hayden Island and the Vancouver waterfront would be unreasonably elevated, making access difficult for commuters.

JCA comment #: 36

IBR Draft SEIS - RECORD #515 DETAIL

First Name : Shawne

Last Name : Martinez

Attachments : DSEIS515_Martinez_Original.pdf (3 kb)
inbound5353614037790740199.jpg (100 kb)

IBR Draft SEIS - RECORD #515 DETAIL

Submission Date : 10/14/2024

First Name : Shawne

Last Name : Martinez

Business/Organization/Agency :

Submission Input :

First Name:

Shawne

Last Name:

Martinez

Email:

[REDACTED]

Topic Area:

Transportation

Comment:

We must prioritize people over cars to reach our climate goals. Single occupancy vehicles are the least efficient way to move people across the Columbia River. Private car ownership has lead to decades of terrible land use policies and construction of public infrastructure that does not support itself with the fees and taxes in place. Public transit and micro-mobility offer more efficiency at a lower cost. The built environment should reflect that. Fewer car lanes, more walk, roll, bike and public transit infrastructure. We need bold action NOW!

Attachment (maximum one):

inbound5353614037790740199.jpg

JCA comment #: 35

IBR Draft SEIS - RECORD #516 DETAIL**First Name :** Reyah**Last Name :** Travis**Attachments :** DSEIS_516_Travis_Original.pdf (8 kb)

IBR Draft SEIS - RECORD #516 DETAIL

Submission Date : 10/14/2024

First Name : Reyah

Last Name : Travis

Business/Organization/Agency :

Submission Input :

First Name:

Reyah

Last Name:

Travis

Email:

[REDACTED]

Phone:

[REDACTED]

City:

[REDACTED]

US States:

[REDACTED]

Zip:

[REDACTED]

Topic Area:

Transportation

Comment:

Hi.

I have a 13 month old daughter named Marley. She is inquisitive, brilliant, and hilarious. She is also inheriting an earth that is literally on fire. She needs to be able to have access to clean air, water, and green spaces. Freeway expansion fast tracks the effects of climate change. For the love of god STOP EXPANDING

FREEWAYS.

-A mom

JCA comment #: 34

IBR Draft SEIS - RECORD #517 DETAIL**First Name :** Kim**Last Name :** McCarty**Attachments :** DSEIS_517_McCarty_Original.pdf (8 kb)

IBR Draft SEIS - RECORD #517 DETAIL

Submission Date : 10/13/2024
First Name : Kim
Last Name : McCarty
Business/Organization/Agency : Community Alliance of Tenants

Submission Input :

First Name:
Kim

Last Name:
McCarty

Business or Organization:

[REDACTED]

Email:

[REDACTED]

Phone:

[REDACTED]

City:

[REDACTED]

US States:

[REDACTED]

Zip:

[REDACTED]

Topic Area:
Transportation

Comment:

The new bridge must support multiple means of safe, reliable transportation including walking, rolling, biking,

bus, light rail, train, and car. The goal must be vibrant connected successful communities in both Vancouver and Portland. Many of the Tenant Members of the Community Alliance of Tenants do not have cars and rely on public transportation to get to work, school, and essential services. Often this means that renters in Portland commute to Vancouver and tenants in Vancouver commute to Portland. Public transportation should support the movement of people between Oregon and Washington, especially for those without cars. The off-ramps should give the same access to people using modalities other than cars. I am concerned that Light Rail capacity from Vancouver will be limited by capacity at the Steel Bridge more needs to be done to mitigate this. And I am concerned that transit stations (and active transportation connections) will be 50-100 feet in the air on Hayden Island and at the Vancouver waterfront. Public transportation stops must be designed to be safe, this includes, lighting, elevators, cleaning, steps that support moving bikes, multiple exits, emergency phones, and other safety features. With this opportunity we must plan for the movement of people without inducing the movement of more cars. Thank you for your consideration of my comments on behalf of tenants in Oregon and Washington.

JCA comment #: 33

IBR Draft SEIS - RECORD #518 DETAIL	
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First Name :	Chris
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Last Name :	Smith
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Attachments :	DSEIS_518_Smith_Original.pdf (1 kb)
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IBR Draft SEIS - RECORD #518 DETAIL
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Submission Date : 10/13/2024

First Name : Chris

Last Name : Smith

Business/Organization/Agency :

Submission Input :

Reforwarding to generate acknowledgement.

On Thu, Oct 10, 2024 at 11:12?AM John Peterman <info@justcrossing.org> wrote:

> First Name: John

> Last Name: Peterman

> Email: john.allenpeterman@gmail.com

> US States: OR

> Zip: 97210

> Topic Area: Transportation

> Comment: People need more than one option to travel.

>

> JCA comment #: 30

>

IBR Draft SEIS - RECORD #519 DETAIL**First Name :** Chris**Last Name :** Smith**Attachments :** DSEIS_519_Smith_Original.pdf (2 kb)

IBR Draft SEIS - RECORD #519 DETAIL
--

Submission Date : 10/13/2024

First Name : Chris

Last Name : Smith

Business/Organization/Agency :

Submission Input :

Reforwarding to generate acknowledgement

On Sun, Oct 6, 2024 at 9:21?AM Chris Smith <info@justcrossing.org> wrote:

> First Name: Chris

> Last Name: Smith

> Business or Organization: No More Freeways

> Email: chris@chrissmith.us

> Phone: 15032233688

> City: Portland

> US States: OR

> Zip: 97210

> Topic Area: Transportation

> Comment: The attached Planetizen article highlights that nationally VMT

> continues to grow, something we know is not sustainable in light of climate

> change. It describes the dangers of planning facilities based on past

> trends, something I believe IBR's traffic modeling does in spades ("predict

> and provide"). The article argues instead for a "decide and provide"

> approach. In IBR's case I would argue this would result in much expanded

> transit and active transportation connections, including addressing transit

> bottlenecks elsewhere between Vancouver and Portland, and a reduction in

> the focus on freeway facilities.

> Attachment (maximum one):

> The-Risks-of-Self-Fulfilling-Travel-Forecasts-_-Planetizen-Blogs.pdf

> <https://justcrossing.org/wp-content/uploads/ninja-forms/4/The-Risks-of-Self-Fulfilling-Travel-Forecasts-_-Planetizen-Blogs.pdf>

>

> JCA comment #: 27

>

IBR Draft SEIS - RECORD #520 DETAIL	
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First Name :	Chris
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Last Name :	Smith
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Attachments :	DSEIS_520_Smith_Original.pdf (1 kb)
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IBR Draft SEIS - RECORD #520 DETAIL
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Submission Date : 10/13/2024

First Name : Chris

Last Name : Smith

Business/Organization/Agency :

Submission Input :

Reforwarding to generate acknowledgement

On Sun, Oct 6, 2024 at 8:05?PM Chris Smith <info@justcrossing.org> wrote:

> First Name: Chris

> Last Name: Smith

> Business or Organization: No More Freeways

> Email: chris@chrissmith.us

> Phone: 15032233688

> City: Portland

> US States: OR

> Zip: 97210

> Topic Area: Transportation

> Comment: In table 3.1-17 in Chapter 3.1 some of the VMT and VHT columns

> do not total correctly. Corrected totals are indicated in red in the

> attached image.

> Attachment (maximum one): table_3.1-17.jpg

> <https://justcrossing.org/wp-content/uploads/ninja-forms/4/table_3.1-17.jpg>

>

> JCA comment #: 28

>

IBR Draft SEIS - RECORD #521 DETAIL	
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First Name :	Chris
---------------------	-------

Last Name :	Smith
--------------------	-------

Attachments :	DSEIS_521_Smith_Original.pdf (1 kb)
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IBR Draft SEIS - RECORD #521 DETAIL
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Submission Date : 10/13/2024

First Name : Chris

Last Name : Smith

Business/Organization/Agency :

Submission Input :

Reforwarding this as a test to see if it gets an acknowledgement.

On Fri, Oct 11, 2024 at 1:56?PM Chris Smith <info@justcrossing.org> wrote:

> First Name: Chris

> Last Name: Smith

> Business or Organization: personal comment

> Email: chris@chrissmith.us

> Phone: 5032233688

> City: Portland

> US States: OR

> Zip: 97210

> Topic Area: Transportation

> Comment: The attached article from Dissent magazine highlights a number

> of problems with the current state of traffic forecasting, including a

> marked tendency to overforecast future traffic in no build scenarios. IBR

> appears to have the same problem, as cited in the article. The CRC project

> forecast 180,000 daily crossings in the late 2020's. We are clearly nowhere

> near that, yet the project now forecasts 180,000 crossings by 2045 on the

> same constrained facility. We are not learning from our past mistakes.

> Attachment (maximum one): Highway-Robbery-Dissent-Magazine.pdf

> <<https://justcrossing.org/wp-content/uploads/ninja-forms/4/Highway-Robbery-Dissent-Magazine.pdf>>

>

> JCA comment #: 31

>

IBR Draft SEIS - RECORD #522 DETAIL**First Name :** Paul**Last Name :** Edgar**Attachments :** DSEIS-522_Edgar_Original.pdf (11 kb)

IBR Draft SEIS - RECORD #522 DETAIL
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Submission Date : 10/12/2024

First Name : Paul

Last Name : Edgar

Business/Organization/Agency :

Submission Input :

Comment to SEIS on the IBR, edited October 12th, 2024, and resubmitted

My friend Cam Gilmour a former Asst Director of ODOT who headed finance and former WSDOT Asst Director WSDOT who headed operations suggested that I put this message and that I had sent to the Washington Transportation Commission, on the record within a comment to the SEIS on the IBR.

This message I wrote, I tried to keep simple. There are great concerns and Cam agrees, that the Interstate Bridge Replacement Project (IBR) will require "Toll Rates" that will become higher than the average person, I-5 commuter can afford. Inflation and cost of living has got out of hand, with 60% of today's population now going paycheck to paycheck. One adverse event, one new unforeseen cost of living increase can now put 50% of those who use the I-5 Corridor and the Interstate Bridges in a position where they cannot put the necessary food on the table and afford a roof over their heads.

It is highly foreseeable that the "Toll Rates" necessary in "Net Toll Revenue" to create and fund what will be required to pay out the obligation requirements of the "Toll Backed Bonds" will be greater and exceed what the average commuter - person can justify. There is no-longer a sweet spot, an acceptable toll rate, for potentially 50% of the current user of the I-5 Interstate Bridges. Therefore is is foreseeable that very high levels of diversion will occur. Initial diversion to the Longview Bridge and the I-205 Glenn Jackson Bridge have the foreseeable potential 30% to 40% of what has been the current incidents of travel generated over the Interstate Bridges.

A significant percentage of the population that currently uses the I-5 Interstate Bridges will re-evaluate where they work and live and that will result and great amount of relocation. Net Toll Revenue Estimates, that will be derived from tolling the I-5 Corridor crossing of the Columbia River will be no better than looking into a Crystal Ball. The alternative mode of mass transit has no realistic reason to believe that it could become an effective alternative to vehicle commuting. Fixed Rail - TriMet's Light Rail Transit (LRT), does not and cannot get enough of the potential users of this I-5 Corridor river crossing to where they

need to go and from where they originate in a time effective manner.

The combination of relocation and rerouting to avoid tolls that 60% of the population cannot afford or justify, will make what will be required in future "Toll Rates" necessary to secure adequate net toll revenue impossible to attain. This will result in an impact on the State Legislatures as they both deal with unfunded WSDOT budget items and ODOT's budgets are even more problematic.

In examining all of the announced funding sources for the IBR Project, that can draw down the unfunded foreseeable costs in what we see with SEIS a glaring contingency of a high amount of a lack necessary funding. This shortfall in the monies needed for what is reflected in the SEIS of the IBR presents a need for greater tolls that what the great majority of the I-5 Corridor Interstate Bridge Crossing can accept. The Toll Based Bonds requirements to secure that net toll revenue is unattainable.

The question has to be, what can be done. First is to reduce or eliminate contingencies that delay construction start date. Second is to look at what can be done to reduce overall costs. The most glaring item that appears is and has been the justification for the TriMet extension of the MAX LRT on the IBR Bridge Project. A significant contingency is that the United State Coast Guard has filled and objection of the low bridge height over the high water mark needs, of Columbia River navigation. The IBR Bridge height must be higher, but that would mean the elimination of having TriMet's MAX LRT included the IBR Project. Eliminating the TriMet MAX LRT also reduces the total estimated cost of the IBR Project identified in the SEIS by a potential of \$3-Billion Dollars. This has in part a reduction in the inflated additional unfunded cost of including TriMet's MAX LRT in the IBR Project of a minimum of \$1.5 Billion, over plan. \$1.7 to \$1.8 Billion estimate of Toll Base Bonds Needs, does not include this foreseeable \$1.5 Billion shortfall, just from having TriMet's MAX LRT included in the IBR Project.

There is this critical need to eliminate conditions much like what was experienced in the Seattle area with the Big Tunnel Project and a Olympia Area Tollway where the revenues needed could not be achieved without increasing tolls. But when the toll rates become greater than what the great majority of the potential users can afford, the average person/users/commuters they reroute their trips, their use of the toll facility. These re-active actions create foreseeable reductions in use and revenues. This diversion that happened resulted, caused the Washington Legislature to switch funding sources and allocate new state of Washington revenues to reduce costs that would have been required in

increased toll revenue.

Justification for eliminating TriMet's MAX Light Rail Transit from the IBR Project can be gained by examining TriMet's WES Commuter Rail Transit and the MAX LRT performance reports. These Fixed Rail Systems are and have been running 90% plus empty and the fully encumbered operating costs without sustainable ridership makes TriMet look bankrupt. They would be bankrupt, if it were not for payroll taxes and State and Federal Dollars and that money is not sustainable in out years. TriMet's Transit System appears to be satisfying less than 1% percent of the incidents of travel generated in their service area.

There are many problems with TriMet's MAX LRT, but the primary problem is that it does not get people to where they need to go. The time that it takes out of peoples lives and the potential users safety concerns weight equally in those contingencies of potential users have.

The IBR Project required origination and destination studies and they will show, if they have been done properly, that greater than 95% of the potential user that would be necessary to sustain its operation cost cannot be achieved. I was once one of those Washington commuters and for 14 years, I commuted from my house in northern Vancouver's Hazel Dell neighborhood to my office in NW Portland off of NW 23rd Avenue and used the the I-405 Freemont Bridge to get to my office.

In an early life in Corporate Product Development - Program Management, I was trained in Value Based - Critical Thinking. From that process and methodology, I have arrived at that there is no-way to expect Washington commuters will triple the time that would be taken out of their lives to ride with the dysfunctional, homeless, and drug pushers and not get them where they need to go. Historically 27% of those who ride on TriMet's MAX LRT do not buy tickets. We also know that historically transportation planners from: Metro, ODOT, and TriMet, have greatly over estimated impacts and achievable ridership estimates, much like what was done with the Red Line to Hillsboro, in that it would eliminate congestion on Hwy 26 out to Beaverton and Intel, that did not happen. If TriMet's LRT is included, it will become another financial noose around the necks of Oregon and Washington for decades and decades.

TriMet's LRT must not be included in the IBR Project and the impact of it being included will result in foreseeable additional estimated costs of and exceeding \$3 Billion Dollars, at a minimum. The Fed's have only committed \$1.5 Billion to have LRT included in the IBR project. The decision makers have to come to the realization, that no-one can afford,

with its foreseeable impact on creating higher toll rates than the average commuter can afford.

The CRC Project estimates were that 35,000 daily commuters will divert and reroute their use away from the I-5 Corridor and the Interstate Bridge crossing of the Columbia River to the Glenn Jackson Bridge and the I-205 Corridor. This foreseeable diversion will be a game changer, and heavy freight haulers and the average Joe alike will reroute their daily activities out of the I-5 corridor and they will never use TriMet's LRT.

A critical percentage of the people, many from the 27% that don't buy tickets that use TriMet's MAX LRT are those who make crime rates go up. We saw that with happen in and around Clackamas Town Center, with substantial increases in crime rates and drug problems. Clackamas County experienced was that far too many of Portland's and Multnomah County's dysfunctional people found and used TriMet's MAX LRT as a warm in the winter and cool in summer. With all the stories in the press, the killing at the transit stops equally have made it impossible to attract sustainable ridership to justify the cost and impact of including TriMet's MAX LRT into the current plans of the IBR project.

In the future if conditions and volumes change and the realization that it is too expensive and impractical to even attempt to add capacity in the I-5 Corridor through north Portland, the long envisioned bypass corridor alternative may well be the best choice. When justification and Benefit Analysis results in a determination that there is a need for a new west-side bypass corridor to take traffic/incidents of travel out of the I-5 Corridor, like why the I-205 bypass corridor was built, just look at BNSF Heavy Corridor. There is a current need to replace the 1907 Swing, Burlington Northern Railroad Bridge which may well be the most critical rail commerce choke-point on the west coast of the United States. It creates costly restriction on rail and river traffic. The needed replacement of this passenger rail and heavy rail bridge with a multi-mode bridge should be envisioned, as a multiple decks providing the capabilities of what currently are realized the Portland Steel Bridge. The BNSF rail corridor would be much like the I-84 east - west use of Sullivan's Gulch with all of the transportation modes taking advantage of the great potential to become this west-side bypass of the I-5 corridor. Connections off of and to the critical connections to industrial north and northwest Portland and Hwy 30 can be achieved.

Within and as part of the necessary detailed studies, there is this need to determine the additional quantifiable impact of the addition of

TriMet's Light Rail Transit has, on the number of businesses and households that are now being estimated to be displaced. That estimate of the number of businesses and residents could well be reduced by a significant level and that would be a good news.

/*Paul O. Edgar*/

On 8/28/2024 5:41 AM, Paul O. Edgar wrote:

>>>>

>>>>

>>>> *Your name (required)*

>>>> Paul O. Edgar

>>>> *Subject*

>>>> Inflated cost of the IBR when TriMet's LRT is included

>>>> *Your message*

>>>> The Washington State Transportation Commission should reassess if
>>>> there is a critical need within justifying the inclusion of
>>>> extending TriMet's MAX LRT into Vancouver Washington. The Coast
>>>> Guard wants to bridge to be high enough to meet their
>>>> specifications to allow free movement of commercial boat traffic on
>>>> the Columbia River. That however conflicts with what TriMet wants
>>>> to have a Light Rail line that does not go up a very steep ramp and
>>>> lands away from where they want LRT Stations. To me, equal in the
>>>> problem is that so few can be identified that will use this
>>>> proposed TriMet MAX LRT, that it cannot be justified on that reason
>>>> alone.

>>>>

>>>> There are a lot of additional reasons of why including TriMet's MAX
>>>> LRT, should be reversed:

>>>>

>>>> 1. Having Light Rail Transit adds to the cost of the IBR
>>>> approximately \$3 Billion in cost in Oregon and Washington.
>>>> 2. Washingtonians will not vote and approve paying for the annual
>>>> Operation and Maintenance Costs of TriMet's MAX LRT as proposed.
>>>> 3. Having Light Rail Transit on the IBR, add to the future cost of
>>>> Tolls, with the potential doubling those costs and harming
>>>> low-income users.
>>>> 4. Having Light Rail Transit on the IBR creates the need for higher
>>>> toll costs and higher subsequent levels of diversion of Washingtonians.
>>>> 5. Having Light Rail Transit on the IBR will harm C-Tran and
>>>> TriMet, where it marginalizes financial stability, forcing greater
>>>> public funding contributions to support failing operational
>>>> implications.

>>>> 6. TriMet's Ridership Performance Reports, reflect concerns that
>>>> TriMet transit services are not considered safe.

>>>> 7. The vote to increase the TriMet's Payroll Tax, was voted down in
>>>> good times, would not stand a chance now. TriMet's funding model
>>>> understates earned and under-funded retirement and healthcare
>>>> obligations which are off balance sheet and are not reflected in
>>>> operational costs in their Performance Reports.

>>>> 8. TriMet's and Transit agencies financial needs to stand-up
>>>> operation is close to 50% of the Metro Capital, Maintenance, and
>>>> Operation Investments found in Chapter 2 Overview, Figure 2-1 of
>>>> the 2024-2027 MTIP, and they handle less than 1% of their service
>>>> districts incidents of travel generated.

>>>> 9. New all electric alternatives are emerging in AI
>>>> controlled/managed Micro Vehicles, that can obsolete TriMet's
>>>> Business Model as we now know it.

>>>> 10. Federal Funding Commitments for including TriMet's LRT on the
>>>> IBR are estimated to be \$1.5 Billion short of the total funding
>>>> needed to cover the total cost of LRT on the IBR.

>>>> 11. Fix Rail, in TriMet's LRT is not tactile and will not meet the
>>>> needs of 99% of commuting Washingtonians getting from their homes
>>>> to places of work in Oregon. Originations and Destination Studies
>>>> reveal this fact.

>>>>

>>>> Thank you for reaching out to the Washington State Transportation
>>>> Commission.

>>>>

>>>> We have received your message and will direct it to the appropriate
>>>> Commission staff. All messages submitted in response to a proposal
>>>> for toll-rate setting, ferry-fare setting or other regulatory
>>>> actions by the Commission will be shared with Commissioners.

>>>>

>>>> Follow our Facebook page
>>>> <<https://www.facebook.com/WashingtonStateTransportationCommission/>>,
>>>> LinkedIn page
>>>> <<https://www.linkedin.com/company/washington-state-transportation-commission/>>
>>>> and website at <https://wstc.wa.gov/> to stay apprised of the
>>>> Commission's work.

>>>>

>>>> Sent from Washington State Transportation Commission
>>>> <<https://wstc.wa.gov/>>

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>>>>

>>>>

>>>>

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>

IBR Draft SEIS - RECORD #523 DETAIL**First Name :** Kent**Last Name :** Wu**Attachments :** DSEIS_523_Wu_Original.pdf (7 kb)

IBR Draft SEIS - RECORD #523 DETAIL**Submission Date :** 10/12/2024**First Name :** Kent**Last Name :** Wu**Business/Organization/Agency :****Attachments :** DSEIS_523_Wu_20241012_Original.pdf (55 kb)**Submission Input :**

First Name:

Kent

Last Name:

Wu

Email:

City:

US States:

Zip:

Topic Area:

Transportation

Comment:

For the Multi-use path over the Columbia river, has there been consideration to have just the Multi-use path portion be movable? In doing reduce the spiral ramps to a more reasonable elevation. This may save considerable amount of money and be more user friendly for people of all ages and abilities. Then the funds could go towards making the path wide enough to have pedestrians and cyclists not conflict. Perhaps there is a sweet spot in how often it needs to open and its height and time it takes to open. I would say cyclist and pedestrian should not be delayed more than 3-5 times a day and no more than 3 minutes at each lifting. Which seems reasonable, please check with pedestrian and cycling groups on the trade off point. The steel bridge has

the capacity or design ingenuity to do just that and its 100+ years old. I would also advocate in doing so also opens up the possibility that the raising of the bridge be aesthetically appealing and unique moment. So if one has to wait at least they can take a unique enough experience to take selfie rather than it be like an annoying railroad crossing. If the multi-use path is directly underneath the bridge could be a very cool experience as well be protected from the elements a little. The bottom of the main deck should be also equally elegant in structural design. A more approachable multi-use bridge would encourage all users and has the opportunity to be an landmark experience.

JCA comment #: 32

IBR Draft SEIS - RECORD #524 DETAIL
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First Name : Chris

Last Name : Smith

Attachments : DSEIS-524_Smith_Original.pdf (56 kb)

IBR Draft SEIS - RECORD #524 DETAIL

Submission Date : 10/11/2024

First Name : Chris

Last Name : Smith

Business/Organization/Agency :

Attachments : DSEIS_524_Smith_20241011_Original.pdf (55 kb)

Submission Input :

First Name:

Chris

Last Name:

Smith

Business or Organization:

personal comment

Email:

[REDACTED]

Phone:

[REDACTED]

City:

[REDACTED]

US States:

[REDACTED]

Zip:

[REDACTED]

Topic Area:

Transportation

Comment:

The attached article from Dissent magazine highlights a number of problems with the current state of traffic forecasting, including a marked tendency to overforecast future traffic in no build scenarios. IBR appears to have the same problem, as cited in the article. The CRC project forecast 180,000 daily crossings in the late 2020's. We are clearly nowhere near that, yet the project now forecasts 180,000 crossings by 2045 on the same constrained facility. We are not learning from our past mistakes.

Attachment (maximum one):

Highway-Robbery-Dissent-Magazine.pdf

JCA comment #: 31

The attached article from Dissent magazine highlights a number of problems with the current state of traffic forecasting, including a marked tendency to overforecast future traffic in no build scenarios. IBR appears to have the same problem, as cited in the article. The CRC project forecast 180,000 daily crossings in the late 2020's. We are clearly nowhere near that, yet the project now forecasts 180,000 crossings by 2045 on the same constrained facility. We are not learning from our past mistakes.

IBR Draft SEIS - RECORD #525 DETAIL

First Name : Debbie

Last Name : Nelson

Attachments : DSEIS-525_Nelson_Original.pdf (68 kb)

IBR Draft SEIS - RECORD #525 DETAIL
--

Submission Date : 10/11/2024

First Name : Debbie

Last Name : Nelson

Business/Organization/Agency :

Attachments : DSEIS_525_Nelson_20241011_Original.pdf (71 kb)

Submission Input :

If this is not the correct way to comment, please forward to the right address.

It is super important that any plans for new interstate bridge be okay by both Washington and Oregon states and the cities involved. Please don't waste time with talk about a 3rd or 4th bridge if Portland & Oregon hasn't agreed to build and fund new highways. Let's focus on I-5 first.

Also, I agree with Rep Perez that we should try to find more ways to pay for the bridge rather than tolls. This is the major interstate from Canada to Mexico. Are there other I-5 tolling elsewhere along the highway? Why charge drivers who need to cross the river for work or school, and not charge all locations along I-5? In Seattle, they have optional tolling if drivers use the HOV lane, but it is free for cars that don't use that lane. My point is to look at all options, especially having Federal government pay more for this major interstate highway connection.

We must have public transit options. It makes sense to have the same transit that Portland has, so riders don't have to start on a bus and then transfer to light rail. Keep it simple and easy and SAFE to use public transit in order to encourage ridership.

Debbie Nelson

If this is not the correct way to comment, please forward to the right address.

It is super important that any plans for new interstate bridge be okay by both Washington and Oregon states and the cities involved. Please don't waste time with talk about a 3rd or 4th bridge if Portland & Oregon hasn't agreed to build and fund new highways. Let's focus on I-5 first.

Also, I agree with Rep Perez that we should try to find more ways to pay for the bridge rather than tolls. This is the major interstate from Canada to Mexico. Are there other I-5 tolling elsewhere along the highway? Why charge drivers who need to cross the river for work or school, and not charge all locations along I-5? In Seattle, they have optional tolling if drivers use the HOV lane, but it is free for cars that don't use that lane. My point is to look at all options, especially having Federal government pay more for this major interstate highway connection.

We must have public transit options. It makes sense to have the same transit that Portland has, so riders don't have to start on a bus and then transfer to light rail. Keep it simple and easy and SAFE to use public transit in order to encourage ridership.

Debbie Nelson

4905 NE 47th Ave

Vancouver WA 98661

debbietnelson@gmail.com

IBR Draft SEIS - RECORD #526 DETAIL
--

First Name : Chris

Last Name : Smith

Attachments : DSEIS-526_Smith_Original.pdf (697 kb)
What the mysterious Express Bus delay reveals about IBR - Just Crossing Alliance.pdf (663 kb)

IBR Draft SEIS - RECORD #526 DETAIL
--

Submission Date : 10/11/2024

First Name : Chris

Last Name : Smith

Business/Organization/Agency :

Attachments : What the mysterious Express Bus delay reveals about IBR - Just Crossing Alliance.pdf (663 kb)
DSEIS_526_Smith_20241011_Original.pdf (51 kb)

Submission Input :

Please see the attached analysis of southbound AM congestion, with reference to two different points:

- 1) The use of different origin/destination pairs for Express Bus travel time and auto travel time obscures the the shifting bottlenecks created by the MLPA versus the No-build
- 2) Side-by-side display of the congestion charts is more informative than showing them on multiple pages in sequence.

Thanks.

Chis Smith



What the mysterious Express Bus delay reveals about IBR

One of the surprising results in the IBR Draft Supplemental EIS (SEIS) is that the express buses running from downtown Vancouver to downtown Portland get SLOWER in the morning in the 2045 horizon year. In the no-build scenario these buses take **48 minutes**. In the build scenario (aka Modified Locally Preferred Alternative or MLPA) they take **59 minutes**.

Origin/Destination	No-Build Alternative AM Peak SB	No-Build Alternative PM Peak NB	Modified LPA ^a AM Peak SB	Modified LPA ^a PM Peak NB	Modified LPA With Two Auxiliary Lanes AM Peak SB	Modified LPA With Two Auxiliary Lanes PM Peak NB
Between downtown Vancouver and Rose Quarter: <ul style="list-style-type: none"> Express Bus^e (no stops between downtown Vancouver and Rose Quarter) 	43	62	52	38	52	26
Between downtown Vancouver and Rose Quarter: <ul style="list-style-type: none"> LRT (includes 13 stations between downtown Vancouver and Rose Quarter) 	N/A	N/A	37	37	37	37
Between downtown Vancouver and Pioneer Square (Portland central business district): <ul style="list-style-type: none"> Express Bus^e (includes two stops between downtown Vancouver and Pioneer Square) 	48	67	59	45	59	33
Between downtown Vancouver and Pioneer Square (Portland central business district): <ul style="list-style-type: none"> LRT (includes 16 stops between downtown Vancouver and Pioneer Square) 	N/A	N/A	47	47	47	47

This was significant enough to get called out specifically in the [press conference](#) for the SEIS release.

Meanwhile, Light Rail, even with 16 stops between Vancouver and Pioneer Square gets there in 47 minutes.

Of course, this is counter-intuitive. We're adding at least one new lane in each direction on the bridge and express buses will be allowed to use the shoulder when there's congestion on the bridge.

So what's behind this? The bridge is actually not the relevant bottleneck in this equation. When traffic flows south more smoothly it bumps into the next bottleneck.

Your mind went straight to Rose Quarter, didn't it? Well, that's not the answer! IBR's modelling in 2045 assumes that the Rose Quarter project has been built by then.

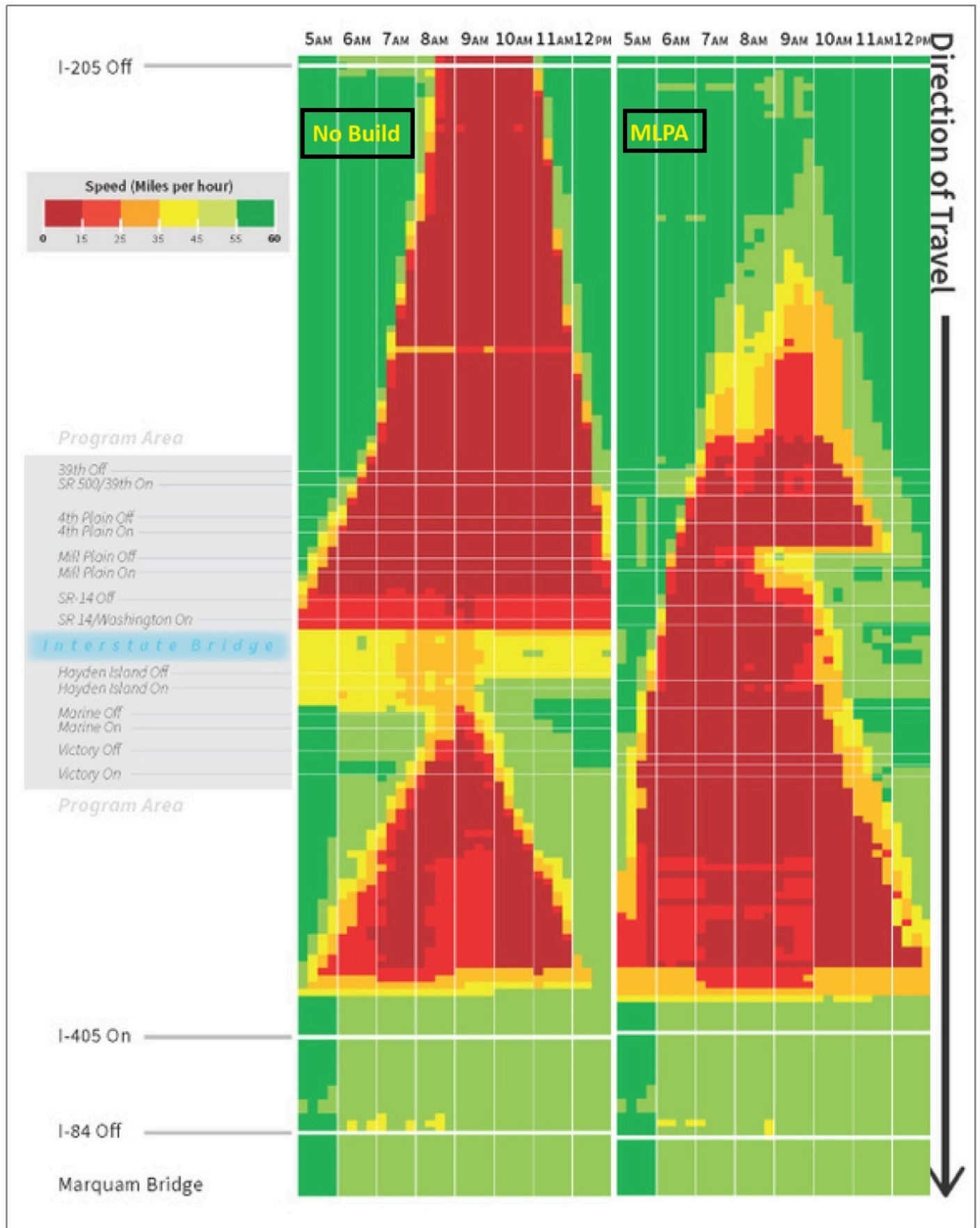
In fact the next key bottleneck is the I-5/I-405 split in North Portland, and that's where express buses will sit in traffic. That bottleneck is due to folks merging in at the ramps in North Portland and then the merge/weave behavior at the split. And that bottleneck, with more traffic pushed south by removing bottlenecks north of the bridge will actually back up across the bridge!

But wait! Aren't we using variable rate tolling to try to smooth out that peak hour congestion? We are, but it turns out that's mostly going to impact discretionary trips. Apparently commuters are a lot less elastic in their response to pricing. The bottom line is there will be more drivers hitting the I-5/I-405 split in the morning MLPA scenario (versus the no-build) and that congestion may well back up into Vancouver as the SEIS reveals:

“but congestion in North Portland would worsen approaching the downstream I-5/I-405 bottleneck in North Portland because traffic would no longer be as constrained by a bridge bottleneck. The combined congestion from the I-5/I-405 bottleneck in North Portland plus the bridge volumes would extend back into the study area as far north as the C-D system in Vancouver between Mill Plain Boulevard and SR 14.” (SEIS Chapter 3.1, p. 27)

Does this mean commuting drivers will also face longer morning commute times? We think so, but the SEIS measures cars and buses differently. Buses are measured downtown-to-downtown. Auto travel times are reporting in the SEIS from I-205 in Vancouver to I-405 in Portland, which obscures this effect to some degree.

Here's a remix of charts from the SEIS describing the southbound AM traffic (to be clear, this is 100% IBR info, we just put them side-by-side, which the SEIS does not) that spell this out:



The timing and location of the congestion changes a bit, but mostly it's still there. Somebody's going to be disappointed about what \$5-8B is buying! [To be fair, the return commute in the afternoon does appear to be somewhat improved.]

What lessons do we take from this? Maybe somebody should be thinking about managing the system, rather than chasing each bottleneck? Thoughtful congestion pricing throughout the corridor could yield very different results. Meanwhile we'll watch for ODOT to propose the next multi-billion dollar bottleneck project, got to keep the Freeway Industrial Complex busy...

Leave a Reply

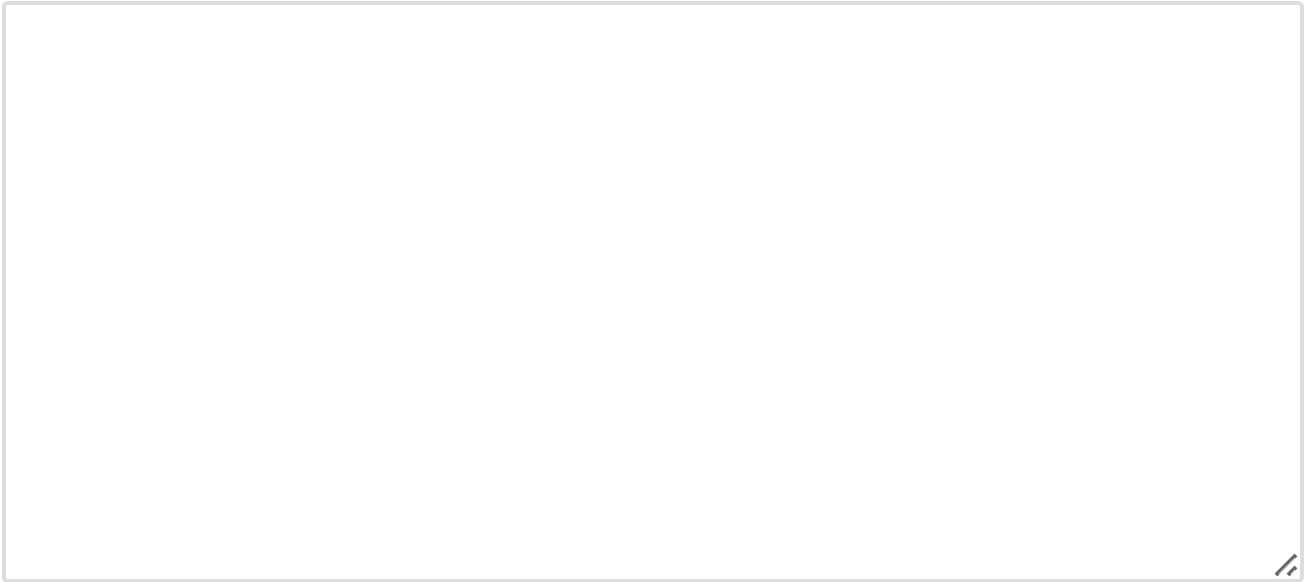
Your email address will not be published. Required fields are marked *

Name *

Email *

Website

Comment *



☐ Save my name, email, and website in this browser for the next time I comment.

Post Comment

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Chis Smith



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Meanwhile, Light Rail, even with 16 stops between Vancouver and Pioneer Square gets there in 47 minutes.

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Your mind went straight to Rose Quarter, didn't it? Well, that's not the answer! IBR's modelling in 2045 assumes that the Rose Quarter project has been built by then.

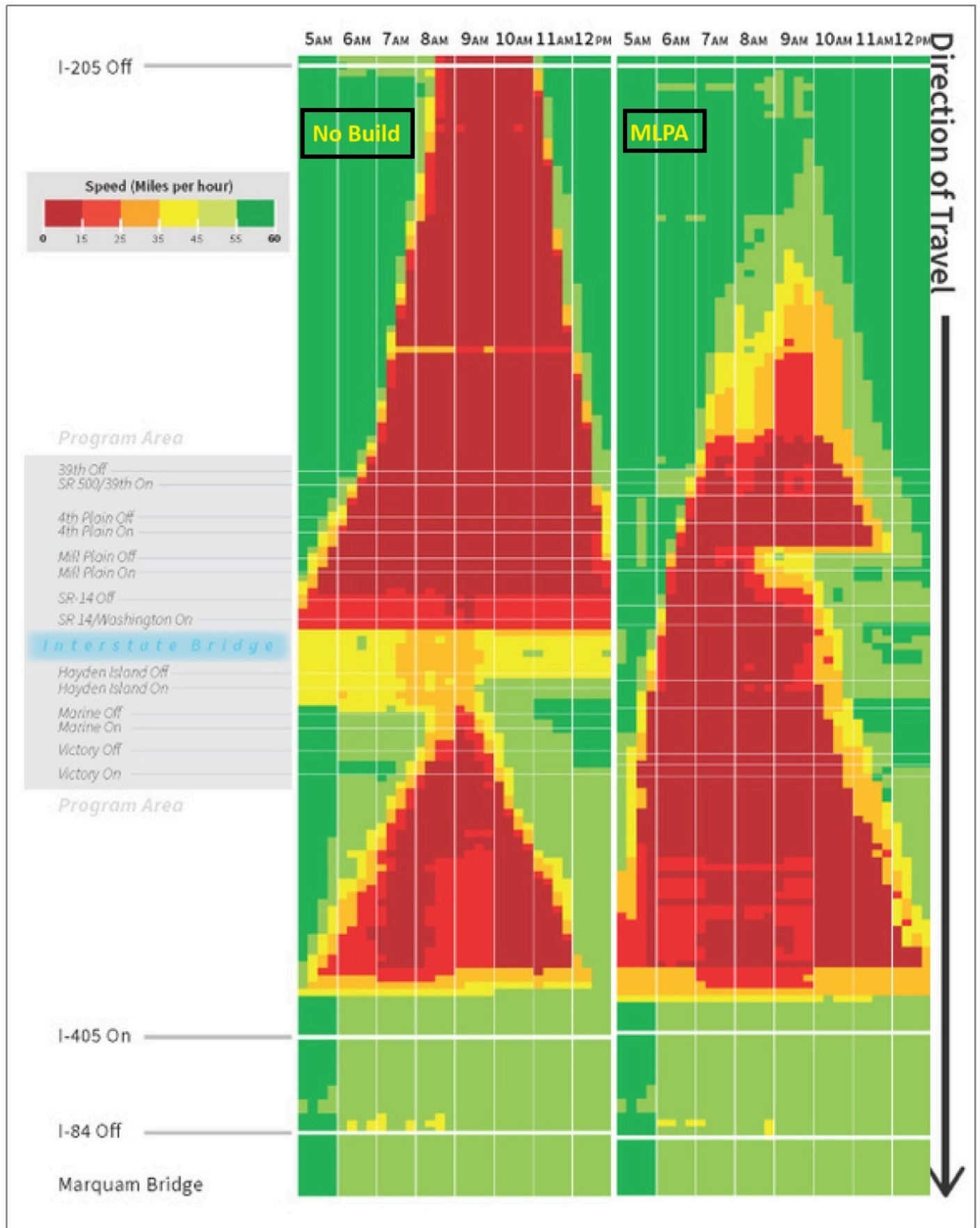
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But wait! Aren't we using variable rate tolling to try to smooth out that peak hour congestion? We are, but it turns out that's mostly going to impact discretionary trips. Apparently commuters are a lot less elastic in their response to pricing. The bottom line is there will be more drivers hitting the I-5/I-405 split in the morning MLPA scenario (versus the no-build) and that congestion may well back up into Vancouver as the SEIS reveals:

“but congestion in North Portland would worsen approaching the downstream I-5/I-405 bottleneck in North Portland because traffic would no longer be as constrained by a bridge bottleneck. The combined congestion from the I-5/I-405 bottleneck in North Portland plus the bridge volumes would extend back into the study area as far north as the C-D system in Vancouver between Mill Plain Boulevard and SR 14.” (SEIS Chapter 3.1, p. 27)

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The timing and location of the congestion changes a bit, but mostly it's still there. Somebody's going to be disappointed about what \$5-8B is buying! [To be fair, the return commute in the afternoon does appear to be somewhat improved.]

What lessons do we take from this? Maybe somebody should be thinking about managing the system, rather than chasing each bottleneck? Thoughtful congestion pricing throughout the corridor could yield very different results. Meanwhile we'll watch for ODOT to propose the next multi-billion dollar bottleneck project, got to keep the Freeway Industrial Complex busy...

Leave a Reply

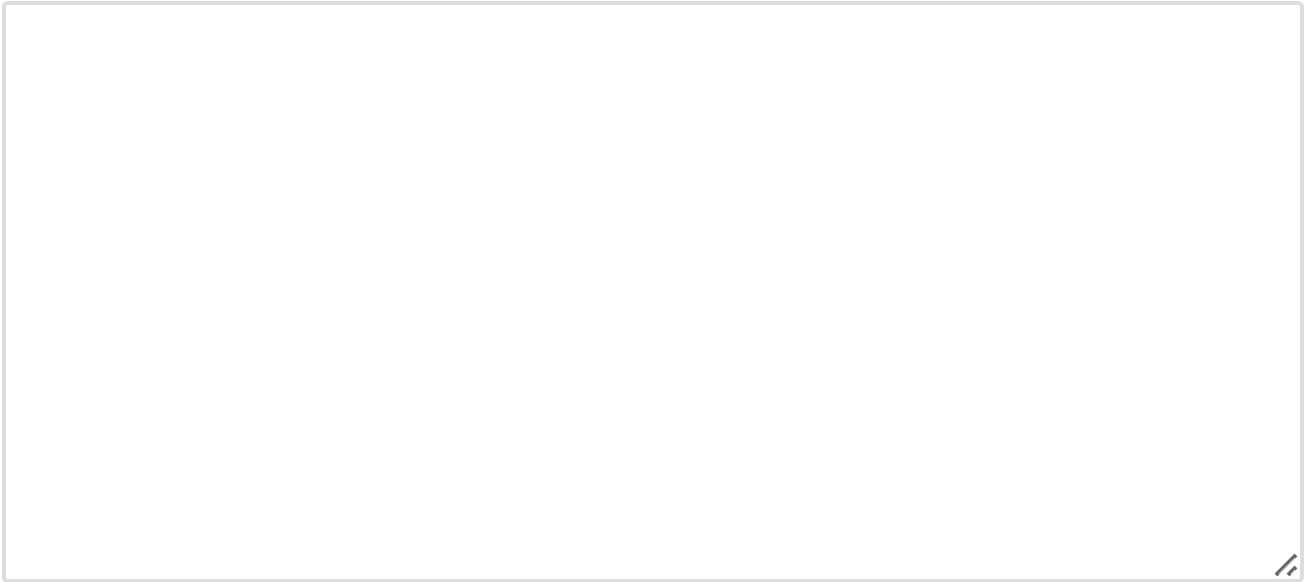
Your email address will not be published. Required fields are marked *

Name *

Email *

Website

Comment *



☐ Save my name, email, and website in this browser for the next time I comment.

Post Comment

IBR Draft SEIS - RECORD #527 DETAIL**First Name :** Cheryl**Last Name :** Roystland**Attachments :** DSEIS-527_Roystland_Original.pdf (64 kb)
grasshopper_+13609363659_10_10_2024_201185943.mp3 (471 kb)

IBR Draft SEIS - RECORD #527 DETAIL**Submission Date :** 10/10/2024**First Name :** Cheryl**Last Name :** Roystland**Business/Organization/Agency :****Attachments :** DSEIS_527_Roystland_20241014_Original.pdf (64 kb)**Submission Input :**

"Hi, my name is Cheryl Roystland. My phone number is [REDACTED]. My address is [REDACTED] [REDACTED]. I'm calling in regards to information that has been sent out about the I-5 bridge. It affects me and my neighbors. We live on a marina. However, we have not been receiving any information because the address that someone has been using is incorrect. I just received information in the mailbox today, and it was all addressed to [REDACTED]. That is not our address. It never has been, and it is actually not a real address listed with the United States Postal Service. That is a Google address, which was made up by Google. I'm not sure how much information me or my neighbors have been missing. The only reason I got the information last yesterday about the meetings that are coming up next week is because my mail carrier recognized my name and put it in my mailbox. However, all the people at my pier have not been sent things. I have four different drafts of the information about the meeting for next week. But there are three other people that have houses at the marina that I live at, Pure West Marina that are not included in that. I tried calling another number and leaving a voicemail. No one has gotten back to me yet about this. I do not want to miss information and have my neighbors also miss information because it affects us and where we have to live. So I'm not sure what address you have on file, But [REDACTED] is our address."

Hi, my name is Cheryl Roystland. My phone number is 360-936-3659. My address is 1535 North Marine Drive, slip C2, Portland, Oregon 97217. I'm calling in regards to information that has been sent out about the I-5 bridge. It affects me and my neighbors. We live on a marina. However, we have not been receiving any information because the address that someone has been using is incorrect. I just received information in the mailbox today, and it was all addressed to 1610 North Pure 99th Street. That is not our address. It never has been, and it is actually not a real address listed with the United States Postal Service. That is a Google address, which was made up by Google. I'm not sure how much information me or my neighbors have been missing. The only reason I got the information last yesterday about the meetings that are coming up next week is because my mail carrier recognized my name and put it in my mailbox. However, all the people at my pier have not been sent things. I have four different drafts of the information about the meeting for next week. But there are three other people that have houses at the marina that I live at, Pure West Marina that are not included in that. I tried calling another number and leaving a voicemail. No one has gotten back to me yet about this. I do not want to miss information and have my neighbors also miss information because it affects us and where we have to live. So I'm not sure what address you have on file, But 1535 North Marine Drive is our address.

IBR Draft SEIS - RECORD #528 DETAIL**First Name :** John**Last Name :** Peterman**Attachments :** DSEIS-528_Peterman_Original.pdf (30 kb)

IBR Draft SEIS - RECORD #528 DETAIL

Submission Date : 10/10/2024

First Name : John

Last Name : Peterman

Business/Organization/Agency :

Attachments : DSEIS_528_Peterman_20241010_Original.pdf (32 kb)

Submission Input :

First Name:

John

Last Name:

Peterman

Email:

[REDACTED]

US States:

[REDACTED]

Zip:

[REDACTED]

Topic Area:

Transportation

Comment:

People need more than one option to travel.

JCA comment #: 30

People need more than one option to travel.

IBR Draft SEIS - RECORD #529 DETAIL**First Name :** Chris**Last Name :** Smith**Attachments :** DSEIS-529_Smith_Original.pdf (51 kb)

IBR Draft SEIS - RECORD #529 DETAIL

Submission Date : 10/9/2024

First Name : Chris

Last Name : Smith

Business/Organization/Agency :

Attachments : DSEIS_529_Smith_20241014_Original.pdf (51 kb)

Submission Input :

First Name:

Chris

Last Name:

Smith

Business or Organization:

personal comment

Email:

[REDACTED]

Phone:

[REDACTED]

City:

[REDACTED]

US States:

[REDACTED]

Zip:

[REDACTED]

Topic Area:

Transportation

Comment:

The IBR active transportation video (<https://www.youtube.com/watch?v=acoJPOZCyNY>) is quite helpful, but doesn't show what I suspect is a common use case. Given current facilities I'm used to accessing Hayden Island (and Vancouver) by bike from the Expo Center LRT station area. It would be great if a video could show how active transportation users would make that connection.

JCA comment #: 29

The IBR active transportation video (<https://www.youtube.com/watch?v=acoJPOZCyNY>) is quite helpful, but doesn't show what I suspect is a common use case. Given current facilities I'm used to accessing Hayden Island (and Vancouver) by bike from the Expo Center LRT station area. It would be great if a video could show how active transportation users would make that connection.

IBR Draft SEIS - RECORD #530 DETAIL**First Name :** Sam**Last Name :** Golden**Attachments :** DSEIS-530_Golden_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #530 DETAIL
--

Submission Date : 10/14/2024

First Name : Sam

Last Name : Golden

Business/Organization/Agency :

Submission Input :

Light rail is needed and better ped access make it fast make it affordable

IBR Draft SEIS - RECORD #531 DETAIL
--

First Name : Jake

Last Name : Tamashiro

Attachments : DSEIS-531_Tamashiro_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #531 DETAIL**Submission Date :** 10/14/2024**First Name :** Jake**Last Name :** Tamashiro**Business/Organization/Agency**
:**Submission Input :**

I hope for the interstate bridge to not be completely replaced as it is a very historic structure, or if it was to be replaced to keep yhe railings and all either the same or looking very similar as it would never be the same without it.

IBR Draft SEIS - RECORD #532 DETAIL**First Name :** Steve**Last Name :** Bozz**Attachments :** DSEIS_532_Bozz_Original.pdf (7 kb)

IBR Draft SEIS - RECORD #532 DETAIL

Submission Date : 10/14/2024

First Name : Steve

Last Name : Bozz

Business/Organization/Agency
:

Submission Input :

First Name:

Steve

Last Name:

Bozz

Email:

[REDACTED]

City:

[REDACTED]

US States:

[REDACTED]

Zip:

[REDACTED]

Topic Area:

Transportation

Comment:

The current scope and size of the IBR is not in alignment with our region's climate and transportation goals. The project as currently proposed and designed is built on old, faulty data and all indications are that a massive, wide bridge with added lanes will induce traffic and crank up our carbon emissions.

It's time to pause this project and realign it with our regions values. We need to take a hard look at our options, including a possible tunnel or retrofit of the old bridge for transit while a new, properly-sized bridge is built alongside it.

Thank you.

JCA comment #: 62

IBR Draft SEIS - RECORD #533 DETAIL**First Name :** Eva**Last Name :** Weyers**Attachments :** DSEIS533_Weyers_Original.pdf (5 kb)

IBR Draft SEIS - RECORD #533 DETAIL

Submission Date : 10/14/2024

First Name : Eva

Last Name : Weyers

Business/Organization/Agency :

Submission Input :

First Name:

Eva

Last Name:

Weyers

Email:

[REDACTED]

Phone:

[REDACTED]

City:

[REDACTED]

US States:

[REDACTED]

Zip:

[REDACTED]

Topic Area:

Transportation

Comment:

I have serious concerns about any plans for the bridge replacement that include adding lanes to the highway. Induced demand would end up increasing the greenhouse gas emissions from car traffic, and would not actually lead to a reduction in traffic jams and slowdowns. This bridge is funded by the public, and therefore should be designed in a way that will actually best serve the public - by including safe pedestrian and bike crossing (lanes completely separated from any car traffic), prioritizing mass transit options, and keeping costs

as low as possible. Combating climate change is supposed to be a priority of our local and state governments, but I don't see how expanding highways supports that goal. Continuing the same behaviors of the past is the opposite of taking meaningful action against climate change. The government is supposed to serve the public and should be using our tax dollars to actually improve our lives. More lanes on a highway won't fix anything, and will only cause more harm through worse air quality, increased greenhouse gas emissions, and more traffic jams due to a forced reliance on car transportation. Every dollar spent adding lanes to the highway is a dollar that could have been spent improving our public transportation, better protecting our cyclists, or making our existing roads safer.

JCA comment #: 61

IBR Draft SEIS - RECORD #534 DETAIL

First Name : Georgia

Last Name : Wier

Attachments : DSEIS534_Wier_Original.pdf (4 kb)

IBR Draft SEIS - RECORD #534 DETAIL

Submission Date : 10/14/2024

First Name : Georgia

Last Name : Wier

Business/Organization/Agency :

Submission Input :

First Name:

Georgia

Last Name:

Wier

Email:

[REDACTED]

Phone:

[REDACTED]

City:

[REDACTED]

US States:

[REDACTED]

Zip:

[REDACTED]

Topic Area:

Transportation

Comment:

The I-5 bridge replacement should be just that—a safer bridge, not a highway enlargement. Increased highway capacity is not the direction our transportation should be going.

JCA comment #: 60

IBR Draft SEIS - RECORD #535 DETAIL**First Name :** Kiel**Last Name :** Johnson**Attachments :** DSEIS535_Johnson_Original.pdf (5 kb)

IBR Draft SEIS - RECORD #535 DETAIL

Submission Date : 10/14/2024

First Name : Kiel

Last Name : Johnson

Business/Organization/Agency : Go By Bike

Submission Input :

First Name:

Kiel

Last Name:

Johnson

Business or Organization:

Go By Bike

Email:

[REDACTED]

Phone:

[REDACTED]

City:

[REDACTED]

US States:

[REDACTED]

Zip:

[REDACTED]

Topic Area:

Transportation

Comment:

I am a small business owner operating a bicycle parking facility, repair shop, loaner program, and pedicab in

Portland for the past 14 years. We have over 10 employees and have been able to succeed in Portland because of the many small infrastructure improvements our region has made that have increase the safety and convenience of bicycle travel. I am very concerned that the proposed expanded freeway will dedicate too many of our state funds towards one mega project. With a right sized project we can better use our limited transportation resources to make improvements that will have a wider impact. Repaving our roads, building protected bike lanes, expanding sidewalks, creating dedicated transit lanes, these are the things that will help my business grow and create a better 21st century transportation system. Tolling is a bad idea, but congestion pricing is a much better tool at reducing travel times on our freeway network. I ask ODOT to put forth a viable congestion pricing plan whose goal is not to raise money, but reduce congestion. Combine that with a plan to fund our orphan highways and transit and instead of Portlanders protesting every event you hold you will have Portlanders lining up to praise your leadership. There is so much untapped economic opportunity in building better places. The proposals up until now have failed to show how these investments will create a better place (or even reduce freeway congestion by all that much). I hope that a future proposal will have a right sized bridge and policies that encourage other ways to get around than single occupancy cars.

JCA comment #: 59

IBR Draft SEIS - RECORD #536 DETAIL**First Name :** Steve**Last Name :** Cheseborough**Attachments :** DSEIS536_Cheseborough_Original.pdf (4 kb)

IBR Draft SEIS - RECORD #536 DETAIL

Submission Date : 10/14/2024
First Name : Steve
Last Name : Cheseborough
Business/Organization/Agency :

Submission Input :

First Name:
Steve

Last Name:
Cheseborough

Business or Organization:
BikeLoud board member

Email:

[REDACTED]

Phone:

+ [REDACTED]

City:

[REDACTED]

US States:

[REDACTED]

Zip:

[REDACTED]

Topic Area:
Transportation

Comment:

Increasing lanes does not reduce congestion or benefit the air, the people or the planet! Eliminate the extra

lanes. Make the bridge as small as possible. Do not displace people and tear down buildings to make more space for cars. Thank you.

JCA comment #: 58

IBR Draft SEIS - RECORD #537 DETAIL
--

First Name : Patrick

Last Name : Halley

Attachments : DSEIS_537_Halley_Original.pdf (7 kb)

IBR Draft SEIS - RECORD #537 DETAIL

Submission Date : 10/14/2024

First Name : Patrick

Last Name : Halley

Business/Organization/Agency :

Submission Input :

First Name:

Patrick

Last Name:

Halley

Email:

[REDACTED]

City:

[REDACTED]

US States:

[REDACTED]

Zip:

[REDACTED]

Topic Area:

Transportation

Comment:

How much are we willing to pay to relocate a bottleneck? The idea that emissions will be reduced by keeping cars moving is completely inaccurate. The truth is that a second auxiliary lane will NOT reduce greenhouse gases by reducing congestion. History teaches us it will induce more traffic and result in MORE emissions - look at any other roadway project in any other city in America. The proposed solution is only going to shift the location of the backup to other bottleneck locations. Peak-time commuter tolling will much more directly manage congestion and will be a tiny fraction of the cost to implement.

IBR Draft SEIS - RECORD #538 DETAIL**First Name :** Aaron**Last Name :** Townsend**Attachments :** DSEIS538_Townsend_Original.pdf (4 kb)

IBR Draft SEIS - RECORD #538 DETAIL

Submission Date : 10/14/2024

First Name : Aaron

Last Name : Townsend

Business/Organization/Agency :

Submission Input :

First Name:

Aaron

Last Name:

Townsend

Email:

[REDACTED]

Phone:

[REDACTED]

City:

[REDACTED]

US States:

[REDACTED]

Zip:

[REDACTED]

Topic Area:

Transportation

Comment:

Widening the freeways won't lower traffic in the long term. It will only lead to more people traveling by car: worsening traffic bottlenecks at exits near the bridge, increasing carbon emissions, pollutant leakage, and noise pollution, along with wasting our beautiful state's budget. The communities within Portland and Vancouver would be better serviced with expansions to the lightrail system. Such lightrail expansions would sustainably promote Oregon-Washington economic activity if built to be accessible to workers.

JCA comment #: 56

IBR Draft SEIS - RECORD #539 DETAIL

First Name : Jonathan

Last Name : Greenwood

Attachments : DSEIS539_Greenwood_Original.pdf (48 kb)

IBR Draft SEIS - RECORD #539 DETAIL

Submission Date : 10/14/2024
First Name : Jonathan
Last Name : Greenwood
Business/Organization/Agency :

Submission Input :

First Name:
Jonathan

Last Name:
Greenwood

Email:

[REDACTED]

Phone:

[REDACTED]

City:

[REDACTED]

US States:

[REDACTED]

Zip:

[REDACTED]

Topic Area:
Transportation

Comment:
Hello,

I am deeply concerned about the displacement of houses, businesses, and floating homes that this plan will cause. While infrastructure improvements are often framed as beneficial for reducing congestion, this proposal for a second auxiliary lane does not address the reality of induced demand. History has shown us that adding

more lanes does not reduce greenhouse gas emissions, as promised, but rather increases traffic and ultimately worsens emissions. The plan clearly lacks any serious consideration of the long-term impacts of induced demand on both traffic and the environment.

It is misguided to believe that more lanes will ease congestion and lower emissions. The current analysis overestimates how much traffic will grow under a no-build scenario while relying on an outdated “purpose and need” statement that is almost 20 years old. The assumptions guiding this project reflect a very pessimistic view that we cannot contain climate change to less than 2°C, which should be a top priority in transportation planning. Additionally, the admission that southbound morning commutes will still face significant backups at the I-5/I-405 split is alarming. More traffic on the bridge will only make these bottlenecks worse, and this congestion will directly impact express buses, slowing down transit and harming the efficiency of public transportation.

The issues extend beyond road traffic. Light Rail capacity from Vancouver will be limited by constraints at the Steel Bridge, and transit stations on Hayden Island and the Vancouver waterfront will be elevated 50-100 feet in the air, creating accessibility challenges for those relying on active transportation. Instead of creating a sustainable, forward-thinking plan, this project reinforces outdated, car-centric models that fail to meet the demands of a changing climate and growing population. It is crucial that we reassess this proposal with a focus on reducing emissions, improving transit accessibility, and planning for a future where we prioritize environmental and public health.

In conclusion, do not widen the freeway, and make MAX more easily accessible. Also, include accessible bike infrastructure. We need to move on from the hegemony of the car.

Thank you,
Jonathan Greenwood

JCA comment #: 55

IBR Draft SEIS - RECORD #540 DETAIL**First Name :** Matt**Last Name :** Meskill**Attachments :** DSEIS_540_Meskill_Original.pdf (8 kb)

IBR Draft SEIS - RECORD #540 DETAIL

Submission Date : 10/14/2024

First Name : Matt

Last Name : Meskill

Business/Organization/Agency :

Submission Input :

First Name:

Matt

Last Name:

Meskill

Email:

[REDACTED]

Phone:

[REDACTED]

City:

[REDACTED]

US States:

[REDACTED]

Zip:

[REDACTED]

Topic Area:

Transportation

Comment:

It's absolutely inconceivable to me that in this era of global climate change we are actually considering widening a freeway. A second auxiliary lane will NOT reduce greenhouse gases by reducing congestion, history says it will induce more traffic and result in more emissions. The notion that more lanes will reduce greenhouse gases by reducing congestion has been repeatedly disproven.

JCA comment #: 54

IBR Draft SEIS - RECORD #541 DETAIL
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First Name : NANCY

Last Name : CRUMPACKER

Attachments : DSEIS-541_Crumpacker_Original.pdf (8 kb)

IBR Draft SEIS - RECORD #541 DETAIL**Submission Date :** 10/14/2024**First Name :** NANCY**Last Name :** CRUMPACKER**Business/Organization/Agency :****Attachments :** DSEIS_541_Crumbpacker_Original.pdf (25 kb)**Submission Input :**

First Name:

NANCY

Last Name:

CRUMPACKER

Email:

Phone:

City:

US States:

Zip:

Topic Area:

Transportation

Comment:

This Interstate Bridge proposal will lock Oregon and Washington drivers into the same community destroying ways that have hastened climate catastrophe in the past. The only way to slow climate catastrophe is to advance walking, biking and public transit.

Thank you for your attention.

JCA comment #: 53

IBR Draft SEIS - RECORD #542 DETAIL

First Name : Lenny

Last Name : Dee

Attachments : DSEIS-542_Deer_Original.pdf (7 kb)

IBR Draft SEIS - RECORD #542 DETAIL

Submission Date : 10/14/2024

First Name : Lenny

Last Name : Dee

Business/Organization/Agency :

Attachments : DSEIS_542_De_Original.pdf (22 kb)

Submission Input :

First Name:

Lenny

Last Name:

Dee

Email:

[REDACTED]

City:

[REDACTED]

US States:

[REDACTED]

Zip:

[REDACTED]

Topic Area:

Transportation

Comment:

We need to right size the bridge as it doesn't take into account induced demand

JCA comment #: 52

IBR Draft SEIS - RECORD #543 DETAIL**First Name :** Nina**Last Name :** French**Attachments :** DSEIS-543_French_Original.pdf (8 kb)

IBR Draft SEIS - RECORD #543 DETAIL**Submission Date :** 10/14/2024**First Name :** Nina**Last Name :** French**Business/Organization/Agency :****Attachments :** DSEIS_543_French_Original.pdf (24 kb)**Submission Input :**

First Name:

Nina

Last Name:

French

Email:

City:

US States:

Zip:

Topic Area:

Transportation

Comment:

We do not need more freeways. We need more walkable communities. We do not need to negatively impact mass transit, as this ridiculous highway expansion proposes. The truth is politicians are attempting to line their pockets with taxpayer money over solutions to a problem that exists only to make them money. These traffic projections are a pseudoscience. They have ruined communities from the East Coast to the West Coast and from the North to the South. No more freeways!!!!!!! No more politicians self-serving to enrich themselves with taxpayer money. Keep mass transit working in the best possible way and make more communities a completely walkable experience.

JCA comment #: 51

IBR Draft SEIS - RECORD #544 DETAIL**First Name :** Nick**Last Name :** Sauvie**Attachments :** DSEIS-544_Sauvie_Original.pdf (8 kb)

IBR Draft SEIS - RECORD #544 DETAIL

Submission Date : 10/14/2024

First Name : Nick

Last Name : Sauvie

Business/Organization/Agency :

Attachments : DSEIS_544_Sauvie_Original.pdf (25 kb)

Submission Input :

First Name:

Nick

Last Name:

Sauvie

Business or Organization:

ROSE Community Development

Email:

[REDACTED]

Phone:

[REDACTED]

City:

[REDACTED]

US States:

[REDACTED]

Zip:

[REDACTED]

Topic Area:

Transportation

Comment:

This is to urge ODOT to right-size the I-5 Columbia River bridge project. The proposed massive freeway expansion is horrible for meeting state and local climate goals. Scarce transportation money is much better spent on transit, bike and pedestrian infrastructure, and safety.

JCA comment #: 50

IBR Draft SEIS - RECORD #545 DETAIL
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First Name : Stephen

Last Name : Bachhuber

Attachments : DSEIS-545_Bachhuber_Original.pdf (9 kb)

IBR Draft SEIS - RECORD #545 DETAIL

Submission Date : 10/14/2024

First Name : Stephen

Last Name : Bachhuber

Business/Organization/Agency :

Attachments : DSEIS_545_Bachhuber_20241014_Original.pdf (28 kb)

Submission Input :

First Name:

Stephen

Last Name:

Bachhuber

Business or Organization:

Brooklyn Neighborhood Land Use and Transportation Committee

Email:

[REDACTED]

Phone:

[REDACTED]

City:

[REDACTED]

US States:

[REDACTED]

Zip:

[REDACTED]

Topic Area:

Transportation

Comment:

The Interstate Bridge Crossing is oversized and unjustifiable by its own supporting documents. The proposed crossing slows southbound transit buses (and presumably commuter auto traffic) due to the I-5/I-405 split choke point. This occurs because a larger bridge delivers more traffic faster than the existing roads can handle it, and therefore there is no improvement in traffic congestion.

The models used to justify the road expansion are questionable. These models predicted much more congestion than actually developed during the past 20 years when bridge expansion was first proposed. The model also ignores the fact of induced demand. This is clear to me from the I-205 experience, where maximum road capacity was reached decades before the traffic models had predicted it. There is growing evidence that these models are manipulated by the organizations that employ them in order to justify their plans, even in Oregon.

The role of tolls to reduce demand is underestimated, and the potential for congestion pricing to eliminate the need for lane expansion is hardly considered. Claims of greenhouse gas reductions in an expanded lane scenario are laughable. This has never occurred anywhere.

This project strikes me as serving a small segment of government agencies, traffic planners, and construction companies. Traffic flow, transit, and commuters benefit little, or not at all. The huge sums of money wasted on excessive bridge infrastructure could be better spent improving road systems elsewhere, with greater improvement in traffic flow for far less money.

Please be fiscally responsible and eliminate the auxiliary lanes. We need an earthquake safe bridge, not a boondoggle that will ultimately worsen traffic congestion.

JCA comment #: 49

IBR Draft SEIS - RECORD #546 DETAIL**First Name :** Lawrence**Last Name :** Good**Attachments :** D1_546_Good_20241014_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #546 DETAIL
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Submission Date : 10/14/2024
First Name : Lawrence
Last Name : Good
Business/Organization/Agency : 321 N Mahaffey Rd

Submission Input :

We need a new bridge that keeps tolls minimum or avoids them. We need a bridge that prioritizes drivers and commercial trucking, and mass transit needs can be met with buses. We do not need or want light rail and the attendant costs and disruption. We need a bridge that is cost effective time, meets coast guard requirements and can be built quickly with minimal disruption to footer areas on either side of the river. No light rail!

IBR Draft SEIS - RECORD #547 DETAIL**First Name :** Diane**Last Name :** Jones**Attachments :** D1_547_Jones_20241014_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #547 DETAIL**Submission Date :** 10/14/2024**First Name :** Diane**Last Name :** Jones**Business/Organization/Agency**
:**Submission Input :**

I am concerned about the plan for the bridge replacement. It's too expensive. It will slow transit which is already too slow. My husband is a teacher at WSU and commutes having to cross the Columbia to reach WSU Vancouver. If Express Transit were actually functioning, it would be a huge relief to have as a backup option for his transit needs but at the current level it is way too slow. I've known students at PSU who were commuting from Vancouver and leaving at 4am -- 2 hours or more each way of transit is not civilized and no way to foster education and progress for higher ed and businesses. Traffic is always bad on the 2 interstate bridges and always bad pretty much the whole of Oregon. We need better public transit to lighten the work load on Interstate 5 and the two Columbia River crossings. I personally make choices to not spend money to make trips to businesses because the traffic is all the time bad and I don't want to sit in a parking lot. I don't think that the bridge expansion is going to solve the problem without improving public transit so that it is an option -- speeding it up not slowing it down. In NYC it is a pleasure to ride public transit, why can't we improve what we have here?

IBR Draft SEIS - RECORD #548 DETAIL

First Name :

James

Last Name :

Pistor

Attachments :

D1_548_Pistor_20241014_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #548 DETAIL

Submission Date : 10/14/2024
First Name : James
Last Name : Pistor
Business/Organization/Agency : Home Owner

Submission Input :

The project proposes only three through lanes of traffic in each direction. How is this going to alleviate traffic congestion, since the existing bridge has the same amount of lanes?

IBR Draft SEIS - RECORD #549 DETAIL**First Name :** Susan**Last Name :** Milke**Attachments :** D1_549_Milke_20241014_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #549 DETAIL

Submission Date : 10/14/2024
First Name : Susan
Last Name : Milke
Business/Organization/Agency : N/A

Submission Input :

I drive to Vancouver from Oregon 4 days a week. I recommend that the design include a shared walk/bike lane. There is very little pedestrian type travel across the bridge, and I don't foresee a lot of it in the future as the bridge is not in a residential area. As a taxpayer, I appreciate our dollars being used wisely even if it's a miniscule amount of the budget.

IBR Draft SEIS - RECORD #550 DETAIL**First Name :** Scott**Last Name :** Sworden**Attachments :** D1_550_Sworden_20241014_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #550 DETAIL**Submission Date :** 10/14/2024**First Name :** Scott**Last Name :** Sworden**Business/Organization/Agency**
:**Submission Input :**

It seems idiotic and a perfect reflection of our government using our tax dollars to replace the bridge with another 3 lane bridge. This one big choke point. Make the bridge a big ass possible! Do you people not realize that this city has grown and we're tired of sitting in traffic? We pay enough taxes and do not want tolls either. Balance the budgets and figure it out. Start using some common sense and help solve some problems. If you're not gonna make things better then just leave it alone. Oh yea, we don't want Portland's choo choo train up in Vancouver. It spreads crime and barely has riders as it is.

IBR Draft SEIS - RECORD #551 DETAIL

First Name : Randy

Last Name : Siebert

Attachments : DSEIS-551_Siebert_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #551 DETAIL
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Submission Date : 10/14/2024

First Name : Randy

Last Name : Siebert

Business/Organization/Agency
:

Submission Input :

NO TOLLING! I live in Hillsboro and can't afford daycare. My elderly mother comes and watches my 5 month old child while I go to work. My mother travels from Vancouver, WA to Hillsboro, OR at least 3x a week. Tolling is a tax on working and lower class families. People in Vancouver or Portland who work retail jobs and have to commute across the bridge are now expected to pay a toll? Of course no one cares about working families - I know we don't have any power. But, I beg the committee to think about the true costs of a toll. When you put tolls in place, you have to hire out a third party vendor who oversees the tolling software, hire programmers to run the software, and develop a whole new division JUST to oversee tolling. It's such a waste of money. We can easily institute a small regional tax in Oregon and Washington that would cover costs. I currently pay an Oregon transit tax that comes out of my paycheck. Why can't we just increase this tax slightly to pay for the bridge? Why does it need to be a toll? So much government waste with this idea. We have better levers in place to fund community projects. NO TOLLING!

IBR Draft SEIS - RECORD #552 DETAIL

First Name :

Kate

Last Name :

Walker

Attachments :

D1_552_Walker_20241014_Original.pdf (5 kb)

IBR Draft SEIS - RECORD #552 DETAIL

Submission Date : 10/14/2024

First Name : Kate

Last Name : Walker

Business/Organization/Agency :

Submission Input :

First Name:

Kate

Last Name:

Walker

Email:

[REDACTED]

City:

[REDACTED]

US States:

[REDACTED]

Zip:

[REDACTED]

Topic Area:

Climate Change

Comment:

This environmental impact statement is bad modeling and it encourages bad policy.

Y'all claim that adding more lanes will reduce greenhouse gas emissions? I've lived in New York, Washington DC, Florida, and Texas, and everywhere I lived had giant wide roads with lots of lanes. I encourage you to go look at the Katy freeway in Houston Texas, which was widened to 20 lanes and one year later congestion was worse than ever.

I know how this goes. First we widen this bridge, then we have to widen the exchanges to it, then we have to widen those highways, then we have to widen all the arterials that connect to these highways, and then we

have to widen the bridge again. All of this road widening keeps increasing our need for gasoline. Gas demand is still increasing every year, despite the ever-increasing urgency of climate change, because we enable it through our transportation system design.

We need to be crafting policy that decreases car traffic, but instead we get this environmental statement that encourages more cars. This is bad analysis, and it generates bad policy.

I understand that many people drive across the river for work. Our environmental policies should be encouraging these people to get out of their cars and into some other form of transportation. The new bridge encourages people to drive across the river for work, and that is bad climate policy.

Have we considered using this money to build more transit? I understand how federal grants work, and that we cannot simply reallocate the money, but at the end of the day it is our federal government and our tax money that we are spending. Why should we waste it on bad policy that we know will increase greenhouse emissions?

Why are we not encouraging the federal government to help us craft good policy, such as regional and intercity rail?

Why are you, our elected leaders and civil servants, not complaining to high hell about the climate crisis?

When did you give up and accept that we're going to literally drive ourselves into oblivion?

Good policy would significantly decrease carbon emissions. The best option here is "no build".

JCA comment #: 65

IBR Draft SEIS - RECORD #553 DETAIL
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First Name : Angela

Last Name : Zehava

Attachments : DSEIS_553_Zehava_Original.pdf (74 kb)

IBR Draft SEIS - RECORD #553 DETAIL
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Submission Date : 10/14/2024

First Name : Angela

Last Name : Zehava

Business/Organization/Agency :

Submission Input :

First Name:

Angela

Last Name:

Zehava

Email:

[REDACTED]

Phone:

[REDACTED]

City:

[REDACTED]

US States:

[REDACTED]

Zip:

[REDACTED]

Topic Area:

Transportation

Comment:

I've never heard anything so stupid as the argument that more lanes equals lower emissions. The people who stand to make money on this bloated project are beyond desperate. We need TRANSIT, not highway lanes, that will only increase traffic. Anyone who has lived in or visited Highway Lane Cities, like L.A. or Houston, know that more lanes equals more pollution and more traffic.

MONEY LIES MONEY LIES MONEY LIES MONEY LIES MONEY LIES MONEY LIES MONEY LIES MONEY LIES MONEY LIES MONEY LIES

Please build a replacement bridge that will not gut and pollute a Black neighborhood. Please build a replacement bridge that is right sized, and includes transit and transit incentives. Here in Sellwood, we rejected more lanes on our replacement bridge and traffic is actually LESS than it was before (I've lived here 20 years) in spite of a dramatic increase in population, because more people are using the bike and pedestrian lanes, and also using the new Orange Line and other transit, and working and shopping locally. Guess what? People don't like sitting in traffic and they find other options to get to and from work, school, etc.. Building more lanes enables the driving addiction.

JCA comment #: 64

IBR Draft SEIS - RECORD #554 DETAIL**First Name :** Riley**Last Name :** Wolff**Attachments :** DSEIS_554_Wolff_Original.pdf (8 kb)

IBR Draft SEIS - RECORD #554 DETAIL

Submission Date : 10/14/2024

First Name : Riley

Last Name : Wolff

Business/Organization/Agency :

Submission Input :

First Name:

Riley

Last Name:

Wolff

Email:

[REDACTED]

Phone:

[REDACTED]

City:

[REDACTED]

US States:

[REDACTED]

Zip:

[REDACTED]

Topic Area:

Transportation

Comment:

The IBR project plan is way out of control and doesn't make sense. We residents don't want this. Oregon should be putting resources into moving AWAY from cars not adding more and more ways to pollute. Also, we live right here and my kids don't deserve to breathe all the garbage that more and more autos will produce. Stop the madness please. We need to follow the science and the examples of other places like Netherlands. More safe bike paths and public transport infrastructure. LESS freeways and car support.

JCA comment #: 63

IBR Draft SEIS - RECORD #557 DETAIL

First Name : Martha

Last Name : Brooks

Attachments : DSEIS-557_Brooks_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #557 DETAIL**Submission Date :** 10/14/2024**First Name :** Martha**Last Name :** Brooks**Business/Organization/Agency**
:**Submission Input :**

I'm happy to see light-rail and special consideration for other forms of public transportation included in the proposal. I consider both of these items a good investment for Vancouver.

IBR Draft SEIS - RECORD #558 DETAIL**First Name :** Tristan**Last Name :** Mayer**Attachments :** DSEIS-558_Mayer_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #558 DETAIL
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Submission Date : 10/14/2024

First Name : Tristan

Last Name : Mayer

Business/Organization/Agency
:

Submission Input :

It is imperative that we have a noise wall in the Arnada neighborhood. I live in the block adjacent to the freeway and the current noise wall only goes half the block, then it's just chainlink fence. I would appreciate if the noise wall was done early in the project to midigate noise and dust during construction.

IBR Draft SEIS - RECORD #559 DETAIL

First Name : Matthew

Last Name : Bray

Attachments : DSEIS-559_Bray_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #559 DETAIL
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Submission Date :	10/14/2024
First Name :	Matthew
Last Name :	Bray
Business/Organization/Agency :	GBD Architects

Submission Input :

Understanding this is largely a very technical, logistical, pragmatic exercise, it is a prominent, visible and frequently traveled corridor and connection between Washington and Oregon. As such, it warrants a more expressive, finessed, gestural design that can meet the engineering standards, but serve as a generational icon for the PNW. The "Extradosed" option is currently the only option currently presented that best represents a more sculptural approach but should be refined and/or explored further towards creating a more celebrated structural result.

IBR Draft SEIS - RECORD #560 DETAIL**First Name :** Sam**Last Name :** Worsham**Attachments :** DSEIS-560_Worsham_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #560 DETAIL**Submission Date :** 10/14/2024**First Name :** Sam**Last Name :** Worsham**Business/Organization/Agency**
:**Submission Input :**

The new bridge must contain infrastructure for extended light rail between Portland and Vancouver, and it must require tolling. Increasing public transit options and adding cost to cars are the two scientifically proven ways to limit congestion. Public transport would provide low cost travel between Vancouver and Washington, and including tolling would encourage public transport, reduce congestion, and ensure the bridge is budget neutral over time. These two things are critical to ensuring this bridge can meet the regions transportation needs for decades to come. Prioritize and require these two features for a fiscally responsible and environmentally sustainable bridge.

IBR Draft SEIS - RECORD #561 DETAIL**First Name :** Larry**Last Name :** Malone**Attachments :** DSEIS-561_Malone_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #561 DETAIL
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Submission Date : 10/14/2024

First Name : Larry

Last Name : Malone

Business/Organization/Agency
:

Submission Input :

I think that the new bridge is a complete waste of money. I hear that the Coast Guard will not approve it because it is too low. Most people in Washington do not want the light rail to come here. I have also heard that no new car lanes will be added, just a bicycle lane, and then there is the problem of tolls. The planners have wasted years and tons of money. It seems that they designed the bridge for the year 2000. I would like to see a bridge designed for the future, add 2 or more lanes for cars no light rail because my time is valuable and no tolls because we already pay plenty of taxes in both Oregon and Washington.

IBR Draft SEIS - RECORD #562 DETAIL

First Name : Debra

Last Name : Porta

Attachments : DSEIS-562_Porta_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #562 DETAIL**Submission Date :** 10/14/2024**First Name :** Debra**Last Name :** Porta**Business/Organization/Agency**
:**Submission Input :**

I have yet to talk to anyone or read anything that speaks to what impact mitigation will look like for residents, both for a tolled bridge and for the construction itself. We fully expect this process, which will directly impact our life-and quality of life-for years, and the fact that this hasn't even significantly been addressed yet, is concerning to say the least.

IBR Draft SEIS - RECORD #563 DETAIL**First Name :** Stuart**Last Name :** Kemp**Attachments :** DSEIS-563_Kemp_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #563 DETAIL
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Submission Date : 10/14/2024

First Name : Stuart

Last Name : Kemp

Business/Organization/Agency
:

Submission Input :

People want to know about tolls and length of them. In BC there was Coquihalla Hwy tolls 30 years. Trucks paid more than cars due to weight and more damage they could cause versus a car. There was a defined time. Letting it dangle only keeps opponents with fodder.

Any bridge needs to have light rail,,it's future and the ones who oppose simply don't know.

In addition, the bridge needs to be able to handle Coast Guard requirements. If it starts incline further back and does on either side it could work. The angle would be to Marine Drive and fill in the I5 Vancouver side to 39th to make it work.

IBR Draft SEIS - RECORD #564 DETAIL**First Name :** Sue**Last Name :** Ujvary**Attachments :** DSEIS-564_Ujvary_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #564 DETAIL
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Submission Date : 10/14/2024

First Name : Sue

Last Name : Ujvary

Business/Organization/Agency
:

Submission Input :

Slowing down traffic that feeds into SR-500 and I-5 / 39th Street must be cognizant of all the homes that line the stretch of roadway through the P-Street interchange, Rosemere, and St. Johns Road. The air pollution and noise pollution of increased traffic affects livability in a part of Vancouver that has historically been ignored or considered lower-class than the affluent, newer neighborhoods East of Andresen Road. Please refrain from throwing these neighborhoods under the bus, as it were.

IBR Draft SEIS - RECORD #565 DETAIL**First Name :** Cooper**Last Name :** Heppler**Attachments :** DSEIS-565_Heppler_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #565 DETAIL
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Submission Date : 10/14/2024

First Name : Cooper

Last Name : Heppler

Business/Organization/Agency
:

Submission Input :

I feel that we should not pursue light rail across the bridge, but rather focus on dedicated bus lanes that can also offer emergency service vehicles unobstructed crossing. As light rail would only serve a small amount of non transfer individuals, it would be better to have several bus lines utilize dedicated bus lanes to a Oregon side transfer station.

I feel that we should consider a lower tier toll, and the toll should be based on a per day and month pricing. A number of packages and transport companies will pass the toll costs directly on to consumers. We also want to encourage Portland to come to Vancouver.

One slight off topic idea would be to implement a cable car across the river that could provide commuters additional access to the transit centers in Oregon, but also offer an iconic scenic attraction to tourists.

IBR Draft SEIS - RECORD #566 DETAIL**First Name :** Nathan**Last Name :** Shanholtzer**Attachments :** DSEIS-566_Shanholtzer_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #566 DETAIL

Submission Date : 10/15/2024
First Name : Nathan
Last Name : Shanholtzer
Business/Organization/Agency : None

Submission Input :

No tolls. Oregon should pay for it since Washingtonians pay Oregon income tax and the Portland metro area depends on Vancouver and outlying communities to provide essential workers. We work in Oregon paying Oregon income tax and pay Washington sales tax there's no reason for us to pay anymore.

IBR Draft SEIS - RECORD #567 DETAIL**First Name :** Scott**Last Name :** ertelt**Attachments :** DSEIS-567_Ertelt_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #567 DETAIL
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Submission Date : 10/15/2024

First Name : Scott

Last Name : ertelt

Business/Organization/Agency
:

Submission Input :

This design is a waste of money. Less than half of the design is for auto traffic which makes up the vast majority of the traffic on the current bridges. Having light rail is a waste of money. Vancouver has voted down light rail. This design also does not provide more lanes for cars so it will not decrease gridlock. Plus, there is no mention of how the light rail trains will cross I5. So, I assume either a tunnel or bridge will have to be built costing more money in order for the trains to use the bridge. Plus, this design has not been approved by the Coast Guard which has to grant approval before a bridge can be built.

IBR Draft SEIS - RECORD #568 DETAIL

First Name : Stephen

Last Name : Swidler

Attachments : DSEIS-568_Swidler_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #568 DETAIL**Submission Date :** 10/15/2024**First Name :** Stephen**Last Name :** Swidler**Business/Organization/Agency**
:**Submission Input :**

I live in North Portland and the new bridge will immediately affect me, my neighborhood and my quality of life. Please take care to build the right size bridge. I am worried that the current plan for an extraordinarily large, long and expensive bridge, along with any widening between the bridge and I84, will bring more traffic and discourage use of I205. This is especially concerning since there seems to be no serious plan for proper tolling to help pay for the enormous costs and discourage casual commuting. The untolled driving brings more cars through the Arbor Lodge, Kenton, Peidmont, Overlook, Albina, Boise and Mississippi neighborhoods. That is more cars, more carbon emissions, more noise pollution and a direct negative impact on residents' health and quality of life. The I-5 corridor is the most densely populated area of Metro Portland. The drivers and commuters from Washington do not pay a toll and they do not pay Oregon taxes because they do not reside here and they pay no sales tax. They use our roads and pollute our air--at no cost. The current bridge plan is too large and invites too much traffic, and North Portlanders are paying for it with their health and their taxes.

IBR Draft SEIS - RECORD #569 DETAIL**First Name :** Jess**Last Name :** Ploium**Attachments :** DSEIS-569_Ploium_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #569 DETAIL

Submission Date : 10/15/2024

First Name : Jess

Last Name : Ploium

Business/Organization/Agency
:

Submission Input :

Hello,

Just wanting to give the recommendation that the analysis should look into every potential avenue to omit toll booths from the bridge. This will disproportionately impact people of lower wealth and small business that operate on both sides of the Columbia River.

The analysis should also take into account the impact that lightrail would have on the local area's environment as there tends to be a lot of trash and garbage by light rail lines in cities.

IBR Draft SEIS - RECORD #570 DETAIL**First Name :** Bert**Last Name :** Bailiff**Attachments :** DSEIS-570_Bailiff_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #570 DETAIL**Submission Date :** 10/15/2024**First Name :** Bert**Last Name :** Bailiff**Business/Organization/Agency**
:**Submission Input :**

You wait 25 years til it is an absolute necessity si that you spend three times as much. It is overstudied over designed and refuse, yes, refuse ti listen ti the people. We do not want light rail. You insist whoever you are that we need it. We said no tolls yet here are both. A travesty of government over reach and domination over peoples votes. You will get your way because you never intend to listen to our comments. Bureaucracy at its finest.

IBR Draft SEIS - RECORD #571 DETAIL

First Name : Brendan

Last Name : Mortimer

Attachments : DSEIS-571_Mortimer_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #571 DETAIL
--

Submission Date : 10/15/2024

First Name : Brendan

Last Name : Mortimer

Business/Organization/Agency
:

Submission Input :

Supplemental Environmental impact statements, as required by NEPA, are unnecessary and counterproductive.

NEPA's extensive review process often results in bureaucratic red tape that stifles innovation and responsiveness. While NEPA was designed to ensure informed decision-making and environmental protection, its current application delays critical infrastructure projects like this one, impeding economic development with no meaningful environmental or social benefits.

If the cities of Portland and Vancouver, the states of Oregon and Washington, and the engineering firms involved can agree on a bridge, that is good enough for me. If I am unhappy with direction I see the city going, I can make my voice heard by contacting the mayor of Portland, my city councilfolk, and my representative in the Oregon legislature.

Thank you for your time.

IBR Draft SEIS - RECORD #572 DETAIL
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First Name : Veronica

Last Name : Poklemba

Attachments : DSEIS_572_Poklemba_Original.pdf (8 kb)

IBR Draft SEIS - RECORD #572 DETAIL

Submission Date : 10/15/2024

First Name : Veronica

Last Name : Poklemba

Business/Organization/Agency :

Submission Input :

First Name:

Veronica

Last Name:

Poklemba

Email:

[REDACTED]

City:

[REDACTED]

US States:

[REDACTED]

Zip:

[REDACTED]

Topic Area:

Land Use and Economy

Comment:

I very much question Oregon using so much of the state's funds for this one project. In my view this project is about making the commute for people who chose to live in Vancouver/Washington in order to avoid taxes in Oregon, easier. I believe more people will leave Oregon/Portland, and take this approach if they believe the commute is easier. The result being even more traffic, and continued congestion. A less costly approach to making the bridge safe, and creating quality public transit over the bridge, make far more sense. If people chose to commute from out of state to Oregon, they need to adapt to the use of public transit. Oregon/Portland tax dollars should go toward improving conditions in Oregon! Personally I'd like to see more dollars toward paving streets in Portland, improving conditions for local drivers, bikers, and walkers; those of us paying the high taxes!

JCA comment #: 72

IBR Draft SEIS - RECORD #573 DETAIL

First Name : Duncan

Last Name : Baruch

Attachments : DSEIS-573_Baruch_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #573 DETAIL

Submission Date : 10/15/2024

First Name : Duncan

Last Name : Baruch

Business/Organization/Agency
:

Submission Input :

First Name:

Duncan

Last Name:

Baruch

Email:

c25cle@gmail.com

City:

Portland

US States:

OR

Zip:

97219

Topic Area:

Transportation

Comment:

Oregon (and Washington state) need a "right-sized" bridge replacement. The proponents of what amounts to a \$7 billion, oversized boondoggle refuse to acknowledge the concept of induced demand. The project as proposed will wreck the Oregon budget, its economy, and, because of expanding fossil fuel emissions when the reverse needs to be the highest priority, it will significantly add to the ongoing global climate crisis. We cannot and must not accept the proposed project as is.

JCA comment #: 71

IBR Draft SEIS - RECORD #574 DETAIL**First Name :** Matt**Last Name :** Villers**Attachments :** DSEIS574_Villers_Original.pdf (4 kb)

IBR Draft SEIS - RECORD #574 DETAIL**Submission Date :** 10/15/2024**First Name :** Matt**Last Name :** Villers**Business/Organization/Agency :****Submission Input :**

First Name:

Matt

Last Name:

Villers

Email:



City:



US States:



Zip:



Topic Area:

Induced Demand

Comment:

It makes no sense that the only options for a new bridge involve adding car lanes. Project representatives insist that "added capacity" is a benefit, but it's only a benefit if you pretend that all those extra cars magically disappear the moment they leave the bridge. They don't. All those extra cars are going to flow right onto our neighborhood streets, increasing noise, pollution, and congestion in numerous locations downstream from the bridge.

You're going to spend nearly \$10 Billion in public money, destroy dozens of homes and businesses, inflict significant environmental damage, and far from solving problems you'll instead be creating new ones.

Building this bridge, as currently proposed, is going to drive induced demand and put MORE cars on the road, not less. That is not what we need, nor is it a good use of public resources. A responsible choice would be not

to add additional lanes. This is doubly true considering the recent revelation that the data used to justify this additional capacity was largely made up out of thin air and not even based on the computer models supposedly used to generate it.

We have no plan to handle the additional car traffic this project will bring to our neighborhoods, and the result will be a disaster. I urge you not to proceed with any plan that includes additional lanes. Better yet, build a tunnel instead.

JCA comment #: 70

IBR Draft SEIS - RECORD #575 DETAIL**First Name :** Valentina**Last Name :** Vaneeva**Attachments :** 107327_DSEIS575_Vaneeva_Original.pdf (7 kb)

IBR Draft SEIS - RECORD #575 DETAIL

Submission Date : 10/15/2024

First Name : Valentina

Last Name : Vaneeva

Business/Organization/Agency :

Submission Input :

First Name:

Valentina

Last Name:

Vaneeva

Email:

[REDACTED]

City:

[REDACTED]

US States:

[REDACTED]

Zip:

[REDACTED]

Topic Area:

Cumulative Effects

Comment:

Please do not proceed with IBR. It is expensive, it will negatively affect public transit by delaying express buses and constraining light rail capacity (according to the projects own draft), it will increase congestion at other points (and so actually worsen climate outcomes) and it will displace people for yet another project that has been 20 years ago and is woefully outdated. WE SHOULD NOT BE SPENDING MONEY ON THIS!

JCA comment #: 69

IBR Draft SEIS - RECORD #576 DETAIL**First Name :** Jessi**Last Name :** Presley-Grusin**Attachments :** DSEIS_576_Presley-Grusin_Original.pdf (8 kb)

IBR Draft SEIS - RECORD #576 DETAIL

Submission Date : 10/15/2024
First Name : Jessi
Last Name : Presley-Grusin
Business/Organization/Agency :

Submission Input :

First Name:
Jessi

Last Name:
Presley-Grusin

Email:
[REDACTED]

City:
[REDACTED]

US States:
[REDACTED]

Zip:
[REDACTED]

Topic Area:
Transportation

Comment:

This comment is regarding the Interstate Bridge Replacement (IBR) proposal that includes adding lanes to the freeway.

I do not want more lanes added because they will not reduce greenhouse gases, but will cause more traffic and more emissions because of induced demand. Additionally, backups at the South-bound I-5/I-405 split every morning during peoples' commutes will be made worse by more traffic crossing the bridge.

Not only is this plan of adding lanes bad for our communities and environment, it doesn't even improve traffic. We don't need more lanes, we need investments in the infrastructure we already have, more funding for public transportation, and improvements in bike and pedestrian safety.

Please replace the Interstate Bridge with one that is seismically sound and THE SAME SIZE.

Sincerely,
Jessi Presley-Grusin

JCA comment #: 68

IBR Draft SEIS - RECORD #577 DETAIL
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First Name : Zachary

Last Name : Powers

Attachments : DSEIS_577_Powers_Original.pdf (8 kb)

IBR Draft SEIS - RECORD #577 DETAIL

Submission Date : 10/15/2024

First Name : Zachary

Last Name : Powers

Business/Organization/Agency :

Submission Input :

First Name:

Zachary

Last Name:

Powers

Email:

[REDACTED]

Phone:

[REDACTED]

City:

[REDACTED]

US States:

[REDACTED]

Zip:

[REDACTED]

Topic Area:

Climate Change

Comment:

Please right-size the IBR to avoid contributing to climate change through increased emissions. I attended a public presentation from IBR consultants, and the presented design showed a significantly wider freeway on the new bridge than in the current crossing. Freeway widening projects from California to Texas to Virginia have proven that widening doesn't reduce congestion, so we know that widening I-5 over the Columbia will add more cars in similar congestion rather than getting cars moving through without slowing. That will increase carbon

emissions attributable to the bridge. Calling the added pavement area "auxiliary lanes" instead of a "wider freeway" doesn't change that fact that the current proposal will increase our regions contributions to climate change disasters.

JCA comment #: 67

IBR Draft SEIS - RECORD #578 DETAIL**First Name :** Walt**Last Name :** Mintkeski**Attachments :** DSEIS_578_Mintkeski_Original.pdf (8 kb)

IBR Draft SEIS - RECORD #578 DETAIL

Submission Date : 10/15/2024

First Name : Walt

Last Name : Mintkeski

Business/Organization/Agency :

Submission Input :

First Name:

Walt

Last Name:

Mintkeski

Email:

[REDACTED]

Phone:

[REDACTED]

City:

[REDACTED]

US States:

[REDACTED]

Zip:

[REDACTED]

Topic Area:

Induced Demand

Comment:

I wish to comment that the IBR EIS does not seriously consider induced demand in its traffic projections for the proposed alternatives. The document denies that reduced congestion prompts more people to use a road, and states that induced demand only occurs if land use changes occur. The addition of auxiliary lanes and the proposed collector-distributor ramps and lanes on the Vancouver side will increase capacity and therefore will induce more traffic and increase vehicle miles travelled (VMT). The VMT projections in the EIS show no

meaningful difference between on vs. two auxiliary lanes which does not make sense.

JCA comment #: 66

IBR Draft SEIS - RECORD #579 DETAIL

First Name : William

Last Name : Robison

Attachments : DSEIS-579_Robison_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #579 DETAIL

Submission Date : 10/15/2024

First Name : William

Last Name : Robison

Business/Organization/Agency
:

Submission Input :

I own two homes and a business in Vancouver south of 45th street.

IBR Draft SEIS - RECORD #580 DETAIL	
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First Name : James

Last Name : Christensen

Attachments : DSEIS-580_Christensen_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #580 DETAIL
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Submission Date : 10/15/2024
First Name : James
Last Name : Christensen
Business/Organization/Agency :

Submission Input :

Thanks for letting me comment, heard about it this on KXRW. Look forward to a safe bridge, better transportation and drive experience. Appreciate your consideration of climate and inclusion. This is all a long time coming.

IBR Draft SEIS - RECORD #581 DETAIL**First Name :** Jeff**Last Name :** Rasor**Attachments :** DSEIS-581_Rasor_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #581 DETAIL**Submission Date :** 10/15/2024**First Name :** Jeff**Last Name :** Rasor**Business/Organization/Agency**
:**Submission Input :**

I've read through the executive summary, and I think you all did some very fine work here. Personally I like the plan that adds one auxiliary lane with a fixed bridge. I think the light rail is absolutely necessary for our growing region and I don't think the bridge should be built without it. If tolls are absolutely necessary to fund the bridge replacement I am OK with that. However, I would like to see a program that reduces tolls for low income residents.

IBR Draft SEIS - RECORD #582 DETAIL**First Name :** N/A**Last Name :** N/A**Attachments :** DSEIS-582_None_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #582 DETAIL
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Submission Date : 10/14/2024

First Name : N/A

Last Name : N/A

Business/Organization/Agency
:

Submission Input :

I have been following the project with interest and my comment on the plan is please do not propose or build a lift bridge. For all the money this bridge costs to incorporate a lift defeats many of the reasons for the bridge. We might as well build another bridge or use a tunnel. A lift is a mistake.

IBR Draft SEIS - RECORD #583 DETAIL
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First Name : Leslie

Last Name : Stevenson

Attachments : DSEIS-583_Stevenson_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #583 DETAIL
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Submission Date : 10/14/2024

First Name : Leslie

Last Name : Stevenson

Business/Organization/Agency
:

Submission Input :

Why does this project not include a direct connection from southbound I-5 to eastbound 500. And from westbound 500 to northbound I-5?

Is it something that has been explored or studied?

Is it something that can be explored or potentially added as a separate project in conjunction with WSDOT?

IBR Draft SEIS - RECORD #584 DETAIL	
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First Name :	None
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Last Name :	None
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Attachments :	DSEIS-584_None_Original.pdf (1 kb)
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IBR Draft SEIS - RECORD #584 DETAIL

Submission Date : 10/15/2024

First Name : None

Last Name : None

Business/Organization/Agency
:

Submission Input :

Would love to see side by side renditions of what is now and what it will look like later. I can look at your renderings and still have no idea what's different.

IBR Draft SEIS - RECORD #585 DETAIL
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First Name : Kurt

Last Name : Schneider

Attachments : DSEIS-585_Schneider_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #585 DETAIL
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Submission Date : 10/15/2024

First Name : Kurt

Last Name : Schneider

Business/Organization/Agency
:

Submission Input :

We unequivocally do not want the interstate bridge replacement project to move forward. This is a waste of our taxpayer dollars. This needs to consider induced demand for i5 usage and increases in vehicle miles travelled. This needs to consider how the usage of concrete and increased vmt affects our climate goals. I repeat, we unequivocally do not want the interstate bridge replacement project to move forward.

IBR Draft SEIS - RECORD #586 DETAIL**First Name :** Hotel**Last Name :** Whiskey**Attachments :** DSEIS-586_Whiskey_Original.pdf (2 kb)

IBR Draft SEIS - RECORD #586 DETAIL
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Submission Date : 10/15/2024

First Name : Hotel

Last Name : Whiskey

Business/Organization/Agency :

Submission Input :

Seeing the argument of size and either adding rail or adding more vehicles transit lanes, I'd suggest embracing the metro. Atlanta, GA (where I was born and raised and witnessed the pre and post-Centennial Olympic expansion), had plans for developing the metro that STILL haven't come to fruition due to suburban and rural bias of "others" just riding the rail and facilitating crime. The Atlanta metropolitan area is about 25 miles wider in circumference in all directions since prior to The 1996 Games. There was massive interstate expansion in all directions and the metro, known as Marta, has held steady but hasn't expanded rail since then. If anything, they chopped bus lines based on shifts post-2008 Global Recession. You guys likely have much better datasets as to the anticipated changes for the West Coast given the Americas 2026 FIFA World Cup and the 2028 US Summer Olympic Games but Atlanta became #2 for vehicle traffic in the United States, second only to L.A. in 1996, and hasn't dropped the title since then. The airport expanded and got larger. I once went to a city planning community meeting at the last area I lived in Atlanta before leaving the state and after I asked some questions about their development proposal plans, they told me it takes an average of 7 years from paper to developed fruition for a project to play out. If you submit a proposal and something is then added later, the entire project has to be pulled to the side, then going through the list of other projects in line until the catch up to the addendum to then vote and submit the now, new whole.

Metros, bike lanes, and pedestrian sightseeing lanes matter.

IBR Draft SEIS - RECORD #587 DETAIL**First Name :** Erik**Last Name :** Weeks**Attachments :** DSEIS-587_Weeks_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #587 DETAIL**Submission Date :** 10/15/2024**First Name :** Erik**Last Name :** Weeks**Business/Organization/Agency**
:**Submission Input :**

I strongly prefer the trussed two deck model. It preserves the sight lines for both drivers and transit users and would be pleasing on the eye, an important feature when considering a project of this magnitude.

IBR Draft SEIS - RECORD #588 DETAIL**First Name :** Javier**Last Name :** Sanchez**Attachments :** DSEIS-588_Sanchez_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #588 DETAIL
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Submission Date : 10/15/2024

First Name : Javier

Last Name : Sanchez

Business/Organization/Agency :

Submission Input :

- 1) Safe bike routes are important
- 2) Safe pedestrian routes are essential
- 3) Including transit is paramount.

IBR Draft SEIS - RECORD #589 DETAIL**First Name :** D**Last Name :** G**Attachments :** DSEIS-589_G_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #589 DETAIL

Submission Date : 10/15/2024

First Name : D

Last Name : G

Business/Organization/Agency
:

Submission Input :

Please consider a submerged tunnel. Please do not widen the freeway- get rid of the auxillary lanes! build the lowest bridge possible- the SIngle-level moveable span looks best

IBR Draft SEIS - RECORD #590 DETAIL**First Name :** Joshua**Last Name :** Flood**Attachments :** DSEIS-590_Flood_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #590 DETAIL**Submission Date :** 10/15/2024**First Name :** Joshua**Last Name :** Flood**Business/Organization/Agency**
:**Submission Input :**

I am deeply concerned that the analysis is based on predicted traffic that was not the result of modeling, but rather changed by hand after the model's analysis to show additional traffic in a post-hoc effort to justify adding additional lanes. See https://www.dissentmagazine.org/online_articles/highway-robbery/. This fundamental failure makes the baseline "no-build" projections and any comparisons to them useless. If models are currently overpredicting actual current ODOT traffic numbers, the model is already likely overestimating future traffic on the bridge. To then take those numbers from the model and increase them again by hand to reach a result that justifies adding lanes will cause the expenditure of massive sums of money based on nothing but self-interested conjecture.

I support safety upgrades, upgrades to improve transit service, and the ability to walk, bike, or roll across the bridge. However, we should not be relying on this report to justify adding additional private vehicle lanes at great expense when the report's fundamental assumptions are so demonstrably unreliable.

Traffic modeling results should be reported without any post-processing and results of other models developed by private institutions should be included in the report.

IBR Draft SEIS - RECORD #591 DETAIL
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First Name : Mike

Last Name : McQueen

Attachments : DSEIS-591_McQueen_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #591 DETAIL
--

Submission Date : 10/15/2024
First Name : Mike
Last Name : McQueen
Business/Organization/Agency :

Submission Input :

I am concerned that the current design does not do enough to reduce road noise to a comfortable level for people using the multi-use path or standing on the MAX platforms. I would like to see the use of sound barriers, transparent if possible, to make the experience of these pedestrians/cyclists more comfortable without having to use ear protection.

As an anecdote, I will not ride my bicycle across the I-205 multi-use path without using earplugs. Additionally, the MAX platform at Parkrose/Sumner Transit Center is a very hostile environment because of road noise. It would be preferable to not have to worry about using ear protection on the new bridge.

IBR Draft SEIS - RECORD #592 DETAIL**First Name :** David**Last Name :** Metier**Attachments :** DSEIS-592_Metier_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #592 DETAIL
--

Submission Date : 10/15/2024

First Name : David

Last Name : Metier

Business/Organization/Agency
:

Submission Input :

Not in favor of this project, does nothing for Traffic/Commerical Traffic, less space dedicated to traffic than the present bridge, both sides of the River have turned down this project and yet Politicians do not listen, this will only put in a light rail and Bike lanes for a very limited number of people, this project does not serve the majority of People in either state.

IBR Draft SEIS - RECORD #594 DETAIL
--

First Name : Chris

Last Name : Smith

Attachments : DSEIS-594_Smith_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #594 DETAIL
--

Submission Date : 10/15/2024
First Name : Chris
Last Name : Smith
Business/Organization/Agency : Just Crossing Alliance

Submission Input :

The Just Crossing Alliance has requested the Archaeology Technical Report and has been told to file a public records request. We have done so and been told to expect that request to take 60 days to process. As a result we don't expect to receive the report until after the public comment period has finished.

We are preserving our right to comment on that report after receiving it.

IBR Draft SEIS - RECORD #595 DETAIL

First Name : Douglas

Last Name : Pratt

Attachments : DSEIS-595_Pratt_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #595 DETAIL
--

Submission Date : 10/15/2024

First Name : Douglas

Last Name : Pratt

Business/Organization/Agency :

Submission Input :

Please build an I-205-style Glen Jackson bridge without any bridge lifts to eliminate having to stop traffic for boats. This new bridge needs to be a simple design with no piers, columns or a truss-style bridge protruding above the road line. Such obstructions slow down traffic. The current bridge is a truss-style bridge and when you're driving through it, it feels like you're driving into a cage or something and it's unsettling. Please don't complicate the design of this bridge and keep it simple to save on cost. For future traffic growth, please ensure there is a minimum of 5 lanes going north and south on I-5. Going north on I-5 will be uphill so you know trucks will be going slower and backing up traffic on at least one or two of these lanes so you need more than three lanes.

This is a one time opportunity to get it right. ODOT is notorious for undersizing their highway projects. They want to widen I-205 between Oregon City and Tualatin to 3 lanes each way which will only accommodate today's traffic demands; what about future traffic growth? It needs to be four lanes. This same exact situation exists with this new Columbia River bridge. Please get it right and add more lanes.

Thanks for the opportunity to comment.

IBR Draft SEIS - RECORD #596 DETAIL

First Name : Justin

Last Name : Evan

Attachments : DSEIS-596_Evan_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #596 DETAIL
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Submission Date : 10/15/2024

First Name : Justin

Last Name : Evan

Business/Organization/Agency
:

Submission Input :

I just want to say that I realize how challenging it is to appease everybody to get a bridge designed that works for everybody and nobody has to pay for. In a perfect world, right? I also know that this bridge has been killed before by some really loud voices that may have represented a slim majority in the past. I just want to be, hopefully, one of multiple quiet voices who drown out the loud ones that are in favor of sensible multi-modal transportation that gets this across the finish line. I want bike lanes, I want light rail, I want busses. I don't want tolling but if that's what it takes then it is what it is. Please get this thing done before the next estimate balloons to \$15B.

IBR Draft SEIS - RECORD #597 DETAIL**First Name :** Brad**Last Name :** Unruh**Attachments :** DSEIS-597_Unruh_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #597 DETAIL
--

Submission Date : 10/15/2024
First Name : Brad
Last Name : Unruh
Business/Organization/Agency :

Submission Input :

I am extremely disappointed that a tunnel was not given serious, good faith consideration.

The dreadful noise and visual blight of this project will destroy the vibrancy of multiple public spaces for generations. The public will undoubtedly be appalled when they lay eyes on the massive scale of this concrete hellscape. When they are bombarded with the cacophony of non-stop traffic they will think twice before returning to any of the riverfront areas anywhere near this crossing. To say this design choice is a wasted opportunity is an understatement.

IBR Draft SEIS - RECORD #598 DETAIL	
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First Name :	TJ
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Last Name :	Jeffries
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Attachments :	DSEIS-598_Jeffries_Original.pdf (1 kb)
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IBR Draft SEIS - RECORD #598 DETAIL
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Submission Date : 10/15/2024
First Name : TJ
Last Name : Jeffries
Business/Organization/Agency : T and T Contractors

Submission Input :

Unless you deal with the Rose Quarter miss you only wasting BILLIONS for a plan that fails from the start. Thus will be the largest rip off in history paying off or bribery, only the corrupt politicians starting at the city and up to the top breaking the backs of the working class!

PUT IT TO A VOTE OF THE PEOPLE!

THIS NEEDS TO BE FOUGHT AT EVERY STEP!

TRIMET AND CTRAN STEAL. ENOUGH ALREADY!

IBR Draft SEIS - RECORD #599 DETAIL**First Name :** Jared**Last Name :** Remmers**Attachments :** DSEIS-599_Remmers_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #599 DETAIL
--

Submission Date : 10/15/2024

First Name : Jared

Last Name : Remmers

Business/Organization/Agency
:

Submission Input :

1. Why is there not more lanes of travel for cars and trucks? If the goal is to decrease congestion and improve traffic flow, need to have at least 5 car/truck lanes in each direction.
2. Why is light rail being included in the designs? The voters of Clark County have repeatedly voted down paying for light rail, and it has failed completely to change any traffic patterns or peoples preferred choices of commuting. It seems like a huge waste of taxpayer dollars.
3. If ODOT doesn't fix the Rose Quarter bottle neck, and IBR doesn't increase the lanes of travel, the commute times will go up, we will have to pay tolls, and things will be overall worse shape... Who in the IBR has any common sense to say this is not a good fix?

IBR Draft SEIS - RECORD #600 DETAIL**First Name :** John**Last Name :** Vincent**Attachments :** DSEIS-600_Vincent_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #600 DETAIL
--

Submission Date : 10/15/2024

First Name : John

Last Name : Vincent

Business/Organization/Agency :

Submission Input :

Hello,

What effect will the new interstate bridge have on the volume of southbound traffic on interstate 5 through Portland and the Willamette Valley?

Regards,

IBR Draft SEIS - RECORD #601 DETAIL
--

First Name : Michael

Last Name : Boyles

Attachments : DSEIS-601_Boyles_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #601 DETAIL
--

Submission Date : 10/15/2024

First Name : Michael

Last Name : Boyles

Business/Organization/Agency
:

Submission Input :

On October 14, 2024, City Observatory published a draft validation report of Metro's Kate v1.0 travel demand model that it obtained through a public records request. The report indicates that the Kate v1.0 model is not well calibrated, particularly compared to the Stantec and CDM travel demand models that ODOT and WSDOT commissioned for the CRC/IBR programs. The fact that the SEIS's transportation impact analysis is based in part upon this faulty travel demand model from Metro throws suspicion on any conclusions made by the SEIS that rely on that model data as input. The SEIS should reconsider its use of the Kate v1.0 model and, at a minimum, use the other available models to show the full range of potential impacts the IBR may have on the local and regional environment.

IBR Draft SEIS - RECORD #602 DETAIL

First Name : William

Last Name : Christina

Attachments : DSEIS-602_Christina_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #602 DETAIL**Submission Date :** 10/15/2024**First Name :** William**Last Name :** Christina**Business/Organization/Agency**
:**Submission Input :**

The bridge is NOT the problem. Portland is the problem. 2 lanes through a major city is not enough. At the moda center ,southbound lanes go to two. That's the problem. That's where the slowdown starts. Build another bridge east or west of the existing interstate bridge. Then fix the old bridge. Do not strangle us so we will except your ideas. Use common sense for once.

IBR Draft SEIS - RECORD #603 DETAIL
--

First Name : Lauren

Last Name : Hudgins

Attachments : DSEIS-603_Hudgins_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #603 DETAIL

Submission Date : 10/15/2024

First Name : Lauren

Last Name : Hudgins

Business/Organization/Agency
:

Submission Input :

Why are we adding lanes? It will not reduce congestion. It just adds more polluting drivers to fill in the added space. We know this. We know we need to reduce our reliance on driving.

IBR Draft SEIS - RECORD #604 DETAIL**First Name :** Philip**Last Name :** Hopkins**Attachments :** DSEIS-604_Hopkins_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #604 DETAIL
--

Submission Date : 10/15/2024
First Name : Philip
Last Name : Hopkins
Business/Organization/Agency : Tax Payer

Submission Input :

From the Executive Summary to the Technical Reports, there are more than 12,000 (yes, twelve thousand) pages available to review. How is it possible for anyone to understand the impact of this bridge...and the cost to the community? Please do not shove light rail down our collective throats.

IBR Draft SEIS - RECORD #605 DETAIL
--

First Name : William

Last Name : Weingarz

Attachments : DSEIS_605_Weingarz_Origional.pdf (1 kb)

IBR Draft SEIS - RECORD #605 DETAIL
--

Submission Date : 10/15/2024

First Name : William

Last Name : Weingarz

Business/Organization/Agency :

Submission Input :

No light rail.

It will bring thrift and homeless and low level drugs from portland.

I max makes it to easy to come over from Portland not 1-2 hour bus detour. .if it's 5 mins detour on max train more portlands ""issues"" will over flow to here

IBR Draft SEIS - RECORD #606 DETAIL**First Name :** Ray**Last Name :** Smith**Attachments :** DSEIS_606_Smith_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #606 DETAIL

Submission Date : 10/15/2024

First Name : Ray

Last Name : Smith

Business/Organization/Agency
:

Submission Input :

Since shipping may benefit from this, are they contributing to paying for it....senior, fixed income discount on tolls....make peak time, 4-6pm

IBR Draft SEIS - RECORD #607 DETAIL

First Name : Michael

Last Name : Tank

Attachments : DSEIS_607_Tank_Original.pdf (2 kb)

IBR Draft SEIS - RECORD #607 DETAIL
--

Submission Date : 10/15/2024

First Name : Michael

Last Name : Tank

Business/Organization/Agency :

Submission Input :

I am encouraged to comment on the Interstate Bridge as a cyclist, climate professional, and alternative transportation advocate.

I strongly urge the inclusion of Light Rail Transit as a feature of the IBR and am surprised to see that there are still alternatives being considered with only BRT. It would be incredibly short-sighted to not include a passenger rail connection over the bridge (note the bottlenecks that are happening in SFO and NYC as a result of too little rail capacity over water crossings). Vancouver, WA is and will grow stronger as a thriving transit-oriented city center and must have access to both a direct LRT connection to downtown PDX and the MAX system first and foremost, as well as the capacity for BRT to provide distributed service to major employment centers in the Port and other areas.

LRT should absolutely be the priority over auxiliary vehicle lanes over the Columbia. As noted in the EIR there is not port expansion happening on Hayden Island. In addition downtown Portland cannot handle, and, from a climate-forward perspective, should not be renovated to handle, additional vehicle traffic in I-5 or I-405. We already have a sufficient interstate alternative on I-205 to handle thru traffic, and for growth, regional rail and active transportation must be prioritized.

It is also surprising to me that a moveable span would be considered as the replacement bridge. It would seem more straightforward to eliminate the C street onramps in order to accommodate for the increased height of a fixed span. No to a moveable span.

Strongly support the best infrastructure for active transportation- the IBR is a needed piece in the regional cycling network and would see enough use.

I also generally support tolling as a way to offset the cost of single-occupancy vehicle trips, and would recommend an HOV option (as California has implemented on bridges and toll lanes) to allow regular HOV carpools to travel without a toll or with a reduced toll. While this is novel to the Pacific Northwest, it is an appropriate tool to levy on infrastructure improvements where public transportation is a viable alternative.

IBR Draft SEIS - RECORD #608 DETAIL**First Name :** Thomas**Last Name :** Black**Attachments :** DSEIS_608_Black_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #608 DETAIL
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Submission Date : 10/15/2024
First Name : Thomas
Last Name : Black
Business/Organization/Agency : T. E. Black Consulting

Submission Input :

I am a bit confused as to WHY the State of Oregon is pursuing a BRIDGE Option versus a TUNNEL Option which was presented as the "TUNNEL CONCEPT ASSESSMENT", Rev. #2, dated 9/18/23 ?!?!

The current projected costs for the BRIDGE Option are in a range from \$5 Billion up to \$7.5 Billion with the TUNNEL CONCEPT projected to cost approximately \$2.515 Billion, which is HALF TO ONE THIRD THE COST OF THE BRIDGE OPTION !!!

Event with the addition of the "Soft Costs" involved with the construction of the TUNNEL CONCEPT it is reasonable to project that those costs WILL NOT EXCEED THE LOWEST COSTS projected to build the BRIDGE OPTION.

What is going on here ... is someone's calculator broken, it is basic math and NO ONE appears to be questioning this BRIDGE VS. TUNNEL approach ?

Why is no one questioning pursuing this more expensive and LESS Earthquake Resistant BRIDGE OPTION of the New Interstate 5 Freeway which will cross over the Columbia River versus a TUNNEL OPTION which would be LESS EXPENSIVE to Build AND Operate over the projected life-spans of both proposed structures, as well a TUNNEL OPTION is significantly MORE Earthquake Resistant than the BRIDGE OPTION ???

IBR Draft SEIS - RECORD #609 DETAIL**First Name :** Jean**Last Name :** Kent**Attachments :** DSEIS_609_Kent_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #609 DETAIL
--

Submission Date : 10/15/2024

First Name : Jean

Last Name : Kent

Business/Organization/Agency : retired

Submission Input :

I ask that you NOT extend the comment period because it will lengthen the time required to complete the project. A longer time until project completion means a more expensive project. We want to be as efficient with our funds as possible.

IBR Draft SEIS - RECORD #610 DETAIL**First Name :** Jess**Last Name :** Chandler**Attachments :** DSEIS_610_Chandler_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #610 DETAIL
--

Submission Date : 10/15/2024

First Name : Jess

Last Name : Chandler

Business/Organization/Agency :

Submission Input :

No new capacity. This project violates the environmental goals of both states and should stop.

IBR Draft SEIS - RECORD #611 DETAIL
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First Name : David

Last Name : Wilde

Attachments : DSEIS_611_Wilde_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #611 DETAIL
--

Submission Date : 10/16/2024

First Name : David

Last Name : Wilde

Business/Organization/Agency
:

Submission Input :

Please don't be shortsighted, as there needs to be an option for a High-Speed Rail crossing to co-exist with the new bridge.

IBR Draft SEIS - RECORD #612 DETAIL

First Name : Frederick

Last Name : Warren

Attachments : DSEIS_612_Warren_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #612 DETAIL**Submission Date :** 10/16/2024**First Name :** Frederick**Last Name :** Warren**Business/Organization/Agency**
:**Submission Input :**

Not enough car lanes. And yes, people will be driving more. And you're spending too much for Bridget doesn't lift or not tall enough. With the water is warming and rising waters the bridge become a short clearance for ships to get under. tolls in the north west Are Way more than you pay for in the Eastcoast. I just got back from going 10 different states. I went to Seattle and they're paying double sometimes triple the amount. Oregon's gonna do the same thing. Not enough car lanes you're not adjusting for the future. More cars are gonna be on the road, electric cars, hydrogen cars and yes, still gas and diesel cars for the next 25 to 30 years. Poor design.

IBR Draft SEIS - RECORD #613 DETAIL	
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First Name :	Cody
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Last Name :	Johnson
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Attachments :	DSEIS_613_Johnson_Original.pdf (2 kb)
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IBR Draft SEIS - RECORD #613 DETAIL
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Submission Date : 10/16/2024

First Name : Cody

Last Name : Johnson

Business/Organization/Agency :

Submission Input :

—FREEWAY EXPANSION—

This project is clearly not a simple bridge replacement. It is a freeway expansion set to cover Hayden Island and downtown Vancouver in impermeable concrete. As a resident of Vancouver, I find this wholly unacceptable. Research has proven time and time again that building more lanes will not reduce traffic—it will induce it! The only way to reduce traffic is to provide alternative means for driving. Don't waste our money. Don't waste our time. Do not expand the freeway. Build more trains.

—ECOLOGICAL IMPACT—

Not only will the bridge coat sensitive habitat with impermeable concrete and drizzle it with smog from cars, it will cast a massive shadow over the river, setting the stage for a massacre of salmon by shadow-dwelling invasive fish. Protect our salmon—do not expand the freeway!

—DISPLACEMENT—

Due to this project's absurd footprint, hundreds stand to be displaced from their homes during a housing crisis. We should be building more homes, not leveling them! But the team at IBR would apparently rather turn apartment buildings in asphalt and parking lots than see people housed. Do not expand the freeway—preserve housing, build the trains, and build more housing adjacent to train stations!

—ALTERNATIVE—

Preserve the current I5 bridge for trains and pedestrians and redirect I5 to a tunnel. It will save the people billions and save the environment! Do not expand the freeway—build the tunnel!

IBR Draft SEIS - RECORD #614 DETAIL

First Name : Helen

Last Name : Steer

Attachments : DSEIS_614_Steer_Original.pdf (2 kb)

IBR Draft SEIS - RECORD #614 DETAIL**Submission Date :** 10/16/2024**First Name :** Helen**Last Name :** Steer**Business/Organization/Agency :****Submission Input :**

I live on Hayden Island. I would LOVE more safe active transportation links. I'm a lifelong cyclist as my primary mode of transportation (I'm from Europe) but it's been tough to cycle anywhere safely.

1. Yes please to plenty of bike and pedestrian space! Right now the traffic is so close (scary!) and there's not enough room to pass anyone.
2. Also please consider adding some bollards to keep cars from using the bike and pedestrian lanes. When I cross the southern bit of the bridge (between Portland and Hayden Island) i have often seen cars driving along the cycle part. it's very dangerous because there is only just enough space for a car (it is a bike lane!!!) so I have had to flatten myself against the side of the wall while being yelled at by obnoxious drivers doing illegal maneuvers to skip the traffic or flee from police. There has often been encampments at that on ramp and, while most of the inhabitants of the camps mind their business and don't trouble anyone, there are also some violent people. I see bike and car chop shops there and tbh most of the cars driving up the bike path don't have any license plates. It's less bad now they put boulders under the bridge where MLK joins the 5, but it's still SUPER dangerous.
3. Yes please to public transit!!! If I could have either cycled or got the max over the bridge I would have gone to downtown Vancouver for dinner and drinks soooooo many more times. I own a car but the traffic sucks and also if I'm having even one drink I don't like to drive. I truly can't believe people are opposed to public transit. It's so short sighted!!
4. Adding another car lane to reduce the appalling traffic jams makes sense too, but it would be cool if there was also a hard shoulder/bus lane like you have on the other bridge. It's so bad

IBR Draft SEIS - RECORD #615 DETAIL
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First Name : Carl

Last Name : Karja

Attachments : DSEIS_615_Karja_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #615 DETAIL
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Submission Date : 10/15/2024

First Name : Carl

Last Name : Karja

Business/Organization/Agency
:

Submission Input :

I have seen several different proposals for the replacement Interstate bridge. One was a new vertical lift draw bridge, which I would reject. The second would only offer 100 feet of clearance from the rivers surface, this I would also reject, the I-205 bridge should serve as a model of required river clearance height. To build a bridge with any less clearance will forever limit what shipping can move up river. Another issue I have concerns adding light rail to the new bridge. Vancouver does not have any existing light rail infrastructure. Would we be required to merge C-tran with Tri-met? Where would this light rail go? Is the cost of light rail in Washington included in the projected 6 billion price tag? I believe that whatever bridge design is finally chosen, it should include provisions so that light rail could be added at such time as it maybe approved by the voters in Clark county.

IBR Draft SEIS - RECORD #616 DETAIL

First Name : Alex

Last Name : Wick

Attachments : DSEIS-616_Wick_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #616 DETAIL

Submission Date : 10/16/2024

First Name : Alex

Last Name : Wick

Business/Organization/Agency
:

Submission Input :

Continuing to expand fossil fuel vehicle infrastructure is quite literally insane in this climate. Also, please separate bike lane from car travel noise (double decker design preferred)

IBR Draft SEIS - RECORD #617 DETAIL	
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First Name :	N/A
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Last Name :	N/A
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Attachments :	DSEIS-617_NA_Original.pdf (1 kb)
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IBR Draft SEIS - RECORD #617 DETAIL

Submission Date : 10/16/2024

First Name : N/A

Last Name : N/A

Business/Organization/Agency
:

Submission Input :

What is the air draft of the new bridge for boats. How does that compare to the current bridge.

IBR Draft SEIS - RECORD #618 DETAIL**First Name :** Ben**Last Name :** Matthews**Attachments :** DSEIS_618_Matthews_Original.pdf (6 kb)

IBR Draft SEIS - RECORD #618 DETAIL

Submission Date : 10/16/2024

First Name : Ben

Last Name : Matthews

Business/Organization/Agency
:

Submission Input :

First Name:

Ben

Last Name:

Matthews

Email:

[REDACTED]

Topic Area:

Climate Change

Comment:

Many important considerations, but the most urgent and important is avoiding the huge contribution to greenhouse gasses that this would induce. This is a \$7B investment in car culture and fossil fuel dependency. Imagine what \$7B could do if invested in a low carbon transportation system.

JCA comment #: 111

IBR Draft SEIS - RECORD #619 DETAIL**First Name :** Chase**Last Name :** Sabadash**Attachments :** DSEIS_619_Sabadash_Original.pdf (7 kb)

IBR Draft SEIS - RECORD #619 DETAIL

Submission Date : 10/16/2024

First Name : Chase

Last Name : Sabadash

Business/Organization/Agency :

Submission Input :

First Name:

Chase

Last Name:

Sabadash

Email:

[REDACTED]

Phone:

[REDACTED]

City:

[REDACTED]

US States:

[REDACTED]

Zip:

[REDACTED]

Topic Area:

Induced Demand

Comment:

I feel like we should be smarter than this as a state. It's well documented that adding lanes doesn't do anything to reduce traffic. Please spend money on anything, literally anything else, that will help residents of Portland

JCA comment #: 110

IBR Draft SEIS - RECORD #620 DETAIL**First Name :** Riley**Last Name :** Frazier**Attachments :** DSEIS_620_Frazier_Original.pdf (7 kb)

IBR Draft SEIS - RECORD #620 DETAIL

Submission Date : 10/16/2024

First Name : Riley

Last Name : Frazier

Business/Organization/Agency :

Submission Input :

First Name:

Riley

Last Name:

Frazier

Email:

[REDACTED]

City:

[REDACTED]

US States:

[REDACTED]

Zip:

[REDACTED]

Topic Area:

Transportation

Comment:

Expanding i5 is NOT the solution to resolving the tortuous traffic that plagues many hundreds of thousands of lives everyday. Smarter, more efficient, and more equitable transportation options must be seriously considered before jumping in and leveling historic neighborhoods and negatively impacting these sensitive hyper local economies. \$7B put towards a light- or high-speed rail transit option, a BRT, or investment in more pedestrian-friendly modes would benefit the area more than widening the freeway. This project would be tax-payer money being thrown into thousands of gas tanks, just to be burned off for nothing other than adding to congestion and carbon emissions.

IBR Draft SEIS - RECORD #621 DETAIL
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First Name : Grace

Last Name : Gungadee

Attachments : DSEIS_621_Gungadee_Original.pdf (8 kb)

IBR Draft SEIS - RECORD #621 DETAIL

Submission Date : 10/16/2024

First Name : Grace

Last Name : Gungadee

Business/Organization/Agency :

Submission Input :

First Name:

Grace

Last Name:

Gungadee

Email:

[REDACTED]

Phone:

[REDACTED]

City:

[REDACTED]

US States:

[REDACTED]

Zip:

[REDACTED]

Topic Area:

Transportation

Comment:

Adding another auxiliary lane won't reduce emissions or greenhouse gases, because it ultimately encourages drivers to use personal vehicles instead of seeking public transportation. Given the short distance between the two cities, a commute from Vancouver to Portland would be easy by bike or walking. However, the expansion continues to ignore those who are truly reducing emissions by simply not creating any.

JCA comment #: 108

IBR Draft SEIS - RECORD #622 DETAIL**First Name :** Ariel**Last Name :** Davis**Attachments :** DSEIS_622_Davis_Original.pdf (7 kb)

IBR Draft SEIS - RECORD #622 DETAIL

Submission Date : 10/16/2024

First Name : Ariel

Last Name : Davis

Business/Organization/Agency :

Submission Input :

First Name:

Ariel

Last Name:

Davis

Email:

[REDACTED]

City:

[REDACTED]

US States:

[REDACTED]

Topic Area:

Transportation

Comment:

I own a car but I recognize that driving a car is not always the best mode of transport. I try to only drive when truly necessary and bike, walk, or take transit as often as I can. And many people cannot or have no desire to drive a car.

With that in mind, please make the new crossing a multi-modal one. It should have wide separated multi-use paths for bikes, pedestrians, and other non-car rolling transport like scooters and wheelchairs. I would also be thrilled to see rails for trains, bus only lanes, and/or HOV/ETL lanes. Further, to make crossing the bridge a pleasant experience for those not in cars, I encourage developing a bridge design that separates out the noisy, polluting car lanes from the multi-use path via walls, extra space, or other such treatments.

Making this bridge car-only or even “just” unfairly car-focused, eg via expanding the number of car lanes, is locking us in to years of higher maintenance costs, more pollution, and more induced demand for car travel, which is the last thing we need right now as we attempt to transition to sustainable transport methods and avoid

catastrophic amounts of climate change.

JCA comment #: 107

IBR Draft SEIS - RECORD #623 DETAIL

First Name : Jacob

Last Name : Gellman

Attachments : DSEIS_623_Gellman_Original.pdf (8 kb)

IBR Draft SEIS - RECORD #623 DETAIL

Submission Date : 10/16/2024

First Name : Jacob

Last Name : Gellman

Business/Organization/Agency :

Submission Input :

First Name:

Jacob

Last Name:

Gellman

Email:

[REDACTED]

Phone:

[REDACTED]

City:

[REDACTED]

US States:

[REDACTED]

Zip:

[REDACTED]

Topic Area:

Transportation

Comment:

Hi, I cannot believe the proposed plans for freeway development at Jantzen Beach. They are horrendous and the cost is exorbitant. Taxpayers should not waste \$7 billion on a project that will expand freeways in that area. We do not want to become Houston or Dallas. We should greatly simplify the project and reduce the cost. What a boondoggle the state DOT has proposed. Just make a cheap bridge replacement; we do not need to pump money into freeway expansion.

JCA comment #: 106

IBR Draft SEIS - RECORD #624 DETAIL**First Name :** Kelly**Last Name :** Peterson**Attachments :** DSEIS_624_Peterson_Original.pdf (7 kb)

IBR Draft SEIS - RECORD #624 DETAIL

Submission Date : 10/16/2024

First Name : Kelly

Last Name : Peterson

Business/Organization/Agency :

Submission Input :

First Name:

Kelly

Last Name:

Peterson

Email:

[REDACTED]

City:

[REDACTED]

US States:

[REDACTED]

Zip:

[REDACTED]

Topic Area:

Transportation

Comment:

Climate change is here and we are suffering the consequences now. It is absurd that in the context of wildfires, poor air quality, and housing unaffordability in Oregon we are considering spending billions on more lanes for cars.

This project needs to be transit first and have less impact on the surrounding areas.

We can't continue to fund car-centric projects like this. It is literally killing us.

IBR Draft SEIS - RECORD #625 DETAIL**First Name :** Emily**Last Name :** Chapman**Attachments :** DSEIS_625_Chapman_Original.pdf (9 kb)

IBR Draft SEIS - RECORD #625 DETAIL

Submission Date : 10/16/2024

First Name : Emily

Last Name : Chapman

Business/Organization/Agency :

Attachments : DSEIS_625_Chapman_Original.pdf (1 kb)

Submission Input :

First Name:

Emily

Last Name:

Chapman

Email:

[REDACTED]

City:

[REDACTED]

US States:

[REDACTED]

Zip:

[REDACTED]

Topic Area:

Transportation

Comment:

There is no reason to expand the highway like this. Use the money to fund buses or light rail and better bike infrastructure. This will just increase traffic and make things worse in addition to the human impact.

JCA comment #: 104

IBR Draft SEIS - RECORD #625 DETAIL

Submission Date : 10/16/2024

First Name : Emily

Last Name : Chapman

Business/Organization/Agency :

Submission Input :

First Name:

Emily

Last Name:

Chapman

Email:

emily@emchap.com

City:

Portland

US States:

OR

Zip:

97214

Topic Area:

Transportation

Comment:

There is no reason to expand the highway like this. Use the money to fund buses or light rail and better bike infrastructure. This will just increase traffic and make things worse in addition to the human impact.

JCA comment #: 104

IBR Draft SEIS - RECORD #626 DETAIL**First Name :** Christian**Last Name :** Inchaustegui**Attachments :** DSEIS_626_Inchaustegui_Original.pdf (11 kb)

IBR Draft SEIS - RECORD #626 DETAIL

Submission Date : 10/16/2024

First Name : Christian

Last Name : Inchaustegui

Business/Organization/Agency :

Attachments : DSEIS-626_Inchaustegui_Original.pdf (2 kb)

Submission Input :

First Name:

Christian

Last Name:

Inchaustegui

Email:

[REDACTED]

Phone:

[REDACTED]

City:

[REDACTED]

US States:

[REDACTED]

Zip:

[REDACTED]

Topic Area:

Transportation

Comment:

Expanding this highway to this degree instead of prioritizing rail, biking and bus rapid transit will only induce car demand and perpetuate congestion, affect surrounding flora/fauna, and contribute to environmental and noise pollution.

We don't need this and could use this money for better projects in the setting of an alarming climate crisis.

JCA comment #: 103

IBR Draft SEIS - RECORD #626 DETAIL

Submission Date : 10/16/2024
First Name : Christian
Last Name : Inchaustegui
Business/Organization/Agency :

Submission Input :

First Name:
Christian

Last Name:
Inchaustegui

Email:
inchaustegui.ca@gmail.com

Phone:
19548606359

City:
Southeast Portland

US States:
OR

Zip:
97201

Topic Area:
Transportation

Comment:

Expanding this highway to this degree instead of prioritizing rail, biking and bus rapid transit will only induce car demand and perpetuate congestion, affect surrounding flora/fauna, and contribute to environmental and noise pollution.

We don't need this and could use this money for better projects in the setting of an alarming climate crisis.

JCA comment #: 103

IBR Draft SEIS - RECORD #627 DETAIL

First Name : Jean

Last Name : Kent

Attachments : DSEIS-627_Kent_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #627 DETAIL
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Submission Date : 10/16/2024

First Name : Jean

Last Name : Kent

Business/Organization/Agency :

Submission Input :

I am opposed to the lift-bridge option because this will increase the time required to get freight across the bridge which costs those companies money directly, and costs society indirectly. Being stopped at a lift bridge increases the amount of time required to pass through the project area which ultimately increases the cost to society. Included in those 'costs' are increased congestion, a raised possibility of crashes because traffic is stopped on an interstate, and an increase in pollution from idling vehicles.

Thank you for the opportunity to make a comment.

IBR Draft SEIS - RECORD #628 DETAIL
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First Name : annie

Last Name : capestany

Attachments : DSEIS_628_Capestany_Original.pdf (9 kb)

IBR Draft SEIS - RECORD #628 DETAIL**Submission Date :** 10/16/2024**First Name :** annie**Last Name :** capestany**Business/Organization/Agency :****Attachments :** DSEIS-628_Capestany_Original.pdf (1 kb)**Submission Input :**

First Name:

annie

Last Name:

capestany

Email:

Zip:

Topic Area:

Climate Change

Comment:

I am a bus rider and a climate activist. I do not own a car. I want a seismically safe bridge that makes riding the bus to Washington easier and safer. A new bridge should NOT slow down my bus ride. How are we going to get more people to take transit if the new bridge makes the bus ride longer? Please build a bridge that makes mass transit more efficient, but is not a huge, expensive monstrosity (\$7 billion is too much!). We need a right-sized bridge. The only way to reduce the environmental impact of driving is to have CONGESTION PRICING, so that people are incentivized to take mass transit. Building more lanes means more cars, more exhaust and more climate change. Keep our air clean! Build a smaller bridge. Build a bridge for buses and trains. Improve mass transit!

JCA comment #: 102

IBR Draft SEIS - RECORD #628 DETAIL

Submission Date : 10/16/2024

First Name : annie

Last Name : capestany

Business/Organization/Agency :

Submission Input :

First Name:

annie

Last Name:

capestany

Email:

cabeckstany@gmail.com

Zip:

97202

Topic Area:

Climate Change

Comment:

I am a bus rider and a climate activist. I do not own a car. I want a seismically safe bridge that makes riding the bus to Washington easier and safer. A new bridge should NOT slow down my bus ride. How are we going to get more people to take transit if the new bridge makes the bus ride longer? Please build a bridge that makes mass transit more efficient, but is not a huge, expensive monstrosity (\$7 billion is too much!). We need a right-sized bridge. The only way to reduce the environmental impact of driving is to have CONGESTION PRICING, so that people are incentivized to take mass transit. Building more lanes means more cars, more exhaust and more climate change. Keep our air clean! Build a smaller bridge. Build a bridge for buses and trains. Improve mass transit!

JCA comment #: 102

IBR Draft SEIS - RECORD #629 DETAIL**First Name :** Ben**Last Name :** Birdsall**Attachments :** DSEIS_629_Birdsall_Original.pdf (8 kb)

IBR Draft SEIS - RECORD #629 DETAIL

Submission Date : 10/16/2024

First Name : Ben

Last Name : Birdsall

Business/Organization/Agency :

Submission Input :

First Name:

Ben

Last Name:

Birdsall

Email:

[REDACTED]

City:

[REDACTED]

US States:

[REDACTED]

Zip:

[REDACTED]

Topic Area:

Induced Demand

Comment:

At a time of climate crisis, when our infrastructure is aging and needing repair across the region, when we need more than anything to reduce driving in favor of other transportation modalities, what in the world drives Oregon and Washington's Departments of Transportation to want to throw billions of dollars at highway widening boondoggles? The proposed replacement bridge is not just a waste of money but a completely wrongheaded project that makes me question everything about the leadership at these agencies. It is a twentieth century solution to a twenty-first century situation, and absolutely inappropriate to our moment. Go back to the drawing board and figure out a responsible solution, because what you are proposing is completely irresponsible and inappropriate in terms of ecology, in terms of tax dollars, and in terms of what transportation it will encourage. Shame on you.

JCA comment #: 101

IBR Draft SEIS - RECORD #630 DETAIL**First Name :** Sarah**Last Name :** Deumling**Attachments :** D1_630_Deumling_20241016_Original.pdf (4 kb)

IBR Draft SEIS - RECORD #630 DETAIL

Submission Date : 10/16/2024

First Name : Sarah

Last Name : Deumling

Business/Organization/Agency :

Submission Input :

First Name:

Sarah

Last Name:

Deumling

Email:

[REDACTED]

Phone:

[REDACTED]

City:

[REDACTED]

US States:

[REDACTED]

Zip:

[REDACTED]

Topic Area:

Transportation

Comment:

Any expansion of our roads in Oregon is irresponsible. The greatest threat, by far, to our future is climate change and its related problems.. We need to drive less, much less, no matter what. Put the money the expansions would cost into alternative modes of transportation. Please, please take my plea seriously. You must have children and grandchildren too or at least have some concern about the world we are leaving future generations.

Sincerely and hopefully,
Sarah Deumling

JCA comment #: 100

IBR Draft SEIS - RECORD #631 DETAIL**First Name :** Philip**Last Name :** Ratcliff**Attachments :** 107295_D1_631_Ratcliff_20241016_Original.pdf (4 kb)

IBR Draft SEIS - RECORD #631 DETAIL

Submission Date : 10/16/2024

First Name : Philip

Last Name : Ratcliff

Business/Organization/Agency :

Submission Input :

First Name:

Philip

Last Name:

Ratcliff

Business or Organization:

none

Email:

[REDACTED]

Phone:

[REDACTED]

City:

[REDACTED]

US States:

[REDACTED]

Zip:

[REDACTED]

Topic Area:

Cumulative Effects

Comment:

Compared to the No-Build Alternative, the Modified LPA is expected to benefit transportation in 2045 by:?

Reducing crashes?

Increasing people moving through the corridor while reducing the number of vehicles on the road

Improving access to public transit

Providing safer and more accessible crossings for people who walk, bike and roll.

Decreasing travel times and reducing the number of hours of congestion experienced at the bridge

JCA comment #: 99

IBR Draft SEIS - RECORD #632 DETAIL

First Name :

Isaak

Last Name :

Ordaz

Attachments :

D1_632_Ordaz_20241016_Original.pdf (4 kb)

IBR Draft SEIS - RECORD #632 DETAIL

Submission Date : 10/16/2024

First Name : Isaak

Last Name : Ordaz

Business/Organization/Agency :

Submission Input :

First Name:

Isaak

Last Name:

Ordaz

Business or Organization:

Portland General public

Email:

[REDACTED]

Phone:

[REDACTED]

City:

[REDACTED]

US States:

[REDACTED]

Zip:

[REDACTED]

Topic Area:

Transportation

Comment:

The concept put forth in the most recent video on the IBR program appears extremely inefficient in space,

resource use, and long term planning and transportation. Not only that, but it is exceedingly destructive for the communities that surround the interstate and their ability to connect across an effective river. It cannot go forth and would be a dark stain on Portland's legacy of finding positive and innovative solutions to favor growth and sustainability. Tom McCall, Rob Straub, and countless others did not lay the groundwork of that vision for this to be when our city and region shy away from being a place on the very forefront of transportation planning.

JCA comment #: 98

IBR Draft SEIS - RECORD #633 DETAIL

First Name : Calvin
Last Name : Bair
Attachments : D1_633_Bair_20241016_Original.pdf (3 kb)

IBR Draft SEIS - RECORD #633 DETAIL

Submission Date : 10/16/2024

First Name : Calvin

Last Name : Bair

Business/Organization/Agency
:

Submission Input :

First Name:

Calvin

Last Name:

Bair

Email:

[REDACTED]

City:

[REDACTED]

Zip:

[REDACTED]

Topic Area:

Transportation

Comment:

Tremendous waste of finite money and finite time. Make Washington build light rail, toll the existing bridges and see what real demand is.

We can't \$1,500 for a marked crosswalk for our elementary school but they'll spend a few hundred million on community outreach for the most unpopular public's works project in regional history. Gross negligence.

JCA comment #: 97

IBR Draft SEIS - RECORD #634 DETAIL

First Name : Bjorn
Last Name : Warloe
Attachments : D1_634_Warloe_20241015_Original.pdf (4 kb)

IBR Draft SEIS - RECORD #634 DETAIL

Submission Date : 10/15/2024

First Name : Bjorn

Last Name : Warloe

Business/Organization/Agency :

Submission Input :

First Name:

Bjorn

Last Name:

Warloe

Email:

[REDACTED]

City:

[REDACTED]

US States:

[REDACTED]

Zip:

[REDACTED]

Topic Area:

Transportation

Comment:

Somehow the height of the bridge means that people biking and walking will have to walk high up into the air and then go down long ramps to access hayden island or downtown vancouver yet the bridge still won't be high enough for what needs to pass underneath it according to the coast guard. The bridge height and massive width will also mean that it will degrade the view from the vancouver waterfront. It is clear that if any replacement bridge should be built it should not add lanes and it should be in the form of a tunnel. The current bridge could remain and be repurposed for active transportation and transit. This project is far too expensive because it focuses on freeway widening at the expense of actually replacing the existing bridge with a better solution.

JCA comment #: 96

IBR Draft SEIS - RECORD #635 DETAIL

First Name : Zachary

Last Name : Numan

Attachments : D1_635_Numan_20241015_Original.pdf (1 mb)
8FC0B3AF-0E31-4915-891B-27B90594441E.png (1 mb)

IBR Draft SEIS - RECORD #635 DETAIL

Submission Date : 10/15/2024

First Name : Zachary

Last Name : Numan

Business/Organization/Agency :

Submission Input :

First Name:

Zachary

Last Name:

Numan

Email:

[REDACTED]

Phone:

[REDACTED]

City:

[REDACTED]

US States:

[REDACTED]

Zip:

[REDACTED]

Topic Area:

Induced Demand

Comment:

The fact that we are willing to spend so much money on a project that goes against ALL climate pledges both the states of oregon and Washington have committed to is disgraceful. 7 Billion dollars that could be spent on our parks, schools, better alternative transportation options, hospitals, maintenance of current roads. The list goes on and on. How does this bridge help meet our emission goals?

Attachment (maximum one):

8FC0B3AF-0E31-4915-891B-27B90594441E.png

JCA comment #: 95

5:01

5G+

AA

oregon.gov



An official website of the State of Oregon »



In 2021 Oregon State Legislature passed the [Clean Energy Targets bill](#). This bill requires Portland General Electric, PacifiCorp and Electricity Service Suppliers to reduce greenhouse gas emissions from the electricity they provide. The bill also created targets for these companies to reduce the greenhouse gas emissions from electricity sold in Oregon to:

- 80 percent below baseline emissions levels by 2030;
- 90 percent below baseline emissions levels by 2035; and
- 100 percent below baseline emissions levels by 2040

DEQ and the Public Utility Commission implement the program together. DEQ's main role includes:

- Collecting greenhouse gas emissions data,
- Calculating baseline emissions,
- Calculating the reductions needed to meet the targets noted above,
- and verifying projected emissions reductions.

DEQ's evaluation is based on emissions data reports submitted by the electricity providers under [OAR-340-215](#) to Oregon's [Greenhouse Gas Reporting Program](#).

- [DEQ's evaluation of clean energy targets](#)



IBR Draft SEIS - RECORD #636 DETAIL**First Name :** Lara**Last Name :** Gardner**Attachments :** 107165_D1_636_Gardner_20241015_Original.pdf (3 kb)

IBR Draft SEIS - RECORD #636 DETAIL

Submission Date : 10/15/2024

First Name : Lara

Last Name : Gardner

Business/Organization/Agency :

Submission Input :

First Name:

Lara

Last Name:

Gardner

Email:

[REDACTED]

US States:

[REDACTED]

Topic Area:

Induced Demand

Comment:

I live in Washington and occasionally visit Oregon through this area. Any time I have done this trip in the past has been by car, and it has been stressful. I would like to be able to make future trips by train but as someone with high anxiety there is a lot of friction to try something new. \$7bn would be better spent on more frequent, easy to use transit so people like me don't drive alone in cars into increasingly dense and congested urban areas, adding to local congestion and pollution. If you instead choose to make this default mode easier and faster, you can expect more people like me to drive here alone in cars, locking in a future of MORE congestion and MORE pollution.

JCA comment #: 94

IBR Draft SEIS - RECORD #637 DETAIL

First Name : Unknown

Last Name : Unknown

Attachments : DSEIS-637_Unknown_Original.pdf (7 kb)
grasshopper_+13606083508_10_15_2024_230045981.mp3 (226 kb)

IBR Draft SEIS - RECORD #637 DETAIL

Submission Date : 10/15/2024

First Name : Unknown

Last Name : Unknown

Business/Organization/Agency :

Attachments : D1_637_UnknownVoiceMail_20241015_Original.pdf (1 kb)

Submission Input :

New Grasshopper Voicemail

Caller: [REDACTED]

Extension: 701 - SEIS - English Translation

Grasshopper #: (866) 427-7347

Timestamp: 10/15/2024 7:00:08 PM Eastern Daylight Time

Read Your Voicemail

"Hi, I'm commenting on the bridge plan, and I just want to say I am not in support of only half of the bridge being available for cars and trucks. What I understand is that 54% of the bridge will be for transit bicycles and pedestrians. So I'm not in support of that. I think that we have too much congestion on I-5. It seems to be the biggest stopping point now, all the way from Ridgefield down to like Wilsonville. So I don't support the putting light rail on it or leaving bus lanes on it. And I definitely don't support tolls if it's going to be half of the use for pedestrians and bicycles and buses. Thank you."

Play this voicemail on your mobile phone or online

Sign in to your account

Find us on Twitter & Facebook

Love Grasshopper? Tell a Friend & spread the word!

IBR Draft SEIS - RECORD #638 DETAIL**First Name :** Jordan**Last Name :** Del Valle Tonoian**Attachments :** D1_638_DelValleTonoian_20241015_Original.pdf (4 kb)
IMG_4540.jpeg (136 kb)

IBR Draft SEIS - RECORD #638 DETAIL

Submission Date : 10/15/2024
First Name : Jordan
Last Name : Del Valle Tonoian
Business/Organization/Agency :

Submission Input :

First Name:
Jordan

Last Name:
Del Valle Tonoian

Email:

[REDACTED]

Phone:

[REDACTED]

City:

[REDACTED]

US States:

[REDACTED]

Zip:

[REDACTED]

Topic Area:

Other

Comment:

Right size, right now! This "bridge replacement" is a freeway expansion project masquerading as necessary infrastructure maintenance which ODOT and WashDOT are manufacturing consent for.

Attachment (maximum one):

IMG_4540.jpeg

JCA comment #: 93

IBR Draft SEIS - RECORD #639 DETAIL

First Name :

Lara

Last Name :

Gardner

Attachments :

D1_639_Gardner_20241015_Original.pdf (3 kb)

IBR Draft SEIS - RECORD #639 DETAIL

Submission Date : 10/15/2024

First Name : Lara

Last Name : Gardner

Business/Organization/Agency :

Submission Input :

First Name:

Lara

Last Name:

Gardner

Email:

[REDACTED]

US States:

[REDACTED]

Topic Area:

Cumulative Effects

Comment:

In 2024 we know better than to expand highways in the name of congestion, the environment, equity, or mobility. Spending this much money on a highway expansion is a huge mistake that will lock our region into increased congestion and pollution for decades. How on earth does displacing community, covering more land with environmentally harmful pavement, and increasing capacity for the most negatively impactful transportation mode do anything positive for our communities and the crises we are facing? This is outdated logic from past decades and we know better now. Do not do this.

JCA comment #: 92

IBR Draft SEIS - RECORD #640 DETAIL**First Name :** Paul**Last Name :** Rometsch**Attachments :** DSEIS_640_Rometsch_Original.pdf (7 kb)

IBR Draft SEIS - RECORD #640 DETAIL**Submission Date :** 10/15/2024**First Name :** Paul**Last Name :** Rometsch**Business/Organization/Agency :****Submission Input :**

First Name:

Paul

Last Name:

Rometsch

Email:

Topic Area:

Transportation

Comment:

Moving people should be the priority. Cars are one way to move people, every other mode moves more people faster. The plans do not move people more efficiently, they just increase capacity to the already inefficient mode. Additionally, it just moves the bottlenecks to the city centers.

WSDOT has a history of overestimating the traffic in no-build scenarios. The 520 floating bridge is one example. It remains unexpanded and their traffic nightmares still haven't come to fruition for over 20 years. By providing support to transit and making that more efficient to use will reduce congestion by transforming how people can move in the region by giving them more options. Doubling down on a failed mode will just waste more taxpayer money.

Increasing the highway footprint will displace homes, in places where housing is already short. Increasing the highway footprint displaces tax dollars, does either DOT provide support for the municipalities losing these dollars? Increasing the highway footprint increases maintenance costs, and with fewer tax dollars entering the system, does the plan offer sufficient ways to support these new costs? Increasing the highway footprint will increase the consumption of road space and therefore vehicle miles traveled, therefore increasing greenhouse gas emissions. Increasing the highway footprint will increase the heat island effect created in the region. By their own admission, the increase in highway capacity will still experience congestion. So why spend \$7 billion on it? Ridiculous.

We know what works. It's not this.

JCA comment #: 91

IBR Draft SEIS - RECORD #641 DETAIL**First Name :** Unknown**Last Name :** Unknown**Attachments :** DSEIS_641_Unknown_Original.pdf (1 kb)
grasshopper_+13606083508_10_15_2024_225091691.mp3 (22 kb)

IBR Draft SEIS - RECORD #641 DETAIL
--

Submission Date : 10/15/2024

First Name : Unknown

Last Name : Unknown

Business/Organization/Agency
:

Submission Input :

"It's one of the four initiatives that they want people to focus on."

Play this voicemail on your mobile phone or online

IBR Draft SEIS - RECORD #642 DETAIL**First Name :** Siobhan**Last Name :** O'Reilly**Attachments :** DSEIS_642_OReilly_Original.pdf (7 kb)

IBR Draft SEIS - RECORD #642 DETAIL

Submission Date : 10/15/2024

First Name : Siobhan

Last Name : O'Reilly

Business/Organization/Agency :

Submission Input :

First Name:

Siobhan

Last Name:

O'Reilly

Email:

[REDACTED]

City:

[REDACTED]

US States:

[REDACTED]

Zip:

[REDACTED]

Topic Area:

Transportation

Comment:

I am staunchly against the expansion of I-5. Countless studies prove that adding lanes only induces demand, meaning this is an egregious waste of 7 billion dollars that could otherwise go toward bolstering our infrastructure and communities. Expanding the freeway guarantees an increase in emissions for years to come, something we CANNOT afford as we have already passed 1.5°C planetary warming in 2024 and hurtle toward 2°C. Instead, I strongly implore you to right-size the IBR.

JCA comment #: 90

IBR Draft SEIS - RECORD #643 DETAIL
--

First Name : Cassandra

Last Name : McGrath

Attachments : DSEIS_643_McGrath_Original.pdf (8 kb)

IBR Draft SEIS - RECORD #643 DETAIL**Submission Date :** 10/15/2024**First Name :** Cassandra**Last Name :** McGrath**Business/Organization/Agency :****Submission Input :**

First Name:

Cassandra

Last Name:

McGrath

Email:

Topic Area:

Transportation

Comment:

I strongly urge you to reconsider the current expansion plans for the bridge and instead prioritize a two-lane option that includes express transit or train services. This approach would address key environmental, social, and traffic concerns, particularly in light of the challenges posed by climate change and car pollution.

Expanding the freeway with additional lanes under the assumption that it will reduce congestion is not only flawed but contradictory to what studies have shown about induced demand. More lanes inevitably lead to more cars, exacerbating traffic and worsening pollution. Increasing lanes won't resolve the very congestion the project aims to mitigate, as even the project's own reports acknowledge.

We are facing an urgent climate crisis, and the notion that increasing lanes could somehow reduce greenhouse gas emissions by alleviating congestion is, frankly, ridiculous. Car pollution is a significant contributor to greenhouse gases, and freeway expansions have historically only worsened this. What we need instead is to reduce our reliance on vehicles, something that can be achieved with improved public transit and a focus on sustainable transportation options, like trains and express transit.

The project's continued reliance on a nearly 20-year-old problem statement fails to address the pressing environmental realities of today. The pessimistic view that we cannot contain global warming to less than 2°C is deeply concerning. Infrastructure investments should work toward achieving climate resilience, not perpetuating the systems contributing to the problem. More lanes represent an outdated, car-centric solution when we should be investing in modes of transit that reduce emissions and support sustainable urban growth.

Furthermore, increasing freeway capacity has historically displaced businesses and people, particularly in underserved communities. The bridge project risks continuing this trend, leading to further loss and community disruption, all for the sake of a design that doesn't address the underlying issues.

I urge you to prioritize a future-forward solution with two lanes and express transit. This would help address congestion, reduce greenhouse gas emissions, and avoid further displacement—all while modernizing our infrastructure for the long term.

JCA comment #: 89

IBR Draft SEIS - RECORD #644 DETAIL**First Name :** Brad**Last Name :** Petersen**Attachments :** DSEIS_644_Petersen_Original.pdf (7 kb)

IBR Draft SEIS - RECORD #644 DETAIL

Submission Date : 10/15/2024

First Name : Brad

Last Name : Petersen

Business/Organization/Agency :

Submission Input :

First Name:

Brad

Last Name:

Petersen

Email:

[REDACTED]

City:

[REDACTED]

US States:

[REDACTED]

Topic Area:

Other

Comment:

The budgeted cost of this project is incongruous with even the “claimed” benefits of its completion. The reality that local and regional impacts of this project will be negligible in the long run make this a complete misuse of funding that should be going towards more sustainable and resilient societal improvements. It is long past time that the auto industry is cut off from its subsidization by local governments.

JCA comment #: 88

IBR Draft SEIS - RECORD #645 DETAIL
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First Name : WYATT

Last Name : ARCHER

Attachments : DSEIS_645_Archer_Original.pdf (8 kb)

IBR Draft SEIS - RECORD #645 DETAIL

Submission Date : 10/15/2024

First Name : WYATT

Last Name : ARCHER

Business/Organization/Agency :

Submission Input :

First Name:

WYATT

Last Name:

ARCHER

Email:

[REDACTED]

Phone:

[REDACTED]

City:

[REDACTED]

US States:

[REDACTED]

Zip:

[REDACTED]

Topic Area:

Transportation

Comment:

My wife works in Vancouver and can't wait for the light rail expansion! We would also love it if there was a safe and straightforward way to bike along I-5. Please don't use the money to add more lanes or even worse make the interchanges wider. We have already given up too much space to the interstate.

IBR Draft SEIS - RECORD #646 DETAIL**First Name :** Cory**Last Name :** Knoblauch**Attachments :** DSEIS_646_Knoblauch_Original.pdf (8 kb)

IBR Draft SEIS - RECORD #646 DETAIL

Submission Date : 10/15/2024

First Name : Cory

Last Name : Knoblauch

Business/Organization/Agency :

Submission Input :

First Name:

Cory

Last Name:

Knoblauch

Email:

[REDACTED]

Phone:

[REDACTED]

City:

[REDACTED]

US States:

[REDACTED]

Zip:

[REDACTED]

Topic Area:

Transportation

Comment:

Please do not fund and move forward with this project, that would only add to the climate crisis. Please instead invest this money into safe infrastructure for cyclists, pedestrians, and public transportation. We do not need more freeways and money invested in expansion of an exploitive system. We need safe routes for cycling, potholes fixed on roads, and high speed public transit.

JCA comment #: 86

IBR Draft SEIS - RECORD #647 DETAIL

First Name : Nathan

Last Name : Berres

Attachments : DSEIS_647_Berres_Original.pdf (8 kb)

IBR Draft SEIS - RECORD #647 DETAIL

Submission Date : 10/15/2024

First Name : Nathan

Last Name : Berres

Business/Organization/Agency :

Submission Input :

First Name:

Nathan

Last Name:

Berres

Email:

[REDACTED]

City:

[REDACTED]

US States:

[REDACTED]

Topic Area:

Transportation

Comment:

Hello,

I feel that the tax payers dollars being utilized to increase freeway expansion (which goes against our sustainability goals), is detrimental to not only the states of Oregon and Washington but to the future people who will inhabit these states. These funds could be used to improve the deteriorating bridges we have in Portland that are vital connections for transportation such as the Steel Bridge.

We could use these funds to make Portland and Vancouver leaders in the country when it comes to public transportation. Instead of an expanded highway, we could see expanded high frequency MAX lines that could connect our cities together without compromising on our climate goals. By expanding I-5, we continue to encourage a car dependent society, which is straining our governments and citizens financially. We could expand C-Tran and make it a service that far more Vancouver residents could use and rely upon.

If we are serious about saving our planet, we need to invest our tax dollars into public transportation, not increased car infrastructure. Look at the multitude of other U.S. cities that have continued to invest into their highways. They only see more traffic and the same problems. More lanes does not alleviate traffic when the lanes are supplying the most inefficient form of mass transportation; cars.

I kindly ask that we do not repeat history by expanding I-5, destroying homes, businesses, and our planet in the process. We can be better and do better than this when it comes to utilizing transportation funds.

Thank you.

JCA comment #: 85

IBR Draft SEIS - RECORD #648 DETAIL**First Name :** Cody**Last Name :** Ellis**Attachments :** DSEIS_648_Zellis_Original.pdf (4 kb)

IBR Draft SEIS - RECORD #648 DETAIL

Submission Date : 10/15/2024

First Name : Cody

Last Name : Ellis

Business/Organization/Agency :

Submission Input :

First Name:

Cody

Last Name:

Ellis

Email:

[REDACTED]

Phone:

[REDACTED]

City:

[REDACTED]

US States:

[REDACTED]

Zip:

[REDACTED]

Topic Area:

Neighborhoods and Equity

Comment:

Stop this!

Widening the new bridge to cars does nothing to improve the connection between Portland and Vancouver. You already admit that it won't Reduce congestion during commute hours. Reduce the lanes and increase the areas used by people who walk, bike and take public transit.

Stop being an enabler to climate change!

JCA comment #: 84

IBR Draft SEIS - RECORD #649 DETAIL

First Name : Matthew

Last Name : Kyprie

Attachments : DSEIS_649_Kyprie_Original.pdf (8 kb)

IBR Draft SEIS - RECORD #649 DETAIL

Submission Date : 10/15/2024

First Name : Matthew

Last Name : Kyprie

Business/Organization/Agency :

Submission Input :

First Name:

Matthew

Last Name:

Kyprie

Email:

[REDACTED]

Phone:

[REDACTED]

City:

[REDACTED]

US States:

[REDACTED]

Zip:

[REDACTED]

Topic Area:

Transportation

Comment:

Please do not use the IBR bridge modernization project as an opportunity for highway expansion. It is financially and ecologically irresponsible, and will lower the quality of life for Portland residents. There are many people here who highly value an urban environment that includes walking, biking, and transit, and the proposed expansion will negatively impact all of these by incentivizing further car use, while moving us further away from climate change goals that are becoming more obviously necessary every year.

My personal opinion is that the project should be limited to modernization / earthquake-proofing the highway, and that any remaining budget should go into improved transit for the region, to help encourage a “park and ride” lifestyle for those living outside the urban core who want or need access to downtown Portland.

JCA comment #: 83

IBR Draft SEIS - RECORD #650 DETAIL
--

First Name : Michael

Last Name : Martorelli

Attachments : DSEIS_650_Martorelli_Original.pdf (3 kb)

IBR Draft SEIS - RECORD #650 DETAIL

Submission Date : 10/15/2024

First Name : Michael

Last Name : Martorelli

Business/Organization/Agency :

Submission Input :

First Name:

Michael

Last Name:

Martorelli

Email:

Topic Area:

Transportation

Comment:

Can we please start learning actual lessons from decades of research that demonstrates highway widening projects are more damaging than they are helpful. I think the majority of Americans at this point are growing frustrated and are decidedly more interested in looking towards the future and spending our massive transportation budget on projects that are actually beneficial to those who don't want to solely rely on cars.

A quick look at almost any major American city on Google Maps should immediately make us recoil and shake our heads in disappointment and embarrassment at the absolute mess that highways have created through our cities. The ever-widening scars of asphalt and concrete need to be a mistake that we start fixing, and any new widening proposals should be flatly rejected.

This project on I5 will only serve to create more demand, increase traffic and pollution, displace vulnerable communities, and do absolutely nothing to heal the scars of our past highway mistakes. I beg you to reconsider alternate, less damaging options.

Thanks for your time and consideration,

Mike Martorelli

Seattle, WA

IBR Draft SEIS - RECORD #651 DETAIL

First Name : Anthony

Last Name : Rose

Attachments : DSEIS651_Rose_Original.pdf (3 kb)

IBR Draft SEIS - RECORD #651 DETAIL

Submission Date : 10/15/2024

First Name : Anthony

Last Name : Rose

Business/Organization/Agency :

Submission Input :

First Name:

Anthony

Last Name:

Rose

Email:

[REDACTED]

City:

[REDACTED]

US States:

[REDACTED]

Zip:

[REDACTED]

Topic Area:

Transportation

Comment:

Don't do this wasteful, stupid, toxic boondoggle.

Literally either state could use the funding in so many better ways than a repeat of the worst choices made in building the highway system the first time.

JCA comment #: 81

IBR Draft SEIS - RECORD #652 DETAIL**First Name :** Jedidiah**Last Name :** Wright**Attachments :** DSEIS_652_Wright_Original.pdf (4 kb)

IBR Draft SEIS - RECORD #652 DETAIL

Submission Date : 10/15/2024
First Name : Jedidiah
Last Name : Wright
Business/Organization/Agency : Just Crossing Alliance

Submission Input :

First Name:
Jedidiah

Last Name:
Wright

Email:

[REDACTED]

Phone:

[REDACTED]

City:

[REDACTED]

US States:

[REDACTED]

Zip:

[REDACTED]

Topic Area:
Transportation

Comment:

I urge the IBR project to focus on replacing the interstate bridge and brining MAX to Vancouver. Unnecessary interchange rebuilds should not be part of this project and are far too costly.

JCA comment #: 80

IBR Draft SEIS - RECORD #653 DETAIL	
--	--

First Name :	Cody
---------------------	------

Last Name :	Johnson
--------------------	---------

Attachments :	DSEIS_653_Johnson_Original.pdf (10 kb)
----------------------	--

IBR Draft SEIS - RECORD #653 DETAIL

Submission Date : 10/15/2024

First Name : Cody

Last Name : Johnson

Business/Organization/Agency :

Attachments : DSEIS653_Johnson_Original.pdf (56 kb)

Submission Input :

First Name:

Cody

Last Name:

Johnson

Email:

[REDACTED]

Phone:

[REDACTED]

City:

[REDACTED]

US States:

[REDACTED]

Zip:

[REDACTED]

Topic Area:

Induced Demand

Comment:

I want to be as clear as possible: your freeway expansion is unnecessary. We do not need I5 to be wider. What we need is light rail and transit only lanes to ferry commuters from Vancouver to their jobs. This project will only induce more traffic, no matter how many absurdly long slip lanes you add.

I5 should be rerouted via I205 for intercity traffic and the I5 bridge turned into a train bridge—as it was originally intended for. Either that, or I5 be rerouted through a tunnel, not a bridge.

Your freeway expansion project will displace people, make downtown Vancouver worse, and it WILL FIX NOTHING. It will only funnel money into the hands of freeway builders. Break the addiction. Do not build the bridge.

JCA comment #: 79

IBR Draft SEIS - RECORD #653 DETAIL
--

Submission Date : 10/15/2024

First Name : Cody

Last Name : Johnson

Business/Organization/Agency :

Submission Input :

Topic Area:

Induced Demand

Comment:

I want to be as clear as possible: your freeway expansion is unnecessary. We do not need I5 to be wider. What we need is light rail and transit only lanes to ferry commuters from Vancouver to their jobs. This project will only induce more traffic, no matter how many absurdly long slip lanes you add.

I5 should be rerouted via I205 for intercity traffic and the I5 bridge turned into a train bridge—as it was originally intended for. Either that, or I5 be rerouted through a tunnel, not a bridge.

Your freeway expansion project will displace people, make downtown Vancouver worse, and it WILL FIX NOTHING. It will only funnel money into the hands of freeway builders. Break the addiction. Do not build the bridge.

IBR Draft SEIS - RECORD #654 DETAIL**First Name :** Daniel**Last Name :** Bloemker**Attachments :** DEIS654_Bloemker_Original.pdf (6 kb)

IBR Draft SEIS - RECORD #654 DETAIL

Submission Date : 10/15/2024

First Name : Daniel

Last Name : Bloemker

Business/Organization/Agency :

Attachments : DSEIS-654_Bloemker_Original.pdf (1 kb)

Submission Input :

First Name:

Daniel

Last Name:

Bloemker

Email:

[REDACTED]

Phone:

[REDACTED]

City:

[REDACTED]

US States:

[REDACTED]

Zip:

[REDACTED]

Topic Area:

Transportation

Comment:

The current design seems to highlight a lot of past transportation planning sins without trying to make a better interstate connection. No rail, more lanes, more pavement, no consideration of induced demand, and just focus on the almighty single passenger vehicle throughout. I implore planners, policy makers, and engineers (of which I am one) to consider a connection that maximizes transit potential, maximizes freight by rail, and

minimizes impacts on climate. Thank you.

JCA comment #: 78

IBR Draft SEIS - RECORD #654 DETAIL
--

Submission Date : 10/15/2024

First Name : Daniel

Last Name : Bloemker

Business/Organization/Agency :

Submission Input :

Topic Area:

Transportation

Comment:

The current design seems to highlight a lot of past transportation planning sins without trying to make a better interstate connection. No rail, more lanes, more pavement, no consideration of induced demand, and just focus on the almighty single passenger vehicle throughout. I implore planners, policy makers, and engineers (of which I am one) to consider a connection that maximizes transit potential, maximizes freight by rail, and minimizes impacts on climate. Thank you.

IBR Draft SEIS - RECORD #655 DETAIL
--

First Name : Brian

Last Name : Hall

Attachments : DSEIS655_Hall_Original.pdf (6 kb)

IBR Draft SEIS - RECORD #655 DETAIL

Submission Date : 10/15/2024

First Name : Brian

Last Name : Hall

Business/Organization/Agency :

Attachments : DSEIS-655_Hall_Original.pdf (1 kb)

Submission Input :

First Name:

Brian

Last Name:

Hall

Email:

[REDACTED]

Phone:

[REDACTED]

City:

[REDACTED]

US States:

[REDACTED]

Zip:

[REDACTED]

Topic Area:

Other

Comment:

Please stop wasting taxpayer money and destroying our future to please a few truck companies, construction contractors. This bridge is a travesty and a gross incompetent waste of money. Shame on WSDOT, state highways without sidewalks and you can mortgage our future to help tax evaders live in WA and shop in

Oregon. Gross incompetence.

JCA comment #: 77

IBR Draft SEIS - RECORD #655 DETAIL**Submission Date :** 10/15/2024**First Name :** Brian**Last Name :** Hall**Business/Organization/Agency**
:**Submission Input :**

Topic Area:

Other

Comment:

Please stop wasting taxpayer money and destroying our future to please a few truck companies, construction contractors. This bridge is a travesty and a gross incompetent waste of money. Shame on WSDOT, state highways without sidewalks and you can mortgage our future to help tax evaders live in WA and shop in Oregon. Gross incompetence.

IBR Draft SEIS - RECORD #656 DETAIL**First Name :** Elise**Last Name :** Huxtable**Attachments :** DSEIS656_Huxtable_Original.pdf (5 kb)

IBR Draft SEIS - RECORD #656 DETAIL

Submission Date : 10/15/2024

First Name : Elise

Last Name : Huxtable

Business/Organization/Agency :

Attachments : DSEIS-656_Huxtable_Original.pdf (1 kb)

Submission Input :

First Name:

Elise

Last Name:

Huxtable

Email:

[REDACTED]

City:

[REDACTED]

US States:

[REDACTED]

Topic Area:

Land Use and Economy

Comment:

This project is an exorbitant waste of money and resources that would be far better spent maintenance and rail. The simple fact of the matter is that an expansion of the interstate of this scale not only wastes public dollars, but destroys land and land values in the vicinity of this monstrosity. Stop trying to make this happen.

JCA comment #: 76

IBR Draft SEIS - RECORD #656 DETAIL
--

Submission Date : 10/15/2024

First Name : Elise

Last Name : Huxtable

Business/Organization/Agency
:

Submission Input :

Topic Area:

Land Use and Economy

Comment:

This project is an exorbitant waste of money and resources that would be far better spent maintenance and rail. The simple fact of the matter is that an expansion of the interstate of this scale not only wastes public dollars, but destroys land and land values in the vicinity of this monstrosity. Stop trying to make this happen.

IBR Draft SEIS - RECORD #657 DETAIL**First Name :** Sam**Last Name :** Miller**Attachments :** DSEIS657_Miller_Original.pdf (5 kb)

IBR Draft SEIS - RECORD #657 DETAIL

Submission Date : 10/15/2024

First Name : Sam

Last Name : Miller

Business/Organization/Agency :

Attachments : DSEIS-657_Miller_Original.pdf (1 kb)

Submission Input :

First Name:

Sam

Last Name:

Miller

Email:

[REDACTED]

Phone:

[REDACTED]

City:

[REDACTED]

US States:

[REDACTED]

Zip:

[REDACTED]

Topic Area:

Transportation

Comment:

As a resident of Portland I find this project to be a gross misappropriation of funds. Given the climate crisis and the necessity to shift transportation mode, expanding the interstate makes no sense for our long term plans. I would like to see the bridge replaced, but without lane expansions as is currently being proposed. I would like

to see any available extra funds being allocated to mode shift away from single passenger cars.

JCA comment #: 75

IBR Draft SEIS - RECORD #658 DETAIL**First Name :** Scott**Last Name :** Hillson**Attachments :** DSEIS658_Hillson_Original.pdf (3 kb)

IBR Draft SEIS - RECORD #658 DETAIL

Submission Date : 10/15/2024

First Name : Scott

Last Name : Hillson

Business/Organization/Agency :

Attachments : DSEIS-658_Hillson_Original.pdf (1 kb)

Submission Input :

First Name:

Scott

Last Name:

Hillson

Email:

[REDACTED]

City:

[REDACTED]

US States:

[REDACTED]

Topic Area:

Transportation

Comment:

Stop wasting money on freeway expansion when we can't even afford to maintain the current infrastructure!

JCA comment #: 74

IBR Draft SEIS - RECORD #659 DETAIL**First Name :** Chris**Last Name :** McCraw**Attachments :** DSEIS659_McCraw_Original.pdf (5 kb)

IBR Draft SEIS - RECORD #659 DETAIL

Submission Date : 10/15/2024

First Name : Chris

Last Name : McCraw

Business/Organization/Agency :

Attachments : DSEIS-659_McCraw_Original.pdf (2 kb)

Submission Input :

First Name:

Chris

Last Name:

McCraw

Email:

[REDACTED]

Phone:

[REDACTED]

City:

[REDACTED]

US States:

[REDACTED]

Zip:

[REDACTED]

Topic Area:

Transportation

Comment:

I moved to Portland 17 years ago because I believed that this region was willing to fight climate change and work towards a more equitable future for both today's AND tomorrow's citizens. The metro area was at the time a leader in transit and cycling, and the ambitious plans for the region spoke to reducing carbon output

particularly by making investments in the future of active transportation.

Today, we find climate change far better understood by not just scientists but the public and worse, we find that our projections of the destruction and the changes needed to stop it were both insufficient. In light of the millions of people who will have to live with the results of our lack of action, it is inequitable, unjust, and frankly, antagonistic to the future of humanity both in our region and planet-wide to continue to induce further demand by creating even wider freeways rather than continuing to focus on a future with breathable air and livable climate.

Please do continue to work to replace the seismically unsound bridge; I am not trying to debate that some work is necessary. However, for the sake of our future and our children's future, please don't make the freeway any bigger, prioritizing inequitable pollution and creating an unnecessary tax or tolling burden to fund the unnecessary expansion - and please do prioritize transit, biking, and walking, since they are the way out of the mess we have created. Those investments in active transportation are the future of our planet - not "slightly faster commutes" based on doctored numbers (see https://www.dissentmagazine.org/online_articles/highway-robbery/ for proof and details of that assertion).

Thank you for your consideration from a resident who lives 1/2 mile from Interstate 5 at the Rosa Parks exit, and a resident who is invested in his community's health, which is antagonized by more and more pollution and unnecessary motorized vehicle trips.

JCA comment #: 73

IBR Draft SEIS - RECORD #668 DETAIL**First Name :** JUSTIN**Last Name :** STANLEY**Attachments :** DSEIS-668_St Stanley_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #668 DETAIL**Submission Date :** 10/16/2024**First Name :** JUSTIN**Last Name :** STANLEY**Business/Organization/Agency**
:**Submission Input :**

Hi,

Just wanted to drop a quick note in support of the project, in general, and the fixed-span options, specifically. The project (including the addition of lightrail connections into Vancouver) is long overdue and will provide much needed improvements all along this stretch of the I-5 corridor. I do believe, though, that a fixed span option is necessary, even if it were to result in the closure of Pearson Field as an operational airport.

IBR Draft SEIS - RECORD #669 DETAIL
--

First Name : Richard

Last Name : Benson

Attachments : DSEIS-669_Benson_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #669 DETAIL
--

Submission Date : 10/16/2024

First Name : Richard

Last Name : Benson

Business/Organization/Agency
:

Submission Input :

Was a diagonal crossing looked at? say, from the burned hotel area at Jantzen, to the east side of the current bridge in Washington? I think only 1 restaurant remains there (Whosong and Larry's)

stack the on and off ramps with curved structures like the Astoria bridge one

what about removing some or all of the mobile home park on the Oregon side for more access to the current area of interest, to get the elevation gain needed and on the Vancouver side it looks like some historical area would need to be sacrificed on the east side of the current bridge (again, a diagonal bridge crossing) Vertical style on/off ramps (like Astoria's) could make better use of the sacrificed space

seems like less effects on homes/businesses and still having a good bridgeI would hope this has been looked at already, though the maps I've seen seem to focus on a straight shot across the river with attendant impacts

what about a bypass route for trucks and such west of the mobile home park and across the river to the Vancouver side , also to the westwhat's over there?

IBR Draft SEIS - RECORD #670 DETAIL
--

First Name : Eduardo

Last Name : Rodriguez-Feo Bermudez

Attachments : DSEIS-670_Rodriguez-Feo Bermudez_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #670 DETAIL
--

Submission Date : 10/16/2024
First Name : Eduardo
Last Name : Rodriguez-Feo Bermudez
Business/Organization/Agency :

Submission Input :

I would like to see further expansion of public transit options between downtown Portland and Vancouver. At the moment, the only timely and viable options includes driving personal vehicles. This greatly limits those without the means to drive.

By expanding public transit, we can hope for a reduction in vehicles and traffic in central Portland. As well as reduction of environmental impact from vehicle emissions.

IBR Draft SEIS - RECORD #671 DETAIL**First Name :** N/A**Last Name :** N/A**Attachments :** DSEIS-671_NA_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #671 DETAIL
--

Submission Date : 10/16/2024

First Name : N/A

Last Name : N/A

Business/Organization/Agency
:

Submission Input :

Could we get a elevation view video along the mobility lane path for the double deck option? The video makes it hard to understand what that will look like.

Thanks!

IBR Draft SEIS - RECORD #672 DETAIL**First Name :** Gary**Last Name :** McMarrick**Attachments :** DSEIS672_McMarrick_Original.pdf (7 kb)
~WRD0002.jpg (823 bytes)
grasshopper_+15038919415_10_16_2024_193499446.mp3 (344 kb)

IBR Draft SEIS - RECORD #672 DETAIL**Submission Date :** 10/16/2024**First Name :** Gary**Last Name :** McMarrick**Business/Organization/Agency :****Submission Input :**

Hi, my name is Gary McMarrick. [REDACTED] I live in Ariel, Washington, but I do commute across the bridge. My comment is, I saw on the news that you guys are considering two separate spans of like three or four lanes each. Have you considered using a single span with like seven lanes on it? In other states, they have something they call the road zipper, and that allows the bridge, depending on the flow of the traffic at the heavy times of the day, they can add more lanes in either direction by the movement of the center divider on it. It's called the road zipper. You can look it up. Philadelphia, Pennsylvania has one. There's other states that also have those if you can look into that. I think you might find that a possibility, especially on a... I know on commuting from Portland North at nighttime, so many people turn off onto Highway 14 and Highway 500, 4th Plane, Mill Plane, that it thins out almost immediately on the other side there. So if you could increase the number of lanes heading in that area by something like that road zipper, you could solve a lot of problems that way. Again, thank you very much, bye.

IBR Draft SEIS - RECORD #673 DETAIL**First Name :** N/A**Last Name :** N/A**Attachments :** DSEIS673_NA_Original.pdf (7 kb)
grasshopper_Unknown_10_16_2024_191319075.mp3 (469 kb)

IBR Draft SEIS - RECORD #673 DETAIL**Submission Date :** 10/16/2024**First Name :** N/A**Last Name :** N/A**Business/Organization/Agency :****Submission Input :**

New Grasshopper Voicemail

Caller: Unknown

Extension: 701 - SEIS - English Translation

Grasshopper #: (866) 427-7347

Timestamp: 10/16/2024 3:13:22 PM Eastern Daylight Time

Read Your Voicemail "Yes, I would like a printed copy to be sent as opposed to trying to get onto the internet to read that because I have very unstable Wi-Fi, so it's very hard to read your items and it takes too long to download. So I know in the past you have provided a paper copy of these, because I have the original ones from when you did this the first round. And I would like a paper copy because I can read a paper copy faster than I can read stuff online, and also it is much easier on the eyes that way, plus I can mark the areas that are of concern. My address is [REDACTED]

[REDACTED] And I would like a printed copy of it, just like you guys sent out any original ones. And I guess my other question is, we've gone this route before. And what is different about what you're proposing now to what you proposed back then when you had the three different phases? And it all got scuttled after you guys have spent a lot of money on public comments, on meetings, on reports. And then, all of a sudden, after spending all of that money and wasting all of that money, it got scuttled. So what's different between then and now? Thank you very much. Bye-bye."

IBR Draft SEIS - RECORD #674 DETAIL
--

First Name : Emily

Last Name : Friedenbergr

Attachments : DSEIS-674_Friedenbergr_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #674 DETAIL
--

Submission Date : 10/16/2024
First Name : Emily
Last Name : Friedenbergr
Business/Organization/Agency :

Submission Input :

More highways will lead to more driving which will lead to more congestion, pollution, climate change, and traffic fatalities. What if we spent this money on helping give people options that don't involve moving two tons of metal and glass at 60 mph?

IBR Draft SEIS - RECORD #675 DETAIL**First Name :** Paula**Last Name :** Overholtzer**Attachments :** DSEIS-675_Overholtzer_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #675 DETAIL
--

Submission Date : 10/16/2024
First Name : Paula
Last Name : Overholtzer
Business/Organization/Agency :

Submission Input :

Having listened to recent political debates, I realize now that the option of building a THIRD bridge linking Clark County to Portland is still being considered. That would be a PERFECT solution to the congestion problems. Please do consider that also!! Even if some homes and businesses in the Ridgefield area would have to be demolished to build such a third bridge, that would be appropriate long-term urban planning. Current owners would be well compensated, I'm sure. Yes, build a third bridge AND replace the current I-5 bridge!
Paula Overholtzer from Yacolt

IBR Draft SEIS - RECORD #676 DETAIL
--

First Name : Bradley

Last Name : Baker

Attachments : DSEIS-676_Baker_Original.pdf (10 kb)

IBR Draft SEIS - RECORD #676 DETAIL

Submission Date : 10/16/2024

First Name : Bradley

Last Name : Baker

Business/Organization/Agency :

Attachments : DSEIS-676_Baker_Original.pdf (1 kb)

Submission Input :

First Name:

Bradley

Last Name:

Baker

Email:

[REDACTED]

Phone:

[REDACTED]

City:

[REDACTED]

US States:

[REDACTED]

Zip:

[REDACTED]

Topic Area:

Climate Change

Comment:

The scale of this project is much too large and too focused on making driving easier. We know making driving more convenient will lead to more driving which will lead to more emissions. Rather we should right size this project, focus on making transit more efficient and spend our transportation dollars elsewhere that will reduce

emissions.

Oregon and Washington are supposed to be climate leaders and this is not a project that represents that.

Thank you for your time.

JCA comment #: 113

IBR Draft SEIS - RECORD #676 DETAIL
--

Submission Date : 10/16/2024

First Name : Bradley

Last Name : Baker

Business/Organization/Agency
:

Submission Input :

The scale of this project is much too large and too focused on making driving easier. We know making driving more convenient will lead to more driving which will lead to more emissions. Rather we should right size this project, focus on making transit more efficient and spend our transportation dollars elsewhere that will reduce emissions.

Oregon and Washington are supposed to be climate leaders and this is not a project that represents that.

Thank you for your time.

IBR Draft SEIS - RECORD #677 DETAIL**First Name :** Enzo**Last Name :** Viarengo**Attachments :** DSEIS-677_Viarengo_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #677 DETAIL
--

Submission Date : 10/16/2024

First Name : Enzo

Last Name : Viarengo

Business/Organization/Agency
:

Submission Input :

Please do not build the proposed i5 highway expansion. More lanes for cars is not the direction we need to head in. The proposed project is too expensive, it harms minoritized neighborhoods, and it's bad for the environment. We need to invest in other areas of infrastructure and reconsider the harms we are causing to neighborhoods like the rose quarter.

IBR Draft SEIS - RECORD #678 DETAIL

First Name : Robert

Last Name : Doyle

Attachments : DSEIS_678_Doyle_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #678 DETAIL

Submission Date : 10/16/2024

First Name : Robert

Last Name : Doyle

Business/Organization/Agency : Professional

Submission Input :

No more delays. Get this bridge built asap. I hate driving the existing bridge and try to use the other bridge whenever possible.

IBR Draft SEIS - RECORD #679 DETAIL**First Name :** Jaden**Last Name :** Robinson**Attachments :** DSEIS_679_Robinson_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #679 DETAIL**Submission Date :** 10/16/2024**First Name :** Jaden**Last Name :** Robinson**Business/Organization/Agency**
:**Submission Input :**

Maybe add another lane and then add another lane that's a toll lane. Maybe add an interstate tram into Portland to lighten the traffic for office workers that live in Vancouver and work in Portland. I really hope you do something about the traffic it's such a waste of gas and it's bad for the environment. I don't know way, but for whatever reason soon as you get off the bridge traffic is smooth when going form Portland to Vancouver.

IBR Draft SEIS - RECORD #680 DETAIL

First Name : John Marcus

Last Name : Dailey II

Attachments : D1-680_Dailey_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #680 DETAIL
--

Submission Date : 10/16/2024
First Name : John Marcus
Last Name : Dailey II
Business/Organization/Agency :

Submission Input :

There is a greater need for a third bridge to be built west of I-5 for a bypass freeway similar to the I-205 bridge and freeway to the east of I-5. This would solve many issues allowing the current I-5 bridge to handle local Vancouver and Portland traffic and relieve local traffic congestion and not ruin downtown Vancouver and Portland businesses and buildings and homes. Replacing the current I-5 bridge is short term solution at best. A smaller more beautiful I-5 bridge can be built later within the same foot print that would enhance the local surrounding area. A third bridge to the west is needed now and the Billions of dollars needed for this project would be much better spent on it now.

Thank you,

Marc

John Marcus Dailey II

IBR Draft SEIS - RECORD #681 DETAIL

First Name : Gayle

Last Name : Miller

Attachments : DSEIS-681_Miller_Original.pdf (95 kb)

**Interstate Bridge Replacement
Program SEIS Comment**

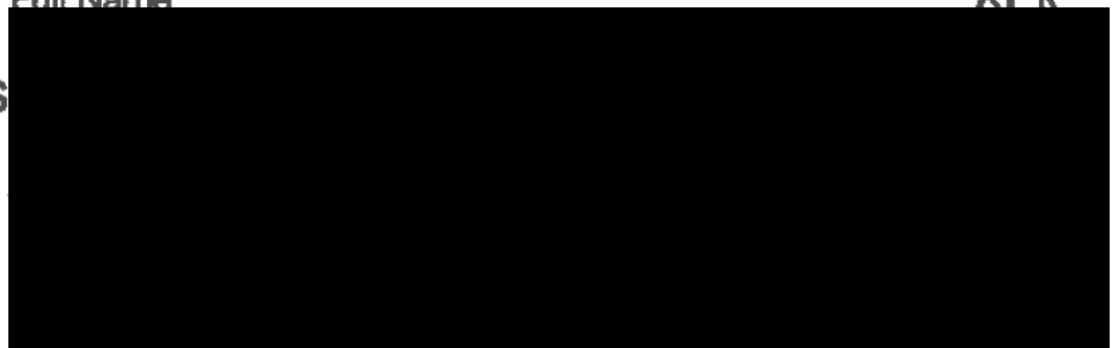
Date: 10/15/24

**COMMENT: Exit 307 ramps connecting
Bridgeton & East Columbia
neighborhood to MLK need to be
redesigned for two-lane entry.**

From

GAYLE MILLER
Full Name

Address



IBR Draft SEIS - RECORD #682 DETAIL

First Name : Gayle

Last Name : Miller

Attachments : DSEIS682_Miller_letterSize_Original_Redacted.pdf (91 kb)

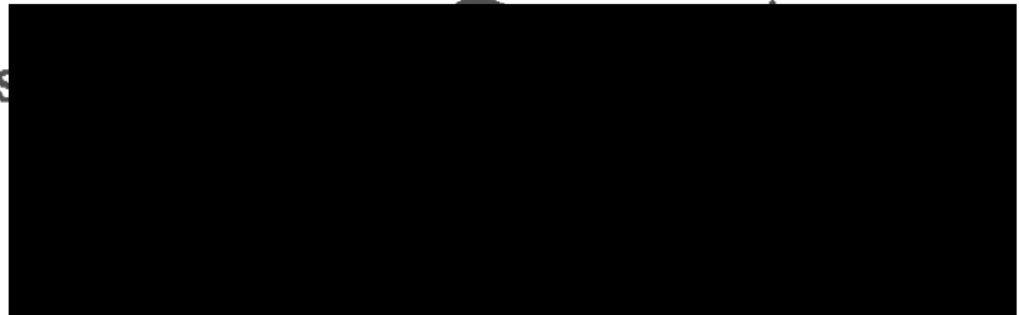
**Interstate Bridge Replacement
Program SEIS Comment**

Date: 10/15/24

**COMMENT: Redesign the intersection
at NE 6th Street and Marine Drive to
handle vehicles accessing I-5 north &
south ramps.**

From: GAYLE MILLER
Full Name

Address



IBR Draft SEIS - RECORD #683 DETAIL**First Name :** Bridget**Last Name :** Bayer**Attachments :** D1683_Bayer_letter_size_Original_Redacted.pdf (104 kb)

**Interstate Bridge Replacement
Program SEIS Comment**

Date: 10/12/24

**COMMENT: Local bridge needs wide
sidewalk and belvederes on east side
of bridge for people to appreciate the
views of North Portland Harbor.**

From: BRIDGES BAYER
Full Name

Address: _____
Number, Street **BAYER-WIL COX**

City, State, Zip 

IBR Draft SEIS - RECORD #684 DETAIL

First Name : Kathy

Last Name : Collins

Attachments : D1-684_Collins_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #684 DETAIL
--

Submission Date : 10/16/2024

First Name : Kathy

Last Name : Collins

Business/Organization/Agency
:

Submission Input :

I have voted against adding light rail. From the video flyover, light rail would end just across the bridge at "Evergreen Station". This would still be too far to walk to Vancouver's new waterfront and Clark College. Both those locations would be marginally used by any light rail riders. Voters don't want it and we feel like we don't know the expense for few riders ... busses can do that job. Having one entire lane for bikers is another issue. The cost of giving a dedicated lane to only a few people who would bike seems elitist and not financially practical. This would give more lanes for cars which could ease congestion. Again, ring the coast guard into the conversation and build a bridge which can accommodate river traffic. Tax payers are beyond frustrated with the amount of money being spent on this project only to see the same basic designs (bridge height and light rail) that ended the project a few years ago. Why not retrofit this bridge and build a third one ?

IBR Draft SEIS - RECORD #685 DETAIL**First Name :** N/A**Last Name :** N/A**Attachments :** D1-685_NA_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #685 DETAIL
--

Submission Date : 10/16/2024

First Name : N/A

Last Name : N/A

Business/Organization/Agency
:

Submission Input :

Since the Interstate Bridge is part of Interstate 5 and the National Interstate Highway system is a Federal responsibility, why are Oregon State and Washington State tax dollars, as well as a toll being utilized to fund the replacement? Federal funds (tax dollars) should be exclusively used to fund the replacement of the bridge.

IBR Draft SEIS - RECORD #686 DETAIL**First Name :** N/A**Last Name :** N/A**Attachments :** DSEIS-686_NA_Original.pdf (4 kb)

IBR Draft SEIS - RECORD #686 DETAIL
--

Submission Date : 10/16/2024

First Name : N/A

Last Name : N/A

Business/Organization/Agency :

Attachments : DSEIS-686_Stebbins_Original.pdf (1 kb)

Submission Input :

Eliminate light rail entirely from the bridge project.

IBR Draft SEIS - RECORD #687 DETAIL**First Name :** N/A**Last Name :** N/A**Attachments :** DSEIS-687_NA_Original.pdf (4 kb)

IBR Draft SEIS - RECORD #687 DETAIL
--

Submission Date : 10/16/2024

First Name : N/A

Last Name : N/A

Business/Organization/Agency :

Attachments : DSEIS-687_Stebbins_original.pdf (1 kb)

Submission Input :

Implement the draw bridge version or utilize a new design that allows the same clearance for ship traffic, don't implement a version of the bridge that is lower than the current maximum clearance for ship traffic!

IBR Draft SEIS - RECORD #688 DETAIL**First Name :** Nancy**Last Name :** Scheewe**Attachments :** DSEIS-688_Scheewe_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #688 DETAIL**Submission Date :** 10/17/2024**First Name :** Nancy**Last Name :** Scheewe**Business/Organization/Agency**
:**Submission Input :**

I drive this every day. I can't see, after spending billions but not adding any lanes except for egress lanes that it will eliminate the congestion of vehicles and truck traffic. Take a look of all the new higher rise apartments and condos on the Vancouver water front adding top the interstate going to work where, probably most to Oregon. Please drive this highway daily during dish hours. There is almost no time that it isn't busy

IBR Draft SEIS - RECORD #689 DETAIL**First Name :** Jack**Last Name :** Hobbs**Attachments :** DSEIS-689_Hobbs_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #689 DETAIL
--

Submission Date : 10/17/2024
First Name : Jack
Last Name : Hobbs
Business/Organization/Agency : ZoomInfo

Submission Input :

Please consider options that do not expand lane capacity on the bridge, nor those that increase the footprint of the interchanges. We need to be moving away from personal transportation in single occupant vehicles and towards significant investments in transit and active transportation alternatives.

I believe a tunnel design that eschews Jantzen Beach and Downtown Vancouver interchanges would meet the goals of freight throughput without being designed in such a way as to incentivize higher VMT

IBR Draft SEIS - RECORD #690 DETAIL

First Name : Matthew

Last Name : Roth

Attachments : DSEIS-690_Roth_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #690 DETAIL**Submission Date :** 10/17/2024**First Name :** Matthew**Last Name :** Roth**Business/Organization/Agency**
:**Submission Input :**

Please do not approve this monstrosity. I would rather we get rid of it completely rather than make whatever this is. Oregon shouldnt pay a cent for this. How is it fair to make oregonians give up tax dollars for something to primarily help jerks in vancouver trying to avoid taxes. This is on top of the fact the last thing this planet needs is more freaking cars. Anything BUT cars.

IBR Draft SEIS - RECORD #691 DETAIL

First Name : Robert

Last Name : Ortblad

Attachments : DSEIS-691_Ortblad_Original.pdf (259 kb)

IBR Draft SEIS - RECORD #691 DETAIL
--

Submission Date : 10/17/2024

First Name : Robert

Last Name : Ortblad

Business/Organization/Agency :

Attachments : fraud.pdf (261 kb)

Submission Input :

#7 Public Comment – Draft SEIS

Why has “Tunnel Concept Assessment” July 2021 not been retracted?

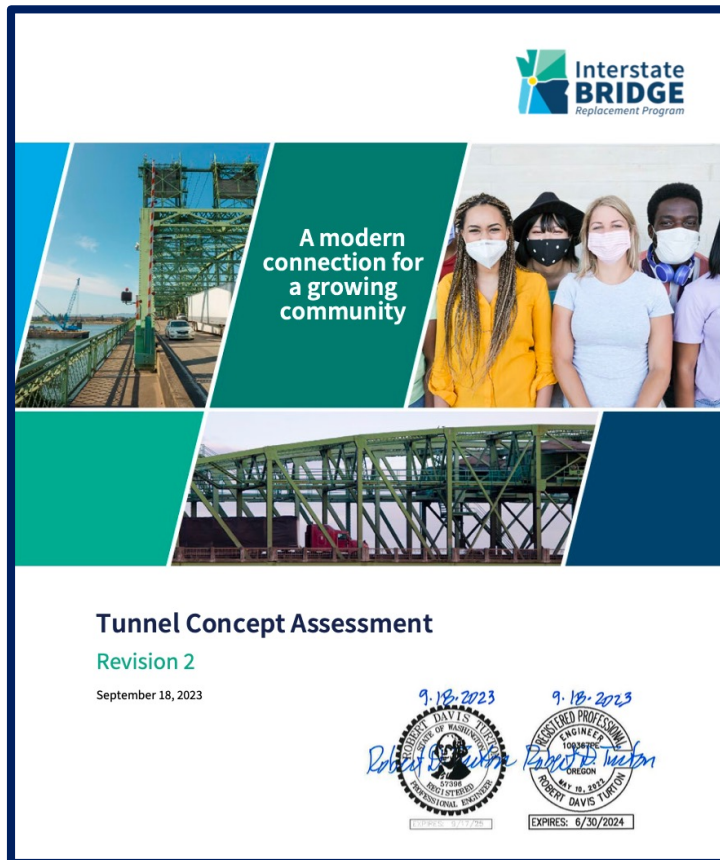
IBR inflated excavation by four times to disqualify a tunnel alternative.

Public Disclosure forced IBR’s Revision 2 (50% reduction), agencies had already approved LPA and never notified.

Bob Ortblad MSCE, MBA

?

“The Modified LPA was endorsed by all eight local partner agencies in summer 2022.”



- TriMet
- C-TRAN
- Oregon Metro
- SW Washington Regional Transportation Council
- City of Portland
- City of Vancouver
- Port of Portland
- Port of Vancouver

1. Illegal Report for 2 years – no Professional Engineer stamp

2. Fradulent Doubleing of Exavation Cubic Yards

Revision	Item	Date
0	Tunnel Concept Assessment	March 1, 2021
1	Sealed and added states of professional registration (Cover, Page iii, Page 1, and Page 32)	April 19, 2023
2	To address duplication that occurred in the model where some excavation quantities were counted more than once, excavation quantities and costs were revised (Table 1 and Table 2) and there is revised/additional text (Pages 14, 15, 17, 19 and 32). Revisions are underlined.	September 18, 2023

IBR Draft SEIS - RECORD #692 DETAIL**First Name :** Robert**Last Name :** Ortblad**Attachments :** [DSEIS-692_Ortblad_Original.pdf \(259 kb\)](#)

IBR Draft SEIS - RECORD #692 DETAIL
--

Submission Date : 10/17/2024

First Name : Robert

Last Name : Ortblad

Business/Organization/Agency :

Attachments : fraud.pdf (261 kb)

Submission Input :

#6 Public Comment – Draft SEIS

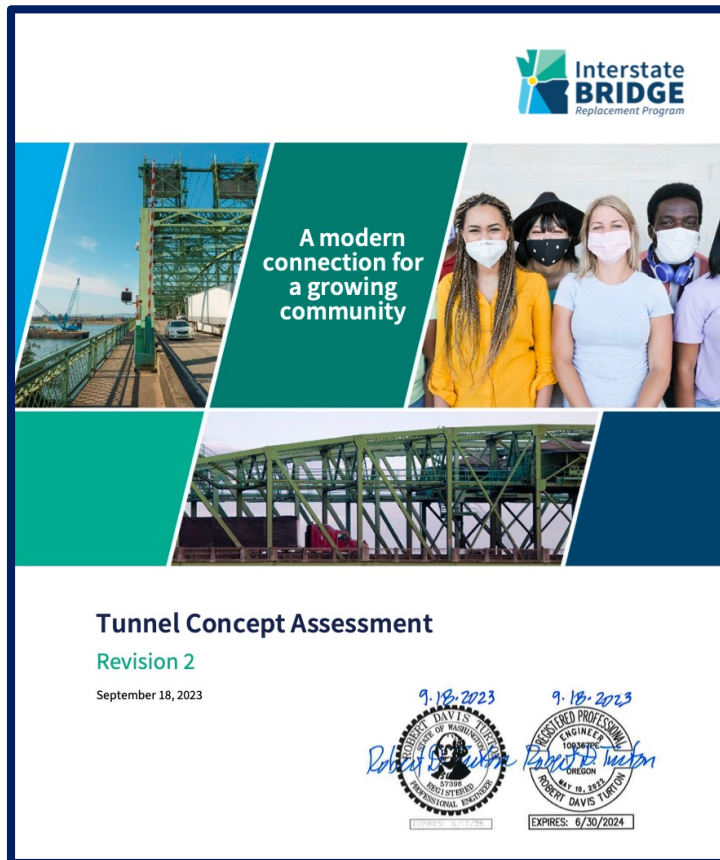
Why was the “Tunnel Concept Assessment” issued July 2021 not stamped by a professional engineer (required by WA law) until two years later, April 2023?

The IBR gained Locally Preferred Alternative (LPA) approval in the summer of 2022 with an illegal report disqualifying of a tunnel alternative.

Bob Ortblad MSCE, MBA

?

“The Modified LPA was endorsed by all eight local partner agencies in summer 2022.”



- TriMet
- C-TRAN
- Oregon Metro
- SW Washington Regional Transportation Council
- City of Portland
- City of Vancouver
- Port of Portland
- Port of Vancouver

1. Illegal Report for 2 years – no Professional Engineer stamp

2. Fraudulent Doubleing of Exavation Cubic Yards

Revision	Item	Date
0	Tunnel Concept Assessment	March 1, 2021
1	Sealed and added states of professional registration (Cover, Page iii, Page 1, and Page 32)	April 19, 2023
2	To address duplication that occurred in the model where some excavation quantities were counted more than once, excavation quantities and costs were revised (Table 1 and Table 2) and there is revised/additional text (Pages 14, 15, 17, 19 and 32). Revisions are underlined.	September 18, 2023

IBR Draft SEIS - RECORD #693 DETAIL	
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First Name :	Christopher
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Last Name :	Dreger
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Attachments :	DSEIS-693_Dreger_Original.pdf (7 kb)
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IBR Draft SEIS - RECORD #693 DETAIL

Submission Date : 10/17/2024
First Name : Christopher
Last Name : Dreger
Business/Organization/Agency : Just Crossing Alliance

Submission Input :

First Name:
Christopher

Last Name:
Dreger

Email:

[REDACTED]

Phone:

[REDACTED]

City:

[REDACTED]

US States:

[REDACTED]

Zip:

[REDACTED]

Topic Area:
Transportation

Comment:

Having a 7 billion dollar bridge that actually slows down public transit is just crazy. We want fast light rail between the Couv and Portland. Europe does it. Why can't we?

JCA comment #: 116

IBR Draft SEIS - RECORD #694 DETAIL

First Name : Jacob

Last Name : Roth

Attachments : DSEIS-694_Roth_Original.pdf (7 kb)

IBR Draft SEIS - RECORD #694 DETAIL

Submission Date : 10/16/2024

First Name : Jacob

Last Name : Roth

Business/Organization/Agency : Just Crossing Alliance

Attachments : DSEIS-694_Roth_Original.pdf (1 kb)

Submission Input :

First Name:

Jacob

Last Name:

Roth

Email:

[REDACTED]

City:

[REDACTED]

US States:

[REDACTED]

Zip:

[REDACTED]

Topic Area:

Transportation

Comment:

I procured my degree in transportation planning from the University of Oregon. It is a well know FACT among planners that adding interstate lanes DOES NOT reduce traffic but rather increases traffic, this is referred to as Induced Demand. Induced Demand will lead to more traffic and congestion for all commuters. I DO NOT SUPPORT THE EXPANSION OF I-5!

IBR Draft SEIS - RECORD #695 DETAIL

First Name : Barbara

Last Name : Stanley

Attachments : DSEIS-695_St Stanley_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #695 DETAIL
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Submission Date : 10/17/2024

First Name : Barbara

Last Name : Stanley

Business/Organization/Agency :

Submission Input :

Light Rail

All you're asking for is more headaches. Who's in charge, maintenance, breakdowns. You're crazy to include that in the IBR. this is a NEW BRIDGE... not a light rail project.

I can just see fights w/ ore. Over whose problem is it. Will there be interstate security? You don't hear much on the great things that happen on lightrail.

Just build a bridge.

IBR Draft SEIS - RECORD #696 DETAIL**First Name :** Kai**Last Name :** Richardson**Attachments :** DSEIS-696_Richardson_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #696 DETAIL
--

Submission Date : 10/17/2024

First Name : Kai

Last Name : Richardson

Business/Organization/Agency
:

Submission Input :

I don't think Hayden Island should have access to I-5, it would significantly clean up the project and make things a lot simpler and cheaper if it only had local access on the Oregon side. This way, people can just exit I-5 over land to get to Hayden, and go through a roundabout to get going back over the local bridge connection.

IBR Draft SEIS - RECORD #697 DETAIL**First Name :** Larry**Last Name :** Francis**Attachments :** DSEIS-697_Francis_Original.pdf (2 kb)

IBR Draft SEIS - RECORD #697 DETAIL
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Submission Date : 10/17/2024

First Name : Larry

Last Name : Francis

Business/Organization/Agency :

Submission Input :

The local neighborhood's largest complaint is the air quality. How is the current design of not increasing the number of lanes going to improve this? The Glenn Jackson Bridge is 4 lanes each way and it still gets congested. Automobiles are designed to run efficiently at speeds of 50-70mph. Keeping the lane configuration at 3 lanes and only adding a few additional inches of space between the lanes will not increase the speeds, and therefore will not improve air quality in the local neighborhoods. You can't push more through the funnel; the neck is too small. With 130,000 vehicles per day crossing this bridge, the current number of lanes are at capacity. Spending billions of dollars on a new bridge with the same number of through lanes has not changed the capacity problem, and therefore air quality will not change in the surrounding neighborhoods. The bridge will be way beyond capacity before it is completed in 12-15 years, and the result will be significantly worse than it currently is. The dream of reducing emissions by using transit and electric vehicles in hopes of reducing ADT in the next 12-15 years, is just that, a dream.

The government is spending our tax dollars and therefore should be doing such wisely. This project will do nothing except cause significant congestion for 12-15 years during construction, and when complete, put us in the same position we are in now. Just kicking the can down the road for the next generation to deal with. Why are we not planning and building for the future? The population is growing at an exponential rate, more drivers are added to the road every year than those dropping off due to old age. The environmental impact of this current proposed project is incorrect and should address the real problem of capacity. We need additional capacity. It's amazing that tens of millions of taxpayer dollars have already been spent to come up with a solution that changes nothing. This project has generated work for many engineering firms for years, and every year, more join the "team".

Enough is enough, when will we stop bleeding the taxpayers of their hard-earned money and start building a bridge that will open the neck of the funnel and get people moving. ODOT's mission statement is "to provide a safe and reliable transportation system that connects people and helps Oregon's communities and economy thrive". ODOT is not providing this service or demanding this service to be provided. The citizens and businesses of the communities need a safe, reliable infrastructure that will help the economy thrive. The longer this drags on, the more taxpayers pay and the wealthier the engineering consultants get. This doesn't fix the environmental issue.

IBR Draft SEIS - RECORD #699 DETAIL**First Name :** Mark**Last Name :** Miller**Attachments :** DSEIS-699_Miller_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #699 DETAIL
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Submission Date : 10/17/2024
First Name : Mark
Last Name : Miller
Business/Organization/Agency : TriMet

Submission Input :

This is a critically important infrastructure project for our region. We know that a major earthquake striking the Pacific Northwest is a matter of when, not if. Right now, we aren't prepared for a disaster of that magnitude. We need a high-capacity connection between Portland and Vancouver that can withstand a major earthquake and keep the transportation corridor open. Replacing this more than 100-year-old bridge could literally save thousands of lives. Beyond that, a more modern bridge that includes light rail is important for accessibility and will reduce congestion, to the benefit of the regional economy and the environment.

IBR Draft SEIS - RECORD #700 DETAIL**First Name :** Joe**Last Name :** Cortright**Attachments :** 107869_DSEIS700_Cortright_Original.pdf (17 kb)

IBR Draft SEIS - RECORD #700 DETAIL

Submission Date : 10/17/2024

First Name : Joe

Last Name : Cortright

Business/Organization/Agency :

Submission Input :

First Name:

Joe

Last Name:

Cortright

Business or Organization:

City Observatory

Email:

[REDACTED]

Phone:

[REDACTED]

City:

[REDACTED]

US States:

[REDACTED]

Zip:

[REDACTED]

Topic Area:

Transportation

Comment:

Highway Robbery

Government highway agencies have enabled the blatant falsification of traffic model results. As a result, the United States wastes billions on road expansions that fail to cure congestion and make it harder to get around without a car.

DISSENT, October 2024

https://www.dissentmagazine.org/online_articles/highway-robbery/

Benjamin Ross and Joseph Cortright October 10, 2024

Traffic on I-395 in Washington, D.C. (Kevin Dietsch/Getty Images)

In 1996, the state highway agencies of Kentucky and Indiana set out to build a new bridge over the Ohio River, adding more lanes to Interstate 65 where it leaves downtown Louisville. Their planners employed an elaborate computer model to forecast future traffic volumes. The model predicted that by 2025, 160,000 cars would cross the old and new bridges on an average weekday. Based on that forecast, the states decided to make the new bridge six lanes wide. When it finally opened, in 2016, the project had cost more than a billion dollars.

In 2023, just 70,000 cars crossed the two adjoining bridges on an average day. The model was wrong, but it did its job for the highway agencies: they got to spend all that money on the new bridge.

Highway construction is a very big business. Nationally, the United States spends nearly \$150 billion per year on road and highway construction, an amount that has increased by almost 50 percent in the past five years. The highway-building bureaucracy has created a powerful and well-organized political machine that mobilizes construction companies, engineering firms, truckers, and local business boosters. Politicians are always keen to take credit at ribbon-cuttings. Highway departments routinely shortchange maintenance to cobble together funding for massive empire-building highway and bridge projects.

In pursuit of these goals, highway agencies depend on traffic models. These models are bewilderingly complex, their results are offered with false certainty, and when they are challenged in court, judges routinely defer to “agency expertise.” To understand how these impenetrable models work, let alone contest their accuracy or validity, is a daunting task. The models thus serve as powerful technocratic weapons in securing funding, dismissing environmental concerns, and blocking outside scrutiny. Concrete keeps pouring into new highway lanes, regardless of their utility for drivers or their damage to the world around them.

Bad Science

The National Environmental Policy Act, passed in 1970, requires highway builders to assess environmental impacts before an interstate highway can be built or expanded. These assessments hinge directly on estimates of future traffic levels. The forecasters, usually employees or consultants for the state highway agency, use models developed by regional planning organizations. Established by federal law in each metropolitan area, the regional planners are theoretically independent of the highway agencies, but in practice are usually under their thumb.

The models divide the region into areas of a few thousand inhabitants each, called Traffic Analysis Zones. The model starts from the number of residents in each zone and the locations of their jobs, both currently and as predicted for a “forecast year” twenty or thirty years in the future. The model then finds the optimum route for

each trip to work, balancing travel time against tolls or transit fares. Non-commuting trips, like those for shopping, trucking, and through travel by long-distance drivers, are added in as well.

These models need a vast amount of data about current travel patterns, much of which can only be estimated. Extrapolating such data decades into the future creates further potential for error and manipulation. Dealing with congested roads piles on mathematical difficulties: when traffic backs up, traffic speed at one location depends on traffic volume elsewhere. Whether a given route is fastest for one driver depends on how many other commuters choose to drive that route. Highway builders take advantage of this complexity, presenting models to the public as black boxes that only experts understand. Key assumptions are not disclosed.

It's not news that powerful economic interests can pervert science. The cases of climate change, tobacco, asbestos, and lead are only the most notorious examples. Research is kept in friendly hands so that dangers are known only to the manufacturers (asbestos), or even better, remain undiscovered (leaded gasoline). When that fails, companies manufacture doubt by sponsoring a cadre of friendly researchers who slant studies to yield desired results (cigarettes, global warming).

For all their faults, industry-backed researchers in those fields generally avoided flat-out falsification of study results. The highway agencies, however, have taken the perversion of science to a new level.

Until recently, lack of transparency shielded the inner workings of the modeling process from public view. But two recent investigations, one by each author of this article, managed to get behind the curtain. Both revealed blatant falsification of model results. When forecasters were disappointed by the computer outputs, the forecasters simply changed them by hand, passing off the doctored numbers as genuine results of the model. The practice of manually altering the results of calculations turns out to be widespread, and the Federal Highway Administration, which should police the modelers, has given it a wink and a nod.

The I-5 Columbia River Bridge

Since 2004, the Oregon and Washington State Departments of Transportation have been promoting a five-mile-long, ten-lane, \$7.5 billion bridge and highway expansion on I-5 across the Columbia River between Portland and Vancouver, Washington. The Interstate Bridge Replacement project, previously branded the Columbia River Crossing, has been touted for two decades—long enough to bring to light fundamental flaws in the project's traffic modeling.

The project's claimed rationale, repeated despite years of evidence to the contrary, is that traffic volumes across the river will grow rapidly, creating intolerable congestion if nothing is done. In 2005, state highway officials predicted that in the "no-build case"—the scenario if the project is not built—traffic would grow 1.3 percent per year for the next two decades. In reality, traffic growth from 2005 to 2019 averaged just 0.3 percent per year. The travel demand models overstated actual growth by a factor of four—a mistake that current forecasts still repeat.

The state DOTs presented their traffic projections for the revived project as the findings of a regional travel demand model. But rather than use the model's outputs, the project's consultants altered them, inflating predicted rush-hour volumes to falsely support the need for a wider roadway.

Local advocates—including Joseph Cortright, co-author of this article—were only able to obtain the actual model results under state public records laws. Comparing the actual outputs to the DOTs' published forecast showed that project consultants had systematically altered numbers to favor the proposed project and minimize environmental impacts. These changes made “no-build” traffic volumes look larger, and congestion vastly worse, than the model had predicted. Moreover, consultants failed to show their work so that outsiders could check the validity of the alterations.

When the changes were discovered, the DOTs justified them as “post-processing.” Post-processing is a real part of modeling, used in many fields to describe an auxiliary computer program that puts the numerical output of a simulation model into a form understandable by humans or by another computer program. Typical post-processing operations include graphing, interpolation, unit conversion, or smoothing to remove numerical noise. But crucially, genuine post-processing does not alter the findings of the simulation model.

Maryland Toll Lanes

In September 2017, Maryland Governor Larry Hogan announced a grandiose plan to widen nearly 100 miles of highways around Washington, D.C., by adding privatized toll lanes. The proposal was hotly contested from the start, and due in part to grassroots opposition, was repeatedly scaled back in the years after Hogan's initial announcement.

Just as the Maryland DOT was winding up its draft environmental study, the D.C.-area Transportation Planning Board issued a new version of its traffic model. Maryland had already done its analysis using the previous model, so it ran the new model for the no-build case to confirm that the two versions yielded similar results. The comparison was included in the draft report, published in October 2020.

A few months later, the project shrank once again, down to a thirteen-mile stretch across the Potomac River on Washington's famous Beltway and continuing northward on I-270. A supplement to the draft environmental report, issued in October 2021, stated that its forecasts for both build and no-build cases were based on the regional planning board's newer model version.

Notably, the supplement predicted traffic volumes in the no-build case that were substantially different, by as much as 10 percent, from the traffic predicted by the same model in the previous report. Yet the model had only been run once—a fact never mentioned in the report. Not until two years later, after a contentious fight under the Public Information Act, was it revealed that Maryland DOT had attributed two different sets of numbers to the same model run.

There were manifest errors in the October 2021 forecast. It predicted, for example, that widening highways west of Washington would substantially reduce traffic toward Baltimore and Annapolis on the northeast side of the city. Co-author Benjamin Ross and other opponents of the toll lanes wrote to the Federal Highway Administration, pointing out that the model had to be flawed to produce such patently incorrect predictions. We asked for the model to be fixed and the report redone.

The final environmental report, with a new traffic forecast, appeared the following June. The anomalies

identified the previous October had been corrected, but the traffic volumes had also been changed, in ways no computer model could have produced. On July 11, 2022, three weeks before final federal approval of the project was expected, Ross requested an investigation into possible scientific fraud, attracting media attention.

On August 11, this request and Maryland DOT's reply were referred to specialists at the Volpe Center, a federal transportation research organization in Cambridge, Massachusetts. Just four days later Volpe responded, saying that while manual adjustments to model outputs are sometimes necessary, the Maryland modelers had not explained their adjustments and therefore Volpe could not "assess their plausibility or validity."

Meanwhile, the scheduled August 5 federal signoff date had passed. Governor Hogan, who had hoped to put the toll lanes at the center of a possible presidential campaign, was furious at the delay. Calling it "outrageous and shocking," he wrote to President Joe Biden to demand immediate action, and threatened a lawsuit if it were not forthcoming.

Federal approval came on August 25. The Maryland DOT press release announcing the decision blatantly misrepresented the Volpe Center's findings: "USDOT Independent Review Finds No 'Scientific Fraud' in Toll Lane Traffic Model," the headline declared.

Deep in the fine print of the approval document, however, in the legend of a figure on page twenty of Appendix D, the Maryland DOT admitted to the public for the first time that it had manually changed traffic model outputs. In all, we now know, it had published three substantially different sets of numbers and attributed all of them to a single model run.

A Common Practice

Exaggeration of traffic growth is endemic to the highway engineering profession. Researcher Tony Dutzik reviewed two decades of predictions of automobile usage by state transportation departments, the Federal Highway Administration, and industry groups. In nearly every case, Dutzik found, actual traffic volumes grew substantially more slowly than forecasted. Predictions for individual highways ran even farther off base.

In the decade since the Ohio and Kentucky highway departments began pushing to expand the Brent Spence Bridge connecting Cincinnati and Covington, Kentucky, ostensibly to serve the future traffic increases predicted by the agencies' models, traffic levels on the bridge have in fact gone down. Nonetheless they are proceeding with a \$3.6 billion project to almost double the size of the bridge.

Again and again, critics such as traffic engineering consultant Norm Marshall find highway agencies ignoring real growth trends and capacity constraints to overstate projected traffic congestion. The predicted no-build congestion is exaggerated; the environmental damage from the added traffic that the wider road will attract is minimized. Building these unrealistic assumptions into traffic models serves the interests of highway builders.

But the rot goes deeper. Much evidence suggests that the practice of altering model results, as uncovered in Oregon and Maryland, is widespread. In an informal survey last summer, modelers from seven states told the advocacy group Transportation for America that their organizations alter outputs manually based on "engineering judgment" or "long-range trends" as part of their post-processing. Similar reports come from

former employees of highway agencies elsewhere.

To be clear, simulation modeling need not be done purely by computers. In proper circumstances, the computer output can be combined with other numbers: for example, if a traffic model only simulates the movement of passenger cars, trucks are estimated manually and added to get the total traffic volume. But without a quantitative basis, such changes are mere opinion, not modeling. Concealing alterations to portray manually adjusted numbers as the outputs of an impartial computer model is scientific fraud..

Many younger traffic engineers are troubled by these practices. Last year, California Department of Transportation Deputy Director Jeanie Ward-Waller filed a whistleblower complaint over the agency's plans to illegally divert maintenance funding and avoid environmental reviews to widen a stretch of I-80 between Sacramento and Davis. Shortly afterward, Caltrans (as the agency is known) fired Ward-Waller, who is now suing the department for illegal retaliation. Caltrans continues to push ahead with the project, despite opposition from the state's air pollution regulators. The California Air Resources Board had taken the extraordinary step of debunking Caltrans traffic modeling, which claims that the highway will generate fewer vehicle miles of travel and less pollution if it is widened than if it is not.

Why the Falsification?

If even malignant economic interests such as cigarette and asbestos manufacturers rarely resorted to flat-out falsification of results, why is it so common in traffic modeling? Part of the answer lies in the environmental legislation that requires highway agencies to come up with traffic forecasts. It's not enough for them to suppress bad results; they must manufacture good ones. Another factor is the models' sheer complexity. Most model users rely on computer programs and input data developed by others. To cook the books by changing algorithms or inputs would require coordinating a team of people across multiple organizations; it is much simpler to just change the answers.

There are even deeper problems. Even when results aren't blatantly falsified, they are distorted by inherent biases and shortcomings. Despite their complexity, models omit two basic processes that determine traffic volumes on congested highways. First, they assume drivers always react to congestion by taking a different route. Second, they ignore the limited physical capacity of a highway and don't consider the spreading of traffic jams beyond the bottlenecks that cause them.

When a car trip takes more time or costs more money, some people walk, cycle, carpool, or choose not to take the trip. Others shift their schedules to avoid rush hour. Over time, people move or change jobs. If a highway is widened to speed up traffic, the missing traffic will return, and job and home relocations will create new traffic. The models in current use are unable to count the drivers waiting in the wings, let alone predict how the number of cars on the road will vary as congestion gets better or worse. As a result, the models often fail when trying to analyze congested roadways.

On top of that, the spatial structure of the models, based on Traffic Analysis Zones, blurs detail. Traffic is not divided accurately among nearby roads. The user's guide for at least one regional model even warns against using it to predict traffic on individual roads, before going on to say that it will be used in just that way.

With these weaknesses, models tend to depart from reality even when used with the best intentions. When they fail even to reproduce current traffic conditions, as often happens, modelers introduce fudge factors to create a match, which in turn makes them less sensitive to future changes. Algorithms pushed far outside their realm of applicability spew out nonsense. Modelers replace the nonsense with their own best guesses and call what they've done post-processing. From there it's a short step to altering results to please the boss.

Indeed, the best possible forecast may be one that forgoes elaborate computations altogether: in crowded urban areas, traffic congestion will remain the same, whether highways get wider or narrower. This prediction is far from perfect; no one doubts, for instance, that widening a highway at a bottleneck point can move the traffic jam elsewhere. But in our experience, it is substantially more accurate on average than current traffic modeling.

The Columbia River bridge story is typical. Modelers two decades ago predicted growing delays unless something were done; but as the widening project has languished, traffic volumes have barely changed. Tearing down San Francisco's Embarcadero Freeway after a 1989 earthquake made downtown traffic no worse than before. An extreme example is I-405 in Los Angeles, where a carpool lane was added to a ten-mile stretch of highway through the mountains west of Beverly Hills, at a cost of a billion dollars. This was supposed to cut ten minutes off commuting times. But after the new lane opened in 2014, the drive took a minute longer than the year before.

There is, of course, no need to feed data into a computer if your model always predicts that traffic will move at the same speed twenty years hence as it moves now. Scientifically, a simpler model is a better model. But for highway agencies building a case for larger roads and more expensive projects, such a model would be a disaster. They need to predict worse traffic if the highway isn't widened and better if it is, and to fend off criticism by obscuring the basis for these predictions in a fog of complexity.

By contrast, the last thing the highway agencies want to consider is the one proven way to reduce traffic congestion: charging tolls on existing highways. Such tolls are the reason the Louisville bridges carry fewer cars than they did years ago. (The modelers took the tolls into account, but wildly underestimated their effect in discouraging traffic.) As this example shows, charging a toll high enough to pay for a new bridge will often reduce traffic so much that there's no reason to build the bridge at all—a fact that explains highway agencies' widespread resistance to tolling for congestion relief.

Until recently, New York City was poised to use tolls to relieve the traffic jams that have plagued Lower Manhattan for a century. New York stopped adding road capacity decades ago, and much street space has since been converted into bus and bike lanes, parks, and outdoor dining space. In that time, the city has gained more than a million residents and jobs with little effect on traffic congestion, while two-thirds of all trips are now on foot, on bicycle, or by transit. The overwhelmingly negative reaction to Governor Kathy Hochul's decision to abort congestion pricing shows the growing support for managing traffic congestion by limiting automobile use instead of making more room for cars.

Traffic modeling, as now practiced, spreads a pseudoscientific veneer over highway engineers' and contractors' never-ending quest for ever-larger roads. The demonstrated inaccuracy of current methods is persistently and willfully disregarded, while "post-processing" results to fit a preferred narrative is all too common. The United States keeps wasting billions on road expansions that not only fail to cure congestion, but also make it ever

harder to get around without a car. The outcome is more driving, more pollution, more climate-warming gases—and more traffic jams to boot.

Benjamin Ross, a longtime Dissent contributor, is chair of the Maryland Transit Opportunities Coalition.

Joseph Cortright is the director of City Observatory in Portland, Oregon

JCA comment #: 122

IBR Draft SEIS - RECORD #701 DETAIL**First Name :** Joe**Last Name :** Cortright**Attachments :** DSEIS701_Cortright_Original.pdf (8 kb)

IBR Draft SEIS - RECORD #701 DETAIL

Submission Date : 10/17/2024

First Name : Joe

Last Name : Cortright

Business/Organization/Agency :

Submission Input :

First Name:

Joe

Last Name:

Cortright

Business or Organization:

City Observatory

Email:

[REDACTED]

Phone:

[REDACTED]

City:

[REDACTED]

US States:

[REDACTED]

Zip:

[REDACTED]

Topic Area:

Transportation

Comment:

The Interstate Bridge Project's Flawed Traffic Data

By Joe Cortright 11.10.2024

The Interstate Bridge Replacement Project simply can't tell the truth about current traffic levels or recent growth rates.

IBR reports inflate the current level of traffic on I-5 bridges by nearly 5,000 vehicles per day

IBR reports falsely claim that I-5 bridge traffic is growing twice as fast as ODOT's own data show

IBR officials have exaggerated traffic levels and traffic growth rates to try to sell an over-sized, over-priced project.

It's important to note that this is actual, recorded data, gathered by the Oregon Department of Transportation, and published on its traffic counting website. If IBR officials can't be trusted to accurately report current and historical data, and when they instead choose to inaccurately inflate traffic counts and claim traffic is growing twice as fast as their own data show, it raises serious concerns about whether they can be trusted to accurately project future traffic levels—a process that is inherently more difficult, and critically, largely shrouded from public view.

The Interstate Bridge Replacement (IBR) project, a massive \$7.5 billion undertaking to replace the I-5 bridges over the Columbia River, is built on a foundation of questionable traffic projections. As we've seen time and again with megaprojects, errors in traffic modeling can lead to overstated needs, financial boondoggles, and understated environmental impacts. The IBR project seems to be following this well-worn path.

The importance of getting traffic numbers right

Traffic counts and modeling aren't just a technical exercise—they're the cornerstone of the entire project. Traffic levels define the need, justify the size, evaluate alternatives, and determine financing. Understanding present and future traffic levels are also crucial for assessing environmental impacts. As the Federal Highway Administration notes, "travel and land use forecasting is integral to a wide array of corridor and NEPA impact assessments and analyses." In other words, if the traffic forecasts are wrong, the entire environmental impact assessment is compromised. Current traffic data and recent traffic growth trends need to be accurate in order to create accurate forecasts of future activity—and IBR officials have exaggerated traffic levels and traffic growth to sell their project.

IBR can't even report current traffic count data accurately

One would think that counting cars on a bridge would be straightforward. Yet, the IBR project can't seem to agree with itself—or with the highway department's own traffic recorders—on how many vehicles cross the I-5 bridge daily.

The IBR has variously claimed 142,400 or 143,400 vehicles per average weekday in 2019. Meanwhile, ODOT's automatic traffic recorder reports 138,780 per day for the same year. That's a discrepancy of up to 4,620 vehicles per day—not exactly a rounding error when you're justifying a multi-billion dollar project.

Average weekday traffic for each month in 2019 is shown in second column of the right-hand panel of this

table, downloaded from ODOT's own traffic reporting website. The average weekday traffic for the twelve months January through December 2019 is 138,780 vehicles per weekday.

This isn't the first time ODOT and WSDOT have played fast and loose with traffic numbers. During the Columbia River Crossing project from 2008 to 2011, they overstated 2005 traffic levels—a fact they were forced to admit in federal court.

IBR exaggerates recent traffic growth

Not only does the IBR technical work get recent traffic levels wrong, it also grossly overstates the rate of growth in traffic across the I-5 bridge. The study focuses on the four-years prior to the pandemic—2015 to 2019. The IBR's "Level 2" traffic study claims traffic on the I-5 bridge increased by 1.1 percent annually between 2015 and 2019. However, ODOT's own official data shows the actual growth rate was only 0.55%—half of what the IBR claims. This isn't just a minor discrepancy; it's a fundamental misrepresentation of traffic trends that could significantly impact the project's justification and design.

The inaccurate traffic count data leads the Stantec Level 2 study to overstate the recent rate of growth across the I-5 bridges. The Level 2 study claims that between 2015 and 2019, traffic increased by 1.1 percent per year.

The average weekday river crossings along the I-5 and I-205 Bridges since 2015 are presented in Figure 2-6. Between 2015 and 2019, the traffic on the I-5 Interstate Bridge increased at an annual rate of approximately 1.1% . . .

Stantec, Level 2 Report, page 2-9

According to the average weekday traffic data reported on the ODOT automatic data recorder website, the actual rate of increase was only half as much—0.5 percent. We examined actual data reported on ODOT's website (<https://www.oregon.gov/odot/data/pages/traffic-counting.aspx>) for the Automated Traffic Recorder for the I-5 Interstate Bridge. In 2015, average weekday traffic was 135,696 vehicles per day. In 2019, average weekday traffic was 138,700 vehicles per day. This represents an annual rate of increase of 0.55 percent per year, half the rate claimed in the Stantec Report.

The difference in growth rates is a crucial point that highlights potential issues with the IBR project's traffic projections. The failure to accurately report recent traffic growth has important implications and consequences:

The IBR's claimed growth rate is twice the actual rate based on official ODOT data.

This discrepancy is significant because growth rates are often used to project future traffic volumes, which in turn justify the need for and scale of transportation projects.

Overestimating the growth rate leads to inflated projections of future traffic.

This could result in overbuilding infrastructure, wasting public resources, and potentially creating unnecessary environmental impacts.

It might also affect the financial viability of the project, as toll revenue projections are based on these inflated growth rates.

This difference in growth rates is not just a minor statistical quibble. It represents a fundamental issue with how the IBR project is analyzing and presenting traffic data. If the project is consistently overestimating traffic

growth, it could lead to a significantly oversized and more expensive project than what is actually needed. This highlights the need for transparent, accurate, and verifiable traffic data and projections in planning such a massive infrastructure project.

With a price tag of up to \$7.5 billion, the IBR would be the most expensive transportation project in the region's history. It's crucial that decisions about such a massive investment are based on accurate, consistent data. Yet, what we're seeing is a pattern of inflated numbers, inconsistent baselines, and opaque methodologies. The discrepancies and inconsistencies in the IBR's traffic modeling raise serious questions about the project's foundation. If we can't trust the basic traffic counts, how can we trust the complex projections built upon them?

JCA comment #: 118

IBR Draft SEIS - RECORD #702 DETAIL
--

First Name : Mike

Last Name : Perham

Attachments : DSEIS_702_Perham_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #702 DETAIL

Submission Date : 10/17/2024

First Name : Mike

Last Name : Perham

Business/Organization/Agency
:

Submission Input :

This is 1950's style highway expansion; we've known this to be a terrible idea for decades now. Stop wasting billions on this boondoggle.

I'd like to see a tunnel instead of a gigantic bridge. The tunnel option was discarded without adequate consideration.

IBR Draft SEIS - RECORD #703 DETAIL**First Name :** Patricia**Last Name :** Repp**Attachments :** DSEIS_703_Repp_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #703 DETAIL**Submission Date :** 10/17/2024**First Name :** Patricia**Last Name :** Repp**Business/Organization/Agency**
:**Submission Input :**

I completely support including light rail in the plan. I believe to build a new bridge of this magnitude and not include light rail as an option, at the very least, would be a mistake. Currently, I use the express bus and having the option of light rail in the future would be a welcome addition.

IBR Draft SEIS - RECORD #704 DETAIL

First Name : Bridget

Last Name : Bayer

Attachments : DSEIS704_Bayer_lettersize_Original_Redacted.pdf (123 kb)

Interstate Bridge Replacement Program SEIS Comment

Date: 10/12/24

COMMENT: High loop bike ramps on Vancouver side need to be redesigned. Need protection from bikes descending ramps too fast. Add rest spaces to ascend ramps.

From: BRIDGET BAYER
Full Name

Address: _____
Number, Street

City, State, Zip

BAYER-WILCOX



IBR Draft SEIS - RECORD #705 DETAIL

First Name : Bridget

Last Name : Bayer

Attachments : DSEIS705_Bayer__letterSize_Original_Redacted.pdf (121 kb)

Interstate Bridge Replacement Program SEIS Comment

Date: 10/12/24

COMMENT: Connect the Vancouver loop ramps from multi-use path to the elevators provided for light rail station so there are many options for people to go up and down.

From: BRIDGET BAYER
Full Name

Address: BAYER-WILCOX
Number, Street
[REDACTED]
City, State, Zip

IBR Draft SEIS - RECORD #706 DETAIL**First Name :** Bridget**Last Name :** Bayer**Attachments :** [DSEIS706_Bayer_letterSize_Original_Redacted.pdf \(175 kb\)](#)

Interstate Bridge Replacement Program SEIS Comment

Date: 10/12/24

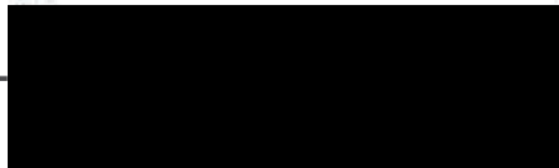
COMMENT: Add a pedestrian corridor on the Mt Hood Light Rail bridge from Expo to Hayden Island for direct connection to proposed sports center at Expo.

From: Bridget BAYER
Full Name

Address: _____
Number, Street

City, State, Zip

BAYER-WILCOX



IBR Draft SEIS - RECORD #707 DETAIL**First Name :** Bridget**Last Name :** Bayer**Attachments :** DSEIS707_Bayer_letterSize_Original_Redacted.pdf (186 kb)

Interstate Bridge Replacement Program SEIS Comment

Date: 10/12/24

COMMENT: Add a pedestrian corridor on the Mt Hood Light Rail bridge from Expo to Hayden Island for direct connection to proposed sports center at Expo.

From: BRIDGET BAYER
Full Name

Address: _____

Number, Street

BAYER-WILCOX

City, State, Zip



IBR Draft SEIS - RECORD #708 DETAIL**First Name :** Bridget**Last Name :** Bayer**Attachments :** DSEIS708_Bayer_letterSize_Original_Redacted.pdf (102 kb)

Interstate Bridge Replacement Program SEIS Comment

Date: 10/12/24

**COMMENT: Multi-use path on local
bridge needs a direct connection to
40- Mile Loop Trail.**

From: BRIDGET BAYER
Full Name

Address: _____
Number, Street

City, State, Zip **BAYER-WILCOX**

City, State, Zip



IBR Draft SEIS - RECORD #709 DETAIL

First Name : Bridget

Last Name : Bayer

Attachments : DSEIS709_Bayer_LetterSize_Original_Redacted.pdf (110 kb)

Interstate Bridge Replacement Program SEIS Comment

Date: 10/12/21

**COMMENT: Build MLK under-crossing
from Vancouver Ave. to Hayden
Meadows Dr. to make complete
intersection.**

From: BRIDGET BAYER
Full Name

Address: BAYER-WILCOX
Number, Street
[REDACTED]
City, State, Zip

IBR Draft SEIS - RECORD #710 DETAIL**First Name :** Bridget**Last Name :** Bayer**Attachments :** [DSEIS710_Bayer_letterSize_Original_Redacted.pdf \(115 kb\)](#)

Interstate Bridge Replacement Program SEIS Comment

Date: 10/12/24

**COMMENT: Exit 307 ramps connecting
Bridgeton & East Columbia
neighborhood to MLK need to be
redesigned for two-lane entry.**

From: BRIDGET BAYER
Full Name

Address: _____
Number, Street

City, State, Zip

BAYER-WILCOX



IBR Draft SEIS - RECORD #711 DETAIL**First Name :** Bridget**Last Name :** Bayer**Attachments :** [DSEIS711_Bayer_letterSize_Original_Redacted.pdf \(112 kb\)](#)


**Interstate Bridge Replacement
Program SEIS Comment**

Date: 10/12/24

**COMMENT: Redesign the intersection
at NE 6th Street and Marine Drive to
handle vehicles accessing I-5 north &
south ramps.**

From: BRIDGET BAYLOR
Full Name

Address: _____
Number, Street **BAYER-WILCOX**

City, State, Zip 

IBR Draft SEIS - RECORD #712 DETAIL**First Name :** Bridget**Last Name :** Bayer**Attachments :** DSEIS712_Bayer_letterSize_Original_Redacted.pdf (126 kb)

Interstate Bridge Replacement Program SEIS Comment

Date: 10/12/24

COMMENT: If stack bridge option is selected, then lower multi-use path needs to be regularly patrolled by police for user safety and to stop people from camping on lower deck of bridge.

From: BRIDGE BAYLOR
Full Name

Address: BAYER-WILCOX
Number, Street
[REDACTED]
City, State, Zip

IBR Draft SEIS - RECORD #713 DETAIL**First Name :** Bridget**Last Name :** Bayer**Attachments :** [DSEIS713_Bayer_letterSize_Original_Redacted.pdf \(139 kb\)](#)

Interstate Bridge Replacement Program SEIS Comment

Date: 10/12/24

COMMENT: New signage for "North Waterfront." This area includes both sides of North Portland Harbor, (south side of Hayden Island, north edge of Portland proper including Expo, East Columbia and Bridgeton neighborhoods.

From: BRIDGET BAYER
Full Name

Address: BAYER-WILCOX
Number, Street
[REDACTED]
City, State, Zip

IBR Draft SEIS - RECORD #714 DETAIL

First Name : Bridget

Last Name : Bayer

Attachments : DSEIS714_Bayer_letterSize_Original_Redacted.pdf (90 kb)

Interstate Bridge Replacement Program SEIS Comment

Date: 10/12/24

COMMENT:

No lift span on new main bridge.

From: BRIDGET BAYER
Full Name

Address: _____
Number, Street

City, State, Zip

BAYER-WILCOX



IBR Draft SEIS - RECORD #715 DETAIL

First Name : Bridget

Last Name : Bayer

Attachments : DSEIS715_Bayer_letterSize_Original_Redacted.pdf (123 kb)

Interstate Bridge Replacement Program SEIS Comment

Date: 10/12/24

COMMENT:

Have a public process on the bridge type selection. Hire a world class talent bridge designer to lead bridge type and design process.

From: BRIDGET BAYER
Full Name

Address: _____
Number, Street

City, State, Zip

BAYER-WILCOX



IBR Draft SEIS - RECORD #716 DETAIL

First Name : Bridget

Last Name : Bayer

Attachments : DSEIS716_Bayer_letterSize_Original_Redacted.pdf (122 kb)

**Interstate Bridge Replacement
Program SEIS Comment**

Date: 10/12/24

COMMENT:

Design of the local bridge from
Mainland to Hayden Island matters.
This bridge does not have a height
constraint and can be a beautiful and
an iconic structure.

From: BRIDGET BAYGR
Full Name

Address: _____
Number, Street

City, State, Zip

BAYER-WILCOX



IBR Draft SEIS - RECORD #717 DETAIL**First Name :** Peter**Last Name :** Wilcox**Attachments :** DSEIS717_Wilcox_letterSize_Original_Redacted.pdf (370 kb)

Interstate Bridge Replacement Program SEIS Comment

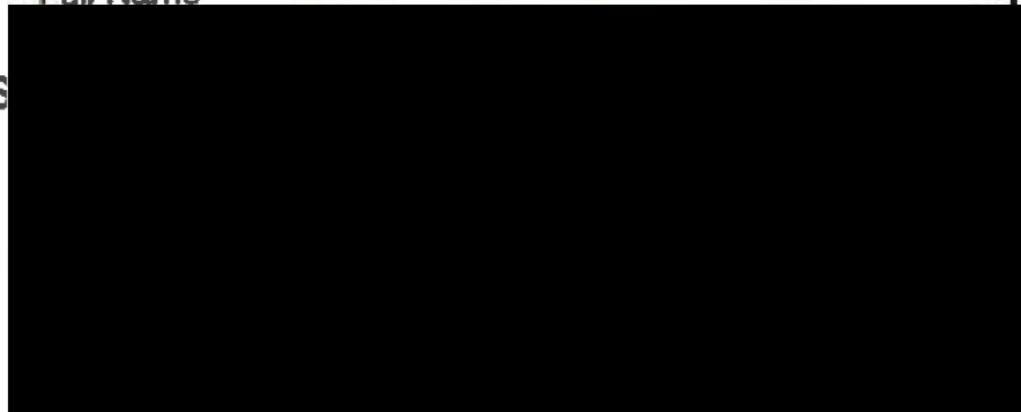
Date: 10.13.24

COMMENT:

Have a public process on the bridge type selection. Hire a world class talent bridge designer to lead bridge type and design process.

From: CAPT. PETER WILSON
Full Name

Address



IBR Draft SEIS - RECORD #718 DETAIL

First Name : Bridget

Last Name : Bayer

Attachments : DSEIS718_Bayer_letterSize_Original_Redacted.pdf (134 kb)

**Interstate Bridge Replacement
Program SEIS Comment**

Date: 10/12/24

COMMENT:

Aesthetics of Main Bridge is Important for each state's identity and community pride – Design a bridge that matters. If a flat girder design is selected make it exceptional, not basic.

From: BRIDGET BAYER
Full Name

Address: _____
Number, Street

City, State, Zip **BAYER-WILCOX**



IBR Draft SEIS - RECORD #719 DETAIL

First Name : Kathylyne

Last Name : Ailstock

Attachments : DSEIS719_Ailstock_letterSize_Original_Redacted.pdf (256 kb)

Interstate Bridge Replacement Program SEIS Comment

Date: 10/24/24

COMMENT: Redesign the intersection at NE 6th Street and Marine Drive to handle vehicles accessing I-5 north & south ramps.

From: Kathryn M. Ailstock
Full Name

Address



IBR Draft SEIS - RECORD #720 DETAIL

First Name : Kathylyne

Last Name : Ailstock

Attachments : DSEIS720_Ailstock_letterSize_Original_Redacted.pdf (221 kb)

Interstate Bridge Replacement Program SEIS Comment

Date: 10/14/28

COMMENT:

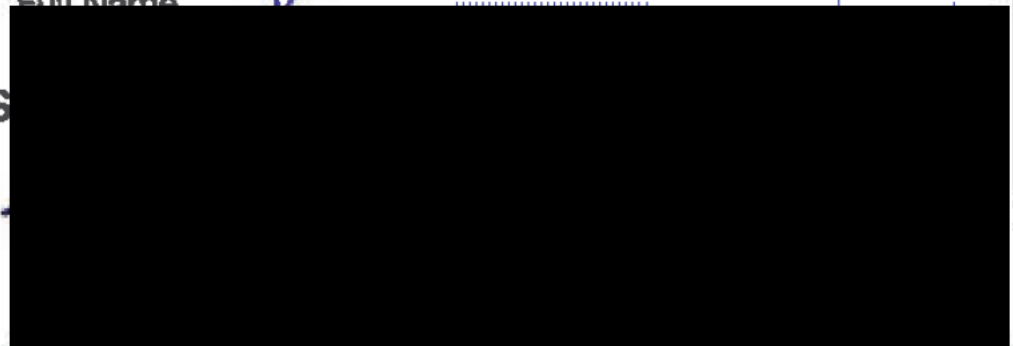
No lift span on new main bridge.

From:

Kathryn M. Arist

Full Name

Address



IBR Draft SEIS - RECORD #721 DETAIL**First Name :** Kathylyne**Last Name :** Ailstock**Attachments :** DSEIS721_Ailstock_LetterSize_Original_Redacted.pdf (239 kb)

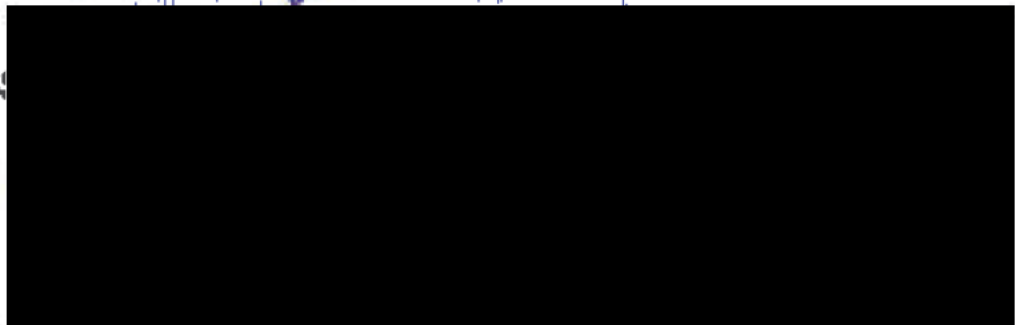
Interstate Bridge Replacement Program SEIS Comment

Date: 10/17/28

**COMMENT: Build MLK under-crossing
from Vancouver Ave. to Hayden
Meadows Dr. to make complete
intersection.**

From: Kyr M Alstock
Full Name

Address:



IBR Draft SEIS - RECORD #722 DETAIL**First Name :** Gayle**Last Name :** Miller**Attachments :** DSEIS722_Miller_letterSize_Original_Redacted.pdf (102 kb)

Interstate Bridge Replacement Program SEIS Comment

Date: _____

COMMENT:

Design of the local bridge from
Mainland to Hayden Island matters.
This bridge does not have a height
constraint and can be a beautiful and
an iconic structure.

From: GAYLE MILLER

Full Name

Address:



IBR Draft SEIS - RECORD #723 DETAIL

First Name : Bridget

Last Name : Bayer

Attachments : DSEIS723_Bayer_letterSize_Original_Redacted.pdf (118 kb)

**Interstate Bridge Replacement
Program SEIS Comment**

Date: 10/12/24

COMMENT:

Develop a unified urban design for the area impacted by the new bridges, on both sides of north Portland Harbor, for the entire North Waterfront area.

From: BRIDGET BYER
Full Name

Address: _____
Number, Street

BAYER-WILCOX
City, S 

IBR Draft SEIS - RECORD #724 DETAIL**First Name :** Joe**Last Name :** Cortright**Attachments :** DSEIS724_Cortright_Original.pdf (11 kb)

IBR Draft SEIS - RECORD #724 DETAIL

Submission Date : 10/17/2024

First Name : Joe

Last Name : Cortright

Business/Organization/Agency :

Submission Input :

First Name:

Joe

Last Name:

Cortright

Business or Organization:

City Observatory

Email:

[REDACTED]

Phone:

[REDACTED]

City:

[REDACTED]

US States:

[REDACTED]

Zip:

[REDACTED]

Topic Area:

Transportation

Comment:

Kate: Metro's wildly inaccurate model overstates current traffic levels

By Joe Cortright 14.10.2024

The case for the \$7.5 billion Interstate Bridge Replacement Project is based on traffic projections from Metro's "Kate" travel demand model. But there's a huge problem: Kate doesn't accurately model even current levels of traffic.

The model has a high overall error factor, and importantly, consistently over-estimates traffic on the existing I-5 bridges.

Metro has prepared a validation report—not published on its website—showing the Kate model assigns vastly more traffic to I-5 than actually use the bridge.

The model essentially adds 20,000 non-existent cars and trucks to I-5 each day in 2019—more than 6 million vehicles annually.

The Metro forecast prepared for the Columbia River Crossing showed the same problems, over-predicting traffic growth by a factor of four between 2005 and 2019. The model claimed growth would be 1.3 percent per year; the reality was 0.3 percent growth.

Ironically, Oregon and Washington have paid private sector firms to develop much more accurate models of regional traffic—but they've excluded these more realistic models from the IBR environmental impact statement—in likely violation of the National Environmental Policy Act.

An indispensable part of the sales pitch for wider highways is the seemingly precise and statistically intimidating results of computerized travel demand models. These models purport to predict, with great certainty, future traffic levels decades from now. In the hands of state highway departments, such models are routinely used to "prove" that traffic is increasing inexorably, that if nothing is done, congestion will become intolerable, and paradoxically, that wider roads won't actually stimulate any more traffic. In reality, the models are an intimidating fiction, like the Wizard of Oz's flaming avatar, designed to frighten and cajole. And just as in Oz, the real manipulation is being done by the man behind the curtain.

The man behind the curtain is operating Metro's "Kate" travel model.

In the high-stakes game of justifying multi-billion dollar infrastructure projects, traffic forecasts are a computer-driven trump card for project proponents. Traffic modelers use complex and impenetrable computer models to

generate seemingly precise estimates of future traffic levels, which they use as a cudgel to push for over-sized highways. But a close look at the models shows that they are biased and wrong, and systematically over-state traffic, not just in the future by now. Metro’s much-hyped “Kate” regional travel demand model dramatically over-estimates current levels of I-5 traffic, as well as projecting physically impossible growth in future years. The Interstate Bridge Replacement (IBR) project offers a textbook case of modeling gone awry, with potentially far-reaching consequences for taxpayers and the environment.

Kate doesn’t accurately describe the present, and can’t predict the future

At the heart of the IBR’s justifications lies Metro’s regional travel demand model—dubbed “Kate.” But our analysis reveals that Kate has a penchant for fiction especially when it comes to I-5 bridge traffic.

Poor Calibration. The test of a model is whether it can accurately reflect reality. For transportation models, professionals talk about “calibration” whether the predictions of the model match actual real world traffic counts. Metro’s Kate Travel Demand model has a high overall error factor. We measure overall modeling error using a statistical metric called “Room Mean Squared Error”—RMSE—which tells how far off the overall model is in matching actual data. Metro’s Kate model has a RMSE of 14.5 percent, meaning that on average, the model gets current traffic levels right within only about a 15 percent margin. Keep in mind that calibration asks whether a model can accurately predict current traffic levels. Importantly, the 14.5 percent RMSE for the Metro model is much higher than for other Portland area transportation modeling efforts. Here’s a table showing the RMSE for several other models.

Comparison of Travel Demand Model Validation

Model (Year) Calibration Year Scope Metric Error (RMSE)

Metro/Kate (2017) 2015 32 Regional Cutlines AWDT 14.5%

Stantec/IBR Level 2 (2023) 2015 32 Regional Cutlines AWDT 2.5%

CDM Smith/CRC IGA (2013) 2010 11 Regional Cutlines Hourly 2.5%

CDM Smith/CRC IGA (2013) 2010 I5, I205 Bridges Hourly 0.8%

The other models shown here, which cover the same geography as the Kate model, have RMSE error factors of less than one percent to two-and-one-half percent. That means the error factor in the Kate model is six to fifteen times larger than for these other models. Metro’s Kate model is demonstrably less accurate and less well-calibrated than other models. Yet IBR officials have chosen to rely on Kate in their environmental analysis.

Overestimation: As bad as it is in predicting overall traffic levels in the region, Kate is demonstrably worse in

predicting traffic on the bridges across the Columbia River. Kate consistently overestimates traffic on the I-5 bridge, by almost 20 percent. In 2019, for instance, the Kate model says there were 164,500 average weekday trips across the I-5 bridge. The reality? A much more modest 138,530, according to ODOT's own traffic recorders.

Estimates of Calendar year 2019, Average Weekday Traffic, I-5 Bridge

Source Estimate Error

ODOT, Traffic Count data 138,530 0

Metro, Kate Travel Demand Model 164,500 +18.7%

This fact is buried in a technical report—not published on Metro's website—which shows that the Kate model dramatically overstates the current level of traffic. This shows the model is poorly calibrated and can't even reflect current reality—much less accurately predict the future.

Exaggerated Growth Rates: Kate is the just the latest version of Metro's traffic-inflating models. Kate's predecessor "Ivan" predicted that if the Columbia River Crossing project (the predecessor to IBR) weren't built (spoiler—it wasn't) that I-5 bridge traffic would grow at a rapid 1.3% annual growth rate from 2005 to 2030. The actual growth rate from 2005 to 2019? A paltry 0.3% per year. Metro's travel model predicts four times as much traffic growth as actually occurred: That's not just missing the mark; it's not even in the same ballpark. The current Kate model also wildly over-estimates future traffic growth.

Millions of Phantom Cars and Trucks: The discrepancy between Kate's predictions and reality isn't just a statistical anomaly. It translates to over 20,000 "phantom" vehicles per day that exist only in the model's imagination. That's more than 6 million non-existent trips per year.

A better calibrated model produced dramatically different results

While IBR officials take pains to paint the "Kate" travel demand model as an objective, scientific mechanical predictor, it's actually anything but. The complex system of equations that compose the model depend on settings and inputs chosen by modelers. In this respect, it's not unlike an Excel spreadsheet: If you enter different numbers in one cell, you get different results elsewhere. Other modelers, starting with the same Metro Regional Travel Demand model, plugged in different parameters, and produced a vastly more accurate forecast of I-5 traffic growth. In 2013, Oregon and Washington DOTs paid modeler CDM Smith model, commissioned for an investment-grade analysis of the Columbia River Crossing, tells a different story. After recalibrating Metro's model, CDM Smith's predictions aligned much more closely with reality, forecasting a 0.3% annual growth rate that matches observed data. More recently, IBR hired Stantec to produce a version of the model to

estimate toll revenues; it too is vastly more accurate than the Metro model. (See Table above). The big question for public officials—and ultimately the courts—is why are ODOT and WSDOT using a model with a vastly larger error factor to plan a multi-billion dollar project, instead of more accurate models Oregon and Washington have already paid for?

Biased traffic projections to justify a bloated project

Why does this matter? Because these inflated numbers are being used to justify a massive, expensive project. The supposed reason that \$7.5 billion in wider highway lanes and rebuilt interchanges are needed is to accommodate phantom traffic that exists only in the model. More realistic traffic projections would enable a much cheaper, less environmentally devastating project. By overstating current traffic and future growth, the IBR project is:

Exaggerating the need for expanded capacity

Potentially overbuilding infrastructure at taxpayer expense

Understating the environmental impacts of the “build” alternative by comparing it to an inflated “no-build” scenario

Concealing Kate’s inaccuracies

Metro and IBR staff are aware of the problems with the “Kate” model, but have largely buried information about its bias and inaccuracy in other technical documents. Metro produced a “validation” report for Kate in 2017, but does not publish this crucial document on its website. For those who want to see the report, we’ve attached a copy we obtained via public records request below. And despite these glaring issues, Metro and the IBR continue to use the poorly calibrated Kate model “for planning purposes.” It’s hard not to conclude that they prefer these higher forecasts because they justify a larger project and conceal the travel-inducing effects of expanded capacity.

When questioned about these discrepancies, one can almost hear the IBR planners channeling the Great and Powerful Oz: “Pay no attention to that man behind the curtain!” But unlike in the movie, the wizard behind IBR’s curtain isn’t a harmless humbug. Instead, it’s a flawed modeling process with the potential to waste billions in taxpayer dollars and reshape our region’s transportation landscape based on fantasy rather than fact.

Time for a reality check

The IBR project is betting billions of taxpayer dollars on traffic forecasts that don’t stand up to scrutiny. It’s time for a reality check. We need:

An independent audit of the traffic modeling process

Transparent reporting of model inputs, assumptions, and output

A reevaluation of the project's scope based on realistic traffic projections

Until then, the IBR project risks building a bridge to nowhere – or more accurately, a bridge to a future that exists only in the realm of faulty models and phantom traffic. It's time to pull back the curtain and expose this "wizard" for what it really is: a collection of flawed assumptions and inflated projections masquerading as a scientific process.

Appendix: 2017 Kate Validation Report

Here is a copy of Metro's "2017 Kate v1.0 Trip-Based Demand Model Validation Report for Base Year 2015." This report does not appear on the Metro website (oregonmetro.gov). The report is still marked "DRAFT" years later, and no "final" version has ever been released.

JCA comment #: 119

IBR Draft SEIS - RECORD #725 DETAIL**First Name :** Jon D**Last Name :** Cole**Attachments :** D1-725_Cole_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #725 DETAIL**Submission Date :** 10/17/2024**First Name :** Jon D**Last Name :** Cole**Business/Organization/Agency**
:**Submission Input :**

Please, as a retired ODOT employee, this bridge and project is sooo overdue, should have been built 30 years ago. Please don't cave to the special interest groups that have continually been able to stall it. Everyday wasted ends up making the costs to go up and up. Just build it. Thanks.

IBR Draft SEIS - RECORD #726 DETAIL**First Name :** Ian**Last Name :** Stavros**Attachments :** D1-726_Stavros_Original.pdf (2 kb)

IBR Draft SEIS - RECORD #726 DETAIL
--

Submission Date : 10/17/2024

First Name : Ian

Last Name : Stavros

Business/Organization/Agency :

Submission Input :

I strongly oppose the expansion of the I-5 corridor without the inclusion of a public transit line connecting downtown Vancouver to its waterfront. As a former resident of San Diego, California, I have seen firsthand the futility of freeway expansion projects. San Diego spent \$14 billion expanding the I-15, only to see the same traffic congestion issues persist after the expansion. Simply put, more lanes do not solve traffic problems.

For the \$4.2 billion proposed for this expansion, we could instead invest in 21 miles of new public transit at \$200 million per mile, or 42 miles at \$100 million per mile, providing a long-term solution that addresses both traffic congestion and sustainability.

Studies have repeatedly shown that freeway expansion tends to induce demand, leading to more traffic rather than less. Instead of perpetuating this cycle, we should prioritize public transit and other sustainable infrastructure projects that offer better mobility options and reduce our reliance on cars.

"The Fundamental Law of Road Congestion" - This widely referenced study by economists Duranton and Turner demonstrates how increased road capacity leads to more traffic.

The Fundamental Law of Road Congestion Link:
<https://www.aeaweb.org/articles?id=10.1257/aer.101.6.2616>

Induced Demand Primer by Strong Towns - A detailed explanation of how adding more lanes often results in increased traffic, not reduced congestion.

Induced Demand: Why Building More Roads Makes Traffic Worse Link: <https://t4america.org/community-connectors/what-they-mean/induced-demand/>

American Public Transit Association (APTA) studies - Evidence showing that public transit investment yields better outcomes for mobility and congestion reduction compared to highway expansions.

Public Transportation Benefits Link: <https://www.apta.com/news-publications/public-transportation-facts/>

IBR Draft SEIS - RECORD #727 DETAIL**First Name :** R**Last Name :** S**Attachments :** D1-727_S_original.pdf (1 kb)

IBR Draft SEIS - RECORD #727 DETAIL**Submission Date :** 10/17/2024**First Name :** R**Last Name :** S**Business/Organization/Agency**
:**Submission Input :**

Recommend a bridge design that promotes maximum visual view for bridge users free of visual obstructions such as visible bridge cables or "fin backs". Recommend a bridge design that provides maximum maritime horizontal and vertical clearances for maritime traffic without vertical ship height restrictions and minimizes/eliminates disruption to maritime travel.

IBR Draft SEIS - RECORD #728 DETAIL**First Name :** Casey**Last Name :** Jonquil**Attachments :** D1-728_Jonquil_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #728 DETAIL
--

Submission Date : 10/17/2024

First Name : Casey

Last Name : Jonquil

Business/Organization/Agency
:

Submission Input :

What we don't need is another Glenn Jackson Bridge! There is an opportunity here to wow the world with meaningful architecture. We should be competing with the likes of the Golden Gate Bridge. The greater cost would be dwarfed by new tourism interests extending to businesses on both sides of the river. Our world class PDX airport should be reflected in such a colossal structure. Come on and get right, get it great!

IBR Draft SEIS - RECORD #729 DETAIL

First Name : Robert

Last Name : Bush

Attachments : D1-729_Bush_Original.pdf (2 kb)

IBR Draft SEIS - RECORD #729 DETAIL
--

Submission Date : 10/17/2024

First Name : Robert

Last Name : Bush

Business/Organization/Agency :

Submission Input :

I'm wondering what plans are in the works to increase policing to coincide with the Max extension to Vancouver.

My wife and I are former Portland residents. We fled for a quieter/safer life in Washington. We live less than a mile from the proposed Evergreen station.

We've stopped using the Max from the Expo Center and Delta Park into Portland as a result of crime and open drug use. Those stations are a mess, as are the shopping areas served by them.

Vancouver has issues related to the unhoused, but it's nowhere near as bad as what happens around those Max stations in Oregon. I've never seen a police presence at either the Expo Center or Delta park stations. What I have seen is people in crisis, weapons, violence, and smash & grabs.

Can we expect increased policing in downtown/uptown Vancouver, or will crime, open drug markets, and drug use become our new normal in Southwest Washington as well?

For what it is worth, I am in favor of public transit, and cycling infrastructure. I utilized the Max from Sunset Transit into downtown Portland weekly for nearly a decade, pre-pandemic. This isn't NIMBY-ism. I'm actually hopeful for a clean and safe light rail option between Vancouver and downtown Portland. What I fear is having the mess we put behind us in leaving Portland delivered unchecked to our home in Vancouver.

Thanks in advance for considering our questions and concerns.

Warm wishes, Bob

IBR Draft SEIS - RECORD #730 DETAIL**First Name :** Bill**Last Name :** Woods**Attachments :** D1-730_Woods_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #730 DETAIL
--

Submission Date : 10/17/2024

First Name : Bill

Last Name : Woods

Business/Organization/Agency
:

Submission Input :

We (Clark County)have voted NO on the light rail issue at least twice and maybe 3 times.

Which part of NO is so difficult for the planners to understand?

Also, we need a 3rd and possibly a 4th bridge BEFORE anything is done with the interstate bridge.

IBR Draft SEIS - RECORD #731 DETAIL

First Name : Jessica

Last Name : Minden

Attachments : DSEIS-731_Minden_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #731 DETAIL
--

Submission Date : 10/17/2024

First Name : Jessica

Last Name : Minden

Business/Organization/Agency
:

Submission Input :

NO LIGHT RAIL! Clark county has voted against it TWICE. We still don't want it. It is expensive. It is NOT self sustaining. It is not safe! It is a means to transport crime from Portland to Vancouver! Stop pushing light rail. Build the fancy bike path and pedestrian paths, if you must, even though the foot and bike traffic over 205 is minuscule compared to vehicles, but drop the light rail component! It would literally halve the cost and fit a lot better into the river and air guidelines. To add light rail is a slap in the face and incredibly disrespectful to what the people of Vancouver actually want!

IBR Draft SEIS - RECORD #732 DETAIL

First Name : William

Last Name : Hauser

Attachments : DSEIS-732_Hauser_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #732 DETAIL
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Submission Date : 10/18/2024

First Name : William

Last Name : Hauser

Business/Organization/Agency
:

Submission Input :

I think that this is way overpriced. It's just an excuse to force light rail into Clark County and every time it's been put up for a vote it's been soundly rejected by the people. But no one cares about that.

Replacing a three lane bridge with a three lane bridge is not going to improve traffic flow. In my opinion we need a third or even a fourth bridge across the river into Oregon.

IBR Draft SEIS - RECORD #733 DETAIL

First Name : Kathryn

Last Name : Midson

Attachments : DSEIS-733_Midson_Original.pdf (8 kb)

IBR Draft SEIS - RECORD #733 DETAIL

Submission Date : 10/17/2024

First Name : Kathryn

Last Name : Midson

Business/Organization/Agency :

Submission Input :

First Name:

Kathryn

Last Name:

Midson

Email:

[REDACTED]

Phone:

[REDACTED]

City:

[REDACTED]

US States:

[REDACTED]

Zip:

[REDACTED]

Topic Area:

Climate Change

Comment:

There is no reasoning that supports a mega bridge as a climate solution. More lanes encourages more drivers. More drivers make more exhaust and more noise. More lanes mean more spread for access. More lanes require more resources to build and maintain. Build instead light rail and fewer lanes. The planet is screaming and few hear. The Columbia Crossing diers must listen and act to pull back from bridge and freeway expansion that only accommodates cars.

JCA comment #: 124

IBR Draft SEIS - RECORD #734 DETAIL
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First Name : Joe

Last Name : Cortright

Attachments : DSEIS-734_Cortright_Original.pdf (463 kb)

IBR Draft SEIS - RECORD #734 DETAIL

Submission Date : 10/17/2024

First Name : Joe

Last Name : Cortright

Business/Organization/Agency : City Observatory

Attachments : Cortright_Induced_Travel_Sophistry.pdf (422 kb)

Submission Input :

First Name:

Joe

Last Name:

Cortright

Business or Organization:

City Observatory

Email:

[REDACTED]

Phone:

[REDACTED]

City:

[REDACTED]

US States:

[REDACTED]

Zip:

[REDACTED]

Topic Area:

Transportation

Comment:

Flat Earth Sophistry

The science of induced travel is well proven, but Oregon DOTs is in utter denial

Widening freeways not only fails to reduce congestion, it inevitably results in more vehicle travel and more pollution

The Oregon Department of Transportation has published a technical manual banning the consideration of induced travel in Oregon highway projects.

The Oregon Department of Transportation wants to pretend that induced travel doesn't exist. Using federal funds, it has written a new handbook on how to plan for highways that makes some preposterous and undocumented claims about the induced travel. It explicitly prohibits planners and consultants from using peer-reviewed, scientifically based tools, like the Induced Travel Calculator, developed by the University of California Sustainable Transportation Center, and mandated by the California Department of Transportation for the analysis of the environmental effects of freeways.

The tortured denial by the Oregon Department of Transportation engages in some blatant sophistry that tries to create a false distinction between "latent" demand and "induced demand." If we just call it "latent demand" then somehow it doesn't count.

Turn to page 6-79 of ODOT's newly published "Analysis Procedures Manual". The APM is a technical guide to using traffic data to plan future roadways. Here you find a red-bordered text box with a bold graphic STOP sign, explicitly banning planners and analysts from using the induced travel calculator. "The use of these calculator types shall not be used to estimate induced and latent demand effects on ODOT-funded projects . . ."

This kind of foot-stomping, hand-waving denial is reminiscent of the Catholic church's harrumphing denials of Copernicus and Galileo's observations of the universe. But induced travel is extremely well-established science, and Oregon DOT shows itself to be modern day a flat-earth science denier.

What the Scientific Literature Shows

The economic and scientific literature on induced travel is unambiguous: Increasing road capacity, by whatever means, lowers the perceived cost of driving and results in more travel. The phenomenon is now so well-established that its called the "Fundamental Law of Road Congestion."

The economics are straightforward: expanding the supply of highways lowers the cost of driving, and faced with a lower cost of driving, people drive more. In this classic diagram, the supply curve shifts outward (to the right) lowering the cost of driving and increasing the number of miles driven.

The best available science shows that this generated travel follows a unit elasticity: a one percent increase in roadway capacity creates a one percent increase in vehicle miles traveled. To claim otherwise is to simply be in denial about the fundamental economics of the price elasticity of demand: lowering the price of something

(in this case the time cost of using a particular roadway) tends to increase the volume consumed.

There have been numerous studies which have all reached similar conclusions about the empirical nature of this relationship. Two of the leading scholars on the subject, the University of California's Susan Handy and James Volker present a meta-analysis of studies of induced travel. Their results are summarized on the following table. In studies in the US and in other developed countries, there's a strong and consistent relationship between expanded roadways and additional travel. In the long run, estimates of the elasticity of induced travel are around 1.0, meaning that a one percent increase in road capacity tends to lead to a one percent increase in vehicle miles traveled.

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Kara Kockelman (2011), "Traffic Congestion," Chapter 22, Transportation Engineering Handbook, McGraw Hill .

ODOT asserts that it can ignore all this literature. ODOT argues, in essence, that even though the consensus is for a unit elasticity, that here in Oregon, contra all this published literature, it believes the real coefficient of these equations is zero: that a one percent increase in roadway capacity would lead to no increase whatsoever in travel demand. In essence, the ODOT Analysis Methods Manual tells planners to ignore induced demand entirely.

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Oregon DOT falsely claims that there is a difference between "latent" demand and "induced" demand. Here's what they are saying...

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Induced demand – new demand for travel that did not exist prior to the build scenario. This is above and beyond forecasted and latent demand associated with planned land use, it is demand that is the result of changes in land use (zone changes) or economic conditions that create new trips.

(ODOT Analysis Procedures Manual, June 2022, emphasis added).

Denying that "latent" demand is induced demand is not supported in the literature. No other study uses these terms in this fashion, or makes this distinction between "induced" and "latent" demand. This is ODOT's Through the Looking Glass moment:

“When I use a word,” Humpty Dumpty said, in rather a scornful tone, “it means just what I choose it to mean—neither more nor less.”

Ben and Jerry observe the latent demand for ice cream every year when they drop the price of a cone to zero, and people line up around the block. These are all people who would love to have ice cream, if only it were free. The lines around the block are “induced ice cream eating”, as the zero price of ice cream converts “latent demand” into “actual demand.”

But we know empirically that travel changes rapidly in response to available highway capacity. That's true both in the case of expansions and contractions in capacity. People rapidly and radically change their travel distances and trip making in response to changes in capacity. Predicted “carmaggedons” in the face of reductions of capacity from bridge closures, highway collapses, construction projects, demolitions of highways, and other similar events cause traffic disappearance.

Ultimately, this is pure sophistry: Whether you call it “latent” demand or “induced” demand, the effects are exactly the same: Adding more capacity to existing roadways increases the volume of vehicle travel.

Oregon's Analysis Procedures Manual vs. California's Transportation Analysis Framework

While OregonDOT has just published its “Analysis Procedures Manual” banning the use of induced travel calculators, its California counterpart, Caltrans has published guidelines that require the use of such a calculator to highway projects in the Golden State. What leads one state DOT to require the calculator, while the other bans it. Who is right?

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In contrast, the Oregon Manual has no identified author, cites no academic literature, has not been subject to outside review by persons independent from the Oregon Department of Transportation. It is an unsubstantiated, unscientific polemic.

It's also possible (and indeed likely) that even without changes in land use, households and businesses will sort themselves differently among the existing stock of land and buildings. If travel is fast and free, people may choose to live at housing a great distance from their jobs (or conversely, commute to jobs at great distance from their homes). If travel is slower or more expensive, they may seek housing nearer their job, or look for jobs only closer to home in order to minimize the time and money costs of travel. The redistribution of population and employment among existing buildings in response to changes in travel costs is something that

ODOT denies is even possible.

What's deeply ironic about the denial of induced demand is that highway departments have been counting on it to create an unending demand for their services for decades. Building more and wider roads has led to more driving and more car ownership, which has jammed existing roads to capacity, and led to calls for further widening. It's a Sisyphean cycle that leads to ever more traffic and ever more spending on roads, which is just what highway departments and their vendors want.

Induced Demand and Land Use Changes

As Litman points out there are first-, second-, third- and fourth-order effects from highway capacity increases. Initially travel times get faster (first order). That prompts people to change whether, when, where and by what means they travel. (second order). The shift in travel patterns and accessibility may then prompt changes in land use (third order). Finally, the cumulative effect of a shift to sprawl and greater auto dependence may further amplify trip taking (fourth-order).

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The ODOT view is that the “second order” effects—changing times, routes, additional trip taking, and more miles traveled—somehow don't count as “induced travel” if no changes in land use happen. Or, alternatively, if that travel is accurately predicted by a traffic model or anticipated in a plan (i.e. “above and beyond forecasted”), that it also doesn't count.

The Land Use Red Herring

But let's have a look at the second part of the argument: That the transportation agency can ignore that part of induced demand that results from land use changes in response to the expansion of roadways, and that somehow, because Oregon has a system of land use planning that those effects simply don't occur here. ODOT's rhetorical position is that “Induced demand” can only occur in response to land use changes, and land use changes are impossible under Oregon's land use system.

The Oregon Department of Transportation likes to pretend that the only form of induced travel that is real is that which accompanies changes in land use. And they argue that because Oregon has strict land use laws, that investments in travel infrastructure can't produce changes in land use.

In general, Oregon faces low risk related to induced demand because of the state's strong land use laws, which exist to prevent sprawl. Changes to land use must be approved by local jurisdictions, so a facility project cannot induce demand just by itself.

ODOT's reasoning is this: Induced demand only occurs when there is a land use change that necessitates a change in a land use plan. Because Oregon has land use plans, transportation projects somehow can't create induced demand. This reasoning is wrong for two reasons: First, as we've already explained, "latent" demand—changes in transportation behavior in response to a capacity increase—can happen even without any change in land use, and this "latent" demand is, according to all the scientific literature "induced demand." The second reason is that Oregon's land use law doesn't prevent or preclude changes in land use in response to changes in transportation infrastructure.

What this misses is that the land use system is a permissive framework, and within that legal framework many possible patterns of population and employment are possible. For example, new housing can be built in infill locations (near transit, and proximate to more jobs) or it can be built at the urban periphery. Both outcomes are possible under the Oregon land use system. The key point about induced demand is that more investment in transportation infrastructure will make lower density, more far flung development even more attractive. And, importantly, a significant part of the demand for Oregon roadways comes from places not subject to the Oregon land use system (i.e. suburban Clark County Washington). Investing in more transportation capacity across the Columbia River will facilitate more low density sprawl in Washington, and added automobile trips on the I-5 and I-205 bridges as large fractions of these suburban and exurban households live and shop in Oregon.

A lobbying campaign to deny induced demand

There's little question that ODOT officials are uncomfortable with the science of induced travel. And they're eager to do anything they can to minimize or misrepresent or discredit the application of this scientific fact to transportation planning. For example, in 2021, ODOT sought funding through AASHTO (the lobbying organization of state highway agencies) to get a project funded to dispute induced demand. Bike Portland reported that its proposal made it clear that the agency was primarily interested in generating talking points to push back against application of induced demand to metro area freeway expansion projects.

"While the road building era of the 1950s freeway networks is essentially complete, even minor strategies and investment intended to optimize existing roadway system assets are increasingly facing opposition in the name of "induced demand"..."

Even as it is busily ignoring or denying the science of induced travel, the Oregon Department of Transportation regularly repeats the discredited myth that idling in traffic is a significant source of greenhouse gas emissions that can be reduced by widening roadways.

Traffic Projections that Deny Induced Travel Lack Scientific Integrity

To the extent that ODOT's guidance limits what is included in a federally required environmental impact statement, it's steadfast refusal to cite any sources for its claims, and its consistent ignorance of published scientific literature on induced travel constitutes a violation of the scientific integrity requirements of NEPA.

Agencies shall ensure the professional integrity, including scientific integrity, of the discussions and analyses in environmental documents. Agencies shall make use of reliable existing data and resources. Agencies may make use of any reliable data sources, such as remotely gathered information or statistical models. They shall identify any methodologies used and shall make explicit reference to the scientific and other sources relied upon for conclusions in the statement. Agencies may place discussion of methodology in an appendix. Agencies are not required to undertake new scientific and technical research to inform their analyses. Nothing in this section is intended to prohibit agencies from compliance with the requirements of other statutes pertaining to scientific and technical research.

Chuck Marohn, writing at Strong Towns explains that traffic engineers treat travel demand as a fixed and immutable quantity—they've build models and a world view that pretends that people will travel just as much whether they build a project or not. This view helps justify building ever more roads, but doesn't reflect reality and ought to be treated as professional malpractice:

The concept of "travel demand" is where traffic engineers have stunted their own intellectual development more than perhaps anywhere else. And they've done so for two reasons. First, it makes their models easier to run. It's really difficult (impossible, really) to create models that factor in the behavioral responses of humans. Better to just assume a static level of demand, even though that assumption is a farce (remember, traffic models are all about justifying projects, not actually modeling what is going on in the world).

Second, it allows traffic planners and engineers to position themselves and their craft as responding to demand, not creating it. That's an important distinction because it allows them to be confident in what they do without having to struggle with the underlying reasons that things aren't working. . . .

Engineering in the auto age is about building—build, build, build—and not about optimizing or managing systems. When your ethos is merely to build more stuff, you develop myths and models that support that ethos. That's what you're seeing in the patently absurd assertion that additional capacity does not generate more trips. . . .

In 2022, denying how highway expansions induce people to drive more should be considered professional malpractice.

US Secretary of Transportation Pete Buttigieg clearly endorses the science of induced demand. In a recent television interview, Buttigieg told Chris Wallace:

. . . here's an entire science to this. And we have a lot of research partners. We have our own research institution called the Volpe Institute, which is in Cambridge, Massachusetts. . . . one of the challenges we have right now is you got more and more people in the country more and more people on the road. Just how to be smart about that. For example, it turns out that sometimes when you just want to get a lot of traffic on the roadway, and you just added lanes to it, all you get is more traffic, because it actually makes more people want to drive on that road and then you're right back where you were.

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By Joe Cortright 30.12.2022

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Traffic Projections that Deny Induced Travel Lack Scientific Integrity

To the extent that ODOT’s guidance limits what is included in a federally required environmental impact statement, it’s steadfast refusal to cite any sources for its claims, and its consistent ignorance of published scientific literature on induced travel constitutes a violation of the scientific integrity requirements of NEPA.

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Chuck Marohn, writing at Strong Towns explains that traffic engineers treat travel demand as a fixed and immutable quantity—they’ve build models and a world view that pretends that people will travel just as much whether they build a project or not. This view helps justify building ever more roads, but doesn’t reflect reality and ought to be treated as professional malpractice:

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By Joe Cortright 30.12.2022

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The tortured denial by the Oregon Department of Transportation engages in some blatant sophistry that tries to create a false distinction between “latent” demand and “induced demand.” If we just call it “latent demand” then somehow it doesn’t count.

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This kind of foot-stomping, hand-waving denial is reminiscent of the Catholic church’s harrumphing denials of Copernicus and Galileo’s observations of the universe. But induced travel is extremely well-established science, and Oregon DOT shows itself to be modern day a flat-earth science denier.

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Denying that "latent" demand is induced demand is not supported in the literature. No other study uses these terms in this fashion, or makes this distinction between "induced" and "latent" demand. This is ODOT's Through the Looking Glass moment:

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While OregonDOT has just published its “Analysis Procedures Manual” banning the use of induced travel calculators, its California counterpart, Caltrans has published guidelines that require the use of such a calculator to highway projects in the Golden State. What leads one state DOT to require the calculator, while the other bans it. Who is right?

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What’s deeply ironic about the denial of induced demand is that highway departments have been counting on it to create an unending demand for their services for decades. Building more and wider roads has led to more driving and more car ownership, which has jammed existing roads to capacity, and led to calls for further widening. It’s a Sisyphean cycle that leads to ever more traffic and ever more spending on roads, which is just what highway departments and their vendors want.

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As Litman points out there are first-, second-, third- and fourth-order effects from highway capacity increases. Initially travel times get faster (first order). That prompts people to change whether, when, where and by what means they travel.(second order). The shift in travel patterns and accessibility may then prompt changes in

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The ODOT view is that the “second order” effects—changing times, routes, additional trip taking, and more miles traveled—somehow don’t count as “induced travel” if no changes in land use happen. Or, alternatively, if that travel is accurately predicted by a traffic model or anticipated in a plan (i.e. “above and beyond forecasted”) , that it also doesn’t count.

The Land Use Red Herring

But let’s have a look at the second part of the argument: That the transportation agency can ignore that part of induced demand that results from land use changes in response to the expansion of roadways, and that somehow, because Oregon has a system of land use planning that those effects simply don’t occur here. ODOT’s rhetorical position is that “Induced demand” can only occur in response to land use changes, and land use changes are impossible under Oregon’s land use system.

The Oregon Department of Transportation likes to pretend that the only form of induced travel that is real is that which accompanies changes in land use. And they argue that because Oregon has strict land use laws, that investments in travel infrastructure can’t produce changes in land use.

In general, Oregon faces low risk related to induced demand because of the state’s strong land use laws, which exist to prevent sprawl. Changes to land use must be approved by local jurisdictions, so a facility project cannot induce demand just by itself.

ODOT’s reasoning is this: Induced demand only occurs when there is a land use change that necessitates a change in a land use plan. Because Oregon has land use plans, transportation projects somehow can’t create induced demand. This reasoning is wrong for two reasons: First, as we’ve already explained, “latent” demand—changes in transportation behavior in response to a capacity increase—can happen even without any change in land use, and this “latent” demand is, according to all the scientific literature “induced demand.” The second reason is that Oregon’s land use law doesn’t prevent or preclude changes in land use in response to changes in transportation infrastructure.

What this misses is that the land use system is a permissive framework, and within that legal framework many possible patterns of population and employment are possible. For example, new housing can be built in infill locations (near transit, and proximate to more jobs) or it can be built at the urban periphery. Both outcomes are possible under the Oregon land use system. The key point about induced demand is that more investment in transportation infrastructure will make lower density, more far flung development even more attractive. And, importantly, a significant part of the demand for Oregon roadways comes from places not subject to the Oregon land use system (i.e. suburban Clark County Washington). Investing in more transportation capacity across the Columbia River will facilitate more low density sprawl in Washington, and added automobile trips on the I-5 and I-205 bridges as large fractions of these suburban and exurban households live and shop in Oregon.

A lobbying campaign to deny induced demand

There's little question that ODOT officials are uncomfortable with the science of induced travel. And they're eager to do anything they can to minimize or misrepresent or discredit the application of this scientific fact to transportation planning. For example, in 2021, ODOT sought funding through AASHTO (the lobbying organization of state highway agencies) to get a project funded to dispute induced demand. Bike Portland reported that its proposal made it clear that the agency was primarily interested in generating talking points to push back against application of induced demand to metro area freeway expansion projects.

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ODOT's reasoning is this: Induced demand only occurs when there is a land use change that necessitates a change in a land use plan. Because Oregon has land use plans, transportation projects somehow can't create induced demand. This reasoning is wrong for two reasons: First, as we've already explained, "latent" demand—changes in transportation behavior in response to a capacity increase—can happen even without any change in land use, and this "latent" demand is, according to all the scientific literature "induced demand." The second reason is that Oregon's land use law doesn't prevent or preclude changes in land use in response to changes in transportation infrastructure.

What this misses is that the land use system is a permissive framework, and within that legal framework many possible patterns of population and employment are possible. For example, new housing can be built in infill locations (near transit, and proximate to more jobs) or it can be built at the urban periphery. Both outcomes are possible under the Oregon land use system. The key point about induced demand is that more investment in transportation infrastructure will make lower density, more far flung development even more attractive. And, importantly, a significant part of the demand for Oregon roadways comes from places not subject to the Oregon land use system (i.e. suburban Clark County Washington). Investing in more transportation capacity across the Columbia River will facilitate more low density sprawl in Washington, and added automobile trips on the I-5 and I-205 bridges as large fractions of these suburban and exurban households live and shop in Oregon.

A lobbying campaign to deny induced demand

There's little question that ODOT officials are uncomfortable with the science of induced travel. And they're eager to do anything they can to minimize or misrepresent or discredit the application of this scientific fact to transportation planning. For example, in 2021, ODOT sought funding through AASHTO (the lobbying organization of state highway agencies) to get a project funded to dispute induced demand. Bike Portland reported that its proposal made it clear that the agency was primarily interested in generating talking points to push back against application of induced demand to metro area freeway expansion projects.

"While the road building era of the 1950s freeway networks is essentially complete, even minor strategies and investment intended to optimize existing roadway system assets are increasingly facing opposition in the name of "induced demand"..."

Even as it is busily ignoring or denying the science of induced travel, the Oregon Department of Transportation regularly repeats the discredited myth that idling in traffic is a significant source of greenhouse gas emissions that can be reduced by widening roadways.

Traffic Projections that Deny Induced Travel Lack Scientific Integrity

To the extent that ODOT's guidance limits what is included in a federally required environmental impact

statement, it's steadfast refusal to cite any sources for its claims, and its consistent ignorance of published scientific literature on induced travel constitutes a violation of the scientific integrity requirements of NEPA.

§ 1502.23 Methodology and scientific accuracy.

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Chuck Marohn, writing at Strong Towns explains that traffic engineers treat travel demand as a fixed and immutable quantity—they've build models and a world view that pretends that people will travel just as much whether they build a project or not. This view helps justify building ever more roads, but doesn't reflect reality and ought to be treated as professional malpractice:

The concept of "travel demand" is where traffic engineers have stunted their own intellectual development more than perhaps anywhere else. And they've done so for two reasons. First, it makes their models easier to run. It's really difficult (impossible, really) to create models that factor in the behavioral responses of humans. Better to just assume a static level of demand, even though that assumption is a farce (remember, traffic models are all about justifying projects, not actually modeling what is going on in the world).

Second, it allows traffic planners and engineers to position themselves and their craft as responding to demand, not creating it. That's an important distinction because it allows them to be confident in what they do without having to struggle with the underlying reasons that things aren't working. . . .

Engineering in the auto age is about building—build, build, build—and not about optimizing or managing systems. When your ethos is merely to build more stuff, you develop myths and models that support that ethos. That's what you're seeing in the patently absurd assertion that additional capacity does not generate more trips. . . .

In 2022, denying how highway expansions induce people to drive more should be considered professional malpractice.

US Secretary of Transportation Pete Buttigieg clearly endorses the science of induced demand. In a recent television interview, Buttigieg told Chris Wallace:

. . . here's an entire science to this. And we have a lot of research partners. We have our own research institution called the Volpe Institute, which is in Cambridge, Massachusetts. . . . one of the challenges we have right now is you got more and more people in the country more and more people on the road. Just how to be smart about that. For example, it turns out that sometimes when you just want to get a lot of traffic on the roadway, and you just added lanes to it, all you get is more traffic, because it actually makes more people want

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The science of induced travel is well proven, but state DOTs are in utter denial

Widening freeways not only fails to reduce congestion, it inevitably results in more vehicle travel and more pollution

The Oregon Department of Transportation has published a technical manual banning the consideration of induced travel in Oregon highway projects.

The Oregon Department of Transportation wants to pretend that induced travel doesn't exist. Using federal funds, it has written a new handbook on how to plan for highways that makes some preposterous and undocumented claims about the induced travel. It explicitly prohibits planners and consultants from using peer-reviewed, scientifically based tools, like the Induced Travel Calculator, developed by the University of California Sustainable Transportation Center, and mandated by the California Department of Transportation for the analysis of the environmental effects of freeways.

The tortured denial by the Oregon Department of Transportation engages in some blatant sophistry that tries to create a false distinction between "latent" demand and "induced demand." If we just call it "latent demand" then somehow it doesn't count.

Turn to page 6-79 of ODOT's newly published "Analysis Procedures Manual". The APM is a technical guide to using traffic data to plan future roadways. Here you find a red-bordered text box with a bold graphic STOP sign, explicitly banning planners and analysts from using the induced travel calculator. "The use of these calculator types shall not be used to estimate induced and latent demand effects on ODOT-funded projects . . .

”

This kind of foot-stomping, hand-waving denial is reminiscent of the Catholic church's harrumphing denials of Copernicus and Galileo's observations of the universe. But induced travel is extremely well-established science, and Oregon DOT shows itself to be modern day a flat-earth science denier.

What the Scientific Literature Shows

The economic and scientific literature on induced travel is unambiguous: Increasing road capacity, by whatever means, lowers the perceived cost of driving and results in more travel. The phenomenon is now so well-established that it's called the "Fundamental Law of Road Congestion."

The economics are straightforward: expanding the supply of highways lowers the cost of driving, and faced with a lower cost of driving, people drive more. In this classic diagram, the supply curve shifts outward (to the right) lowering the cost of driving and increasing the number of miles driven.

The best available science shows that this generated travel follows a unit elasticity: a one percent increase in roadway capacity creates a one percent increase in vehicle miles traveled. To claim otherwise is to simply be in denial about the fundamental economics of the price elasticity of demand: lowering the price of something (in this case the time cost of using a particular roadway) tends to increase the volume consumed.

There have been numerous studies which have all reached similar conclusions about the empirical nature of this relationship. Two of the leading scholars on the subject, the University of California's Susan Handy and James Volker present a meta-analysis of studies of induced travel. Their results are summarized on the following table. In studies in the US and in other developed countries, there's a strong and consistent relationship between expanded roadways and additional travel. In the long run, estimates of the elasticity of induced travel are around 1.0, meaning that a one percent increase in road capacity tends to lead to a one percent increase in vehicle miles traveled.

The authoritative Traffic Engineering Handbook summarizes the literature on induced demand as follows:

. . . the long-run elasticities of VMT with respect to road space is generally 0.5 to 1.0 after controlling for population growth and income, with values of almost 1.0, suggesting that new road space is totally filled by generated traffic where congestion is relatively severe.

Kara Kockelman (2011), "Traffic Congestion," Chapter 22, Transportation Engineering Handbook, McGraw Hill .

ODOT asserts that it can ignore all this literature. ODOT argues, in essence, that even though the consensus is for a unit elasticity, that here in Oregon, contra all this published literature, it believes the real coefficient of these equations is zero: that a one percent increase in roadway capacity would lead to no increase whatsoever in travel demand. In essence, the ODOT Analysis Methods Manual tells planners to ignore induced demand entirely.

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The apparent justification for this conclusion is that there's something called "latent" demand that's different from "induced" demand.

Oregon DOT falsely claims that there is a difference between “latent” demand and “induced” demand. Here’s what they are saying...

Latent Demand – this is demand for transportation that consumers do not utilize because they cannot afford the cost or it is not currently available. Latent demand responses are typically associated with network limitations, such as capacity constraints . . . Latent demand does not include induced demand.

Induced demand – new demand for travel that did not exist prior to the build scenario. This is above and beyond forecasted and latent demand associated with planned land use, it is demand that is the result of changes in land use (zone changes) or economic conditions that create new trips.

(ODOT Analysis Procedures Manual, June 2022, emphasis added).

Denying that “latent” demand is induced demand is not supported in the literature. No other study uses these terms in this fashion, or makes this distinction between “induced” and “latent” demand. This is ODOT’s Through the Looking Glass moment:

“When I use a word,” Humpty Dumpty said, in rather a scornful tone, “it means just what I choose it to mean—neither more nor less.”

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But we know empirically that travel changes rapidly in response to available highway capacity. That’s true both in the case of expansions and contractions in capacity. People rapidly and radically change their travel distances and trip making in response to changes in capacity. Predicted “carmaggedons” in the face of reductions of capacity from bridge closures, highway collapses, construction projects, demolitions of highways, and other similar events cause traffic disappearance.

Ultimately, this is pure sophistry: Whether you call it “latent” demand or “induced” demand, the effects are exactly the same: Adding more capacity to existing roadways increases the volume of vehicle travel.

Oregon’s Analysis Procedures Manual vs. California’s Transportation Analysis Framework

While OregonDOT has just published its “Analysis Procedures Manual” banning the use of induced travel calculators, its California counterpart, Caltrans has published guidelines that require the use of such a calculator to highway projects in the Golden State. What leads one state DOT to require the calculator, while the other bans it. Who is right?

Let’s consider the processes and documentation that went into the CalTrans and ODOT publications. CalTrans adopted its Framework after a years-long study and review effort. It brought in outside experts, it conducted and published a thorough literature review, and the Framework itself was the subject of public meetings. As the Framework document explains:

Caltrans convened an expert panel of academics and practitioners through UC Berkeley Tech Transfer. The panel chair presented the group's conclusions to stakeholders at a virtual Technical Roundtable prior to finalizing the group's recommendations. Caltrans and State partners have accepted the panel's recommendations, which are reflected in the guidance documents.

In contrast, the Oregon Manual has no identified author, cites no academic literature, has not been subject to outside review by persons independent from the Oregon Department of Transportation. It is an unsubstantiated, unscientific polemic.

It's also possible (and indeed likely) that even without changes in land use, households and businesses will sort themselves differently among the existing stock of land and buildings. If travel is fast and free, people may choose to live at housing a great distance from their jobs (or conversely, commute to jobs at great distance from their homes). If travel is slower or more expensive, they may seek housing nearer their job, or look for jobs only closer to home in order to minimize the time and money costs of travel. The redistribution of population and employment among existing buildings in response to changes in travel costs is something that ODOT denies is even possible.

What's deeply ironic about the denial of induced demand is that highway departments have been counting on it to create an unending demand for their services for decades. Building more and wider roads has led to more driving and more car ownership, which has jammed existing roads to capacity, and led to calls for further widening. It's a Sisyphean cycle that leads to ever more traffic and ever more spending on roads, which is just what highway departments and their vendors want.

Induced Demand and Land Use Changes

As Litman points out there are first-, second-, third- and fourth-order effects from highway capacity increases. Initially travel times get faster (first order). That prompts people to change whether, when, where and by what means they travel. (second order). The shift in travel patterns and accessibility may then prompt changes in land use (third order). Finally, the cumulative effect of a shift to sprawl and greater auto dependence may further amplify trip taking (fourth-order).

Roadway expansion impacts tend to include:

First order. Reduced congestion delay, increased traffic speeds.

Second order. Changes in time, route, destination and mode.

Third order. Land use changes. More dispersed, automobile-oriented development.

Fourth order. Overall increase in automobile dependency. Degraded walking and cycling conditions (due to wider roads and increased traffic volumes), reduced public transit service (due to reduced demand and associated scale economies, sometimes called the Downs-Thomson paradox), and social stigma associated with alternative modes.

The ODOT view is that the “second order” effects—changing times, routes, additional trip taking, and more miles traveled—somehow don’t count as “induced travel” if no changes in land use happen. Or, alternatively, if that travel is accurately predicted by a traffic model or anticipated in a plan (i.e. “above and beyond forecasted”) , that it also doesn’t count.

The Land Use Red Herring

But let’s have a look at the second part of the argument: That the transportation agency can ignore that part of induced demand that results from land use changes in response to the expansion of roadways, and that somehow, because Oregon has a system of land use planning that those effects simply don’t occur here. ODOT’s rhetorical position is that “Induced demand” can only occur in response to land use changes, and land use changes are impossible under Oregon’s land use system.

The Oregon Department of Transportation likes to pretend that the only form of induced travel that is real is that which accompanies changes in land use. And they argue that because Oregon has strict land use laws, that investments in travel infrastructure can’t produce changes in land use.

In general, Oregon faces low risk related to induced demand because of the state’s strong land use laws, which exist to prevent sprawl. Changes to land use must be approved by local jurisdictions, so a facility project cannot induce demand just by itself.

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What this misses is that the land use system is a permissive framework, and within that legal framework many possible patterns of population and employment are possible. For example, new housing can be built in infill locations (near transit, and proximate to more jobs) or it can be built at the urban periphery. Both outcomes are possible under the Oregon land use system. The key point about induced demand is that more investment in transportation infrastructure will make lower density, more far flung development even more attractive. And, importantly, a significant part of the demand for Oregon roadways comes from places not subject to the Oregon land use system (i.e. suburban Clark County Washington). Investing in more transportation capacity across the Columbia River will facilitate more low density sprawl in Washington, and added automobile trips on the I-5 and I-205 bridges as large fractions of these suburban and exurban households live and shop in Oregon.

A lobbying campaign to deny induced demand

There’s little question that ODOT officials are uncomfortable with the science of induced travel. And they’re eager to do anything they can to minimize or misrepresent or discredit the application of this scientific fact to transportation planning. For example, in 2021, ODOT sought funding through AASHTO (the lobbying organization of state highway agencies) to get a project funded to dispute induced demand. Bike Portland reported that its proposal made it clear that the agency was primarily interested in generating talking points to

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Attachment (maximum one):

Cortright_Induced_Travel_Sophistry.pdf

JCA comment #: 123

[cityobservatory.org /flat-earth-sophistry/](https://cityobservatory.org/flat-earth-sophistry/)

Flat Earth Sophistry | City Observatory

By Joe Cortright : 17-22 minutes : 12/30/2022

The science of induced travel is well proven, but state DOTs are in utter denial

Widening freeways not only fails to reduce congestion, it inevitably results in more vehicle travel and more pollution

The Oregon Department of Transportation has published a technical manual banning the consideration of induced travel in transportation projects.

The Oregon Department of Transportation wants to pretend that induced travel doesn't exist. Using federal funds, it has funded a study on how to plan for highways that makes some preposterous and undocumented claims about the induced travel. It explicitly bans consultants from using peer-reviewed, scientifically based tools, like the Induced Travel Calculator, developed by the Sustainable Transportation Center, and mandated by the California Department of Transportation for the analysis of freeway widening projects.

The tortured denial by the Oregon Department of Transportation engages in some blatant sophistry that tries to create a distinction between "latent" demand and "induced demand." If we just call it "latent demand" then somehow it doesn't count.

Turn to page 6-79 of ODOT's newly published "[Analysis Procedures Manual](#)". The APM is a technical guide to urban transportation planning for roadways. Here you find a red-bordered text box with a bold graphic STOP sign, explicitly banning planners and analysts from using the travel calculator. "The use of these calculator types shall not be used to estimate induced and latent demand effects on travel demand."



There are some available high-level induced demand calculators available such as from the National Center for Sustainable Transportation (University of California at Davis) or variants developed for other areas. These are simple calculators that use a proportional relationship between empirical gathered lane miles and vehicle-miles traveled for different roadway types and geographies along with an elasticity constant. The use of these calculator types shall not be used to estimate induced and latent demand effects on ODOT-funded projects as they are inappropriate for use in Oregon.

These do not take land use, location within the regional network, economics, population/demographic changes, route shifting, trip purpose, extra space needed to accommodate complex merging and weavings, or any specific improvement details into account nor do they consider the impacts of Oregon's land use planning laws to prevent sprawl effects. Latent demand is mixed into these and called "induced" in attempts to simplify. As such, it is unlikely that the results will be consistent with approved evaluation tools such as SWIM and will be potentially misleading.

This kind of foot-stomping, hand-waving denial is reminiscent of the Catholic church's harrumphing denials of Copernicus of the universe. But induced travel is extremely well-established science, and Oregon DOT shows itself to be more denier.

What the Scientific Literature Shows

The economic and scientific literature on induced travel is unambiguous: Increasing road capacity, by whatever means, results in more driving and results in more travel. The phenomenon is now so well-established that it's called the "[Fundamental Law of Induced Travel](#)".

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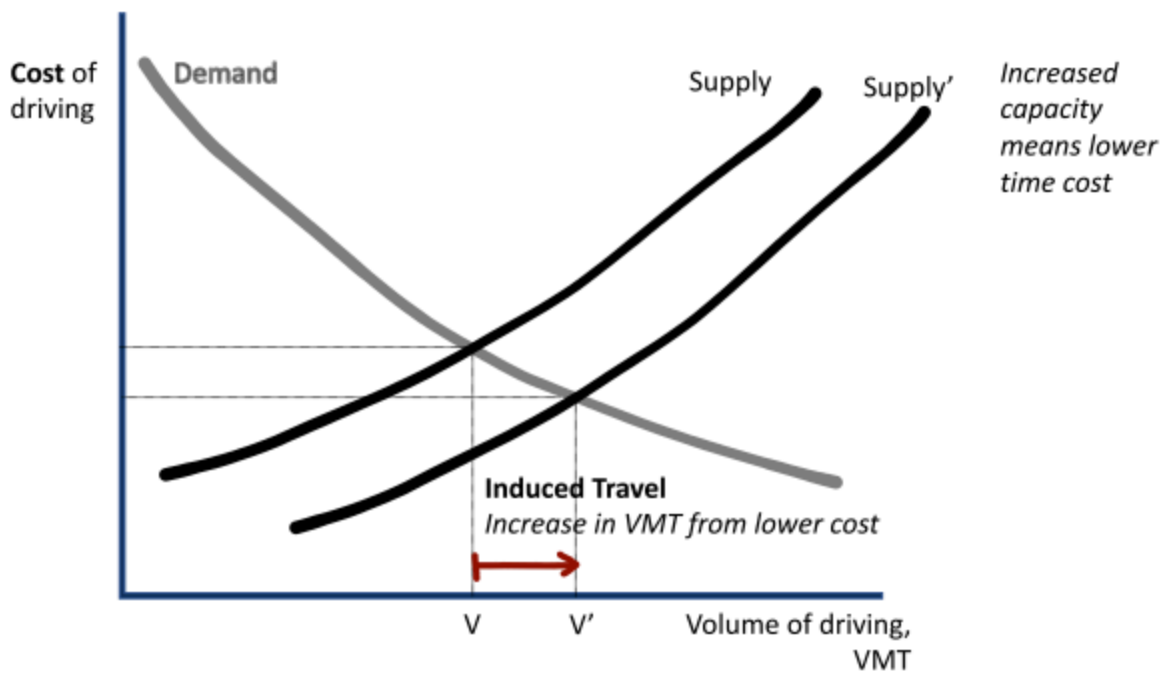


Figure 2. Elastic Demand for Vehicle Travel and the Induced Travel Effect

The best available science shows that this generated travel follows a unit elasticity: a one percent increase in road capacity leads to a one percent increase in vehicle miles traveled. To claim otherwise is to simply be in [denial about the fundamental economic demand](#): lowering the price of something (in this case the time cost of using a particular roadway) tends to increase the quantity demanded.

There have been numerous studies which have all reached similar conclusions about the empirical nature of this relationship. For example, among other scholars on the subject, the University of California's Susan Handy and James Volker present a meta-analysis of studies on induced travel. Their results are summarized on the following table. In studies in the US and in other developed countries, there's a strong positive correlation between expanded roadways and additional travel. In the long run, estimates of the elasticity of induced travel are around 1.0, meaning that a one percent increase in road capacity tends to lead to a one percent increase in vehicle miles traveled.

Authors	Geography	Elasticities	
		Short Run	Longer Run
Fulton et al. (2000)	United States (Maryland, North Carolina, Virginia, Washington, DC)	0.46–0.51	-
Noland & Cowart (2000)	United States	0.28–0.76	-
Cervero & Hansen (2002)	United States (California)	0.59	0.79 (5 year)
Duranton & Turner (2011)	United States	-	1.03 (10 year)
Su (2011)	United States	0.07	0.26
Melo et al. (2012)	United States	-	0.98
Graham et al. (2014)	United States	-	0.77
Hymel (2019)	United States	0.32–0.37	0.89–1.06
González & Marrero (2012)	Spain	0.11–0.17	0.27–0.31
Hsu & Zhang (2014)	Japan	-	1.24–1.30 (3–5 year)
		-	1.24–1.34 (3–5 year)
Chen & Kralber (2020)	China	0.99	-
García-López et al. (2020)	Europe (29 countries)	-	1.21 (5 year)

The authoritative *Traffic Engineering Handbook* summarizes the literature on induced demand as follows:

... the long-run elasticities of VMT with respect to road space is generally 0.5 to 1.0 after controlling for population, with values of almost 1.0, suggesting that new road space is totally filled by generated traffic where congestion is

Kara Kockelman (2011), “Traffic Congestion,” Chapter 22, *Transportation Engineering Handbook*, McGraw Hill .

ODOT asserts that it can ignore all this literature. ODOT argues, in essence, that even though the consensus is for Oregon, contra all this published literature, it believes the real coefficient of these equations is zero: that a one percent increase in road capacity would lead to no increase whatsoever in travel demand. In essence, the ODOT Analysis Methods Manual treats induced demand entirely.

Latent demand is induced demand.

The apparent justification for this conclusion is that there's something called "latent" demand that's different from "induced" demand.

Oregon DOT falsely claims that there is a difference between "latent" demand and "induced" demand. Here's what they say:

Latent Demand – this is demand for transportation that consumers do not utilize because they cannot afford the transportation services that are available. Latent demand responses are typically associated with network limitations, such as capacity constraints. **Latent demand does not include induced demand.**

Induced demand – new demand for travel that did not exist prior to the build scenario. This is above and beyond the demand associated with planned land use, **it is demand that is the result of changes in land use** (zonings, etc.) and other conditions that create new trips.

(ODOT Analysis Procedures Manual, June 2022, emphasis added).

Denying that "latent" demand is induced demand is not supported in the literature. No other study uses these terms or makes this distinction between "induced" and "latent" demand. This is ODOT's [Through the Looking Glass](#) moment:

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Ben and Jerry observe the latent demand for ice cream every year when they drop the price of a cone to zero, and people buy ice cream. These are all people who would love to have ice cream, if only it were free. The lines around the block are "induced demand." The price of ice cream converts "latent demand" into "actual demand."

But we know empirically that travel changes rapidly in response to available highway capacity. That's true both in response to contractions in capacity. People rapidly and radically change their travel distances and trip making in response to capacity reductions. "carmaggedons" in the face of reductions of capacity from [bridge closures](#), [highway collapses](#), [construction projects](#), and other similar events cause traffic disappearance.

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Oregon's Analysis Procedures Manual vs. California's Transportation Analysis Framework

While OregonDOT has just published its "Analysis Procedures Manual" banning the use of induced travel calculator, Caltrans has published guidelines that require the use of such a calculator to highway projects in the Golden State. Oregon requires the calculator, while the other bans it. Who is right?



Transportation Analysis Framework First Edition*

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Evaluating Transportation Impacts of State Highway System Projects

Let's consider the processes and documentation that went into the CalTrans and ODOT publications. CalTrans a years-long study and review effort. It brought in outside experts, it conducted and published a thorough literature review, and the Framework was the subject of public meetings. As the Framework document explains:

Caltrans convened an expert panel of academics and practitioners through UC Berkeley Tech Transfer. The panel presented the group's conclusions to stakeholders at a virtual Technical Roundtable prior to finalizing the group's recommendations. State partners have accepted the panel's recommendations, which are reflected in the guidance documents.

In contrast, the Oregon Manual has no identified author, cites no academic literature, has not been subject to peer review, and is independent from the Oregon Department of Transportation. It is an unsubstantiated, unscientific polemic.

It's also possible (and indeed likely) that even without changes in land use, households and businesses will sort themselves out in the existing stock of land and buildings. If travel is fast and free, people may choose to live at housing a great distance from their jobs (commute to jobs at great distance from their homes). If travel is slower or more expensive, they may seek housing near their jobs.

only closer to home in order to minimize the time and money costs of travel. The redistribution of population and buildings in response to changes in travel costs is something that ODOT denies is even possible.

What's deeply ironic about the denial of induced demand is that highway departments have been counting on it to cover their services for decades. Building more and wider roads has led to more driving and more car ownership, which has increased capacity, and led to calls for further widening. It's a [Sisyphean](#) cycle that leads to ever more traffic and ever more sprawl, which is what highway departments and their vendors want.

Induced Demand and Land Use Changes

As [Litman](#) points out there are first-, second-, third- and fourth-order effects from highway capacity increases. (First order). That prompts people to change whether, when, where and by what means they travel. (second order). That prompts changes in accessibility may then prompt changes in land use (third order). Finally, the cumulative effect of a shift to sprawl and further amplify trip taking (fourth-order).

Roadway expansion impacts tend to include:

First order. Reduced congestion delay, increased traffic speeds.

Second order. Changes in time, route, destination and mode.

Third order. Land use changes. More dispersed, automobile-oriented development.

Fourth order. Overall increase in automobile dependency. Degraded walking and cycling conditions (due to increased traffic volumes), reduced public transit service (due to reduced demand and associated scale economies, sometimes called the Thomson paradox), and social stigma associated with alternative modes.

The ODOT view is that the “second order” effects—changing times, routes, additional trip taking, and more miles traveled—are “induced travel” if no changes in land use happen. Or, alternatively, if that travel is accurately predicted by a traffic model (i.e. “above and beyond forecasted”) , that it also doesn't count.

The Land Use Red Herring

But let's have a look at the second part of the argument: That the transportation agency can ignore that part of induced demand—land use changes in response to the expansion of roadways, and that somehow, because Oregon has a system of

effects simply don't occur here. ODOT's rhetorical position is that "Induced demand" can only occur in response to land use changes that are impossible under Oregon's land use system.

- **Induced demand** – new demand for travel that did not exist prior to the build scenario. This is above and beyond forecasted and latent demand associated with planned land use, it is demand that is the result of changes in land use (zone changes) or economic conditions that create new trips. Induced demand can be identified on a regional scale when there is an increase in demand that cannot be attributed to other types of demand, such as demand diverting from one facility to another. Induced demand typically occurs over a long time span and may relate to land use changes outside of the study area or a reduction in the cost of accessing destinations previously too costly to access.

The Oregon Department of Transportation likes to pretend that the only form of induced travel that is real is that which is directly induced by a transportation project. And they argue that because Oregon has strict land use laws, that investments in travel infrastructure can't produce induced demand.

In general, Oregon faces low risk related to induced demand because of the state's strong land use laws, which require that any change in land use must be approved by local jurisdictions, so **a facility project cannot induce demand just by its existence.**

ODOT's reasoning is this: Induced demand only occurs when there is a land use change that necessitates a change in travel behavior. Since Oregon has land use plans, transportation projects somehow can't create induced demand. This reasoning is wrong. As we've already explained, "latent" demand—changes in transportation behavior in response to a capacity increase—can be induced by a change in land use, and this "latent" demand is, according to all the scientific literature "induced demand." The second law of induced demand is that land use law doesn't prevent or preclude changes in land use in response to changes in transportation infrastructure.

What this misses is that the land use system is a permissive framework, and within that legal framework many possible outcomes are possible. For example, new housing can be built in infill locations (near transit, and proximate to major employment centers) or in the urban periphery. Both outcomes are possible under the Oregon land use system. The key point about induced demand is that transportation infrastructure will make lower density, more far flung development even more attractive. And, importantly, a large portion of the demand for Oregon roadways comes from places not subject to the Oregon land use system (i.e. suburban Clark County, Washington). More transportation capacity across the Columbia River will facilitate more low density sprawl in Washington, and add to the demand on the I-5 and I-205 bridges as large fractions of these suburban and exurban households live and shop in Oregon.

A lobbying campaign to deny induced demand

There's little question that ODOT officials are uncomfortable with the science of induced travel. And they're eager to minimize or misrepresent or discredit the application of this scientific fact to transportation planning. For example, in 2015, through AASHTO (the lobbying organization of state highway agencies) to get a project funded to dispute induced demand, that its proposal made it clear that the agency was primarily interested in generating talking points to push back against induced demand to metro area freeway expansion projects.

"While the road building era of the 1950s freeway networks is essentially complete, even minor strategies and programs to optimize existing roadway system assets are increasingly facing opposition in the name of "induced demand"..."

Even as it is busily ignoring or denying the science of induced travel, the Oregon Department of Transportation [repeats the myth](#) that idling in traffic is a significant source of greenhouse gas emissions that can be reduced by widening roadways.

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The contents of this report reflect the views of the Oregon Department of Transportation, Transportation Planning Analysis Unit, which is responsible for the facts and accuracy of the information presented herein. The contents do not necessarily reflect the official views or policies of the Federal Highway Administration.



Points that are critical for the analysis process are displayed as a box in italics with the stop sign icon.

Traffic Projections that Deny Induced Travel Lack Scientific Integrity

To the extent that ODOT's guidance limits what is included in a federally required environmental impact statement, its sources for its claims, and its consistent ignorance of published scientific literature on induced travel constitutes a violation of the requirements of NEPA.

§ 1502.23 Methodology and scientific accuracy.

Agencies shall ensure the professional integrity, including scientific integrity, of the discussions and analyses in their documents. Agencies shall make use of reliable existing data and resources. Agencies may make use of any other data and resources that are reliable and relevant.

such as remotely gathered information or statistical models. **They shall identify any methodologies used and reference to the scientific and other sources relied upon for conclusions in the statement.** Agencies must include methodology in an appendix. Agencies are not required to undertake new scientific and technical research to comply with the requirements of other statutes. Nothing in this section is intended to prohibit agencies from compliance with the requirements of other statutes and technical research.

Chuck Marohn, writing at [Strong Towns](#) explains that traffic engineers treat travel demand as a fixed and immutable and a world view that pretends that people will travel just as much whether they build a project or not. This view hinders roads, but doesn't reflect reality and ought to be treated as professional malpractice:

The concept of “travel demand” is where traffic engineers have stunted their own intellectual development more than elsewhere. And they've done so for two reasons. First, it makes their models easier to run. It's really difficult (impossible) to build models that factor in the behavioral responses of humans. Better to just assume a static level of demand, even if it is a farce (remember, **traffic models are all about justifying projects**, not actually modeling what is going on in the world).

Second, it allows traffic planners and engineers to position themselves and their craft as responding to demand. It's an important distinction because it allows them to be confident in what they do without having to struggle with the fact that things aren't working. . . .

Engineering in the auto age is about building—build, build, build—and not about optimizing or managing systems. If you merely to build more stuff, you develop myths and models that support that ethos. That's what you're seeing today: the assertion that additional capacity does not generate more trips. . . .

In 2022, denying how highway expansions induce people to drive more should be considered professional malpractice.

US Secretary of Transportation Pete Buttigieg clearly endorses the science of induced demand. In a [recent television interview](#), Wallace:

. . . here's an entire science to this. And we have a lot of research partners. We have our own research in the Transportation Institute, which is in Cambridge, Massachusetts. . . . one of the challenges we have right now is you got more people in the country more and more people on the road. Just how to be smart about that. For example, it turns out that so many people want to get a lot of traffic on the roadway, and you just added lanes to it, all you get is more traffic, because more people want to drive on that road and then you're right back where you were.

IBR Draft SEIS - RECORD #735 DETAIL
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First Name : Joe

Last Name : Cortright

Attachments : DSEIS-735_Cortright_Original.pdf (16 kb)

IBR Draft SEIS - RECORD #735 DETAIL

Submission Date : 10/17/2024

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Topic Area:

Transportation

Comment:

IBR: Forecasting the impossible

By Joe Cortright 16.10.2024

The case for the \$7.5 billion Interstate Bridge Replacement project is based on deeply flawed traffic models that ignore the bridge's capacity limits, and predict plainly unrealistic levels of traffic growth if the bridge isn't expanded. These grossly overestimated projections make future traffic look worse and overstate the need and understate the environmental and financial costs associated with freeway expansion.

The current I-5 bridge can carry no more than 5,000 vehicles northbound in the afternoon peak hour. All of the available statistics, and every one of the experts that has looked at the bridge has concluded that it is already operating at its maximum capacity.

But, Metro's regional travel demand model, Kate, pretends that the bridge now carries more than 6,200 vehicles per hour—a thousand more cars and trucks per hour than can actually fit across the bridge.

And the Kate model, used for the IBR environmental analysis, makes the absurd prediction that peak hour PM traffic will increase further beyond its capacity—even if the IBR project isn't built.

And IBR officials altered the outputs of the Metro model to produce an even higher—and more preposterous—prediction that the “No-Build” version of the bridge would somehow carry 6,900 vehicles per hour in the northbound peak in 2045.

Forecasting the impossible

IBR traffic modeling is blind to the real capacity limits on the I-5 bridges; this is a common flaw in the kind of “static traffic assignment” models that Metro and IBR used;

Models that don't accurately account for capacity limits are broken, and worthless for analyzing traffic conditions and deciding how to spend billions of dollars. But the Oregon and Washington highway departments have chosen to use these flawed models to sell an oversized bridge.

These over-estimates-pretending that traffic volumes wildly exceed actual capacity are a critical gimmick for falsely portraying what happens if the \$7.5 billion Interstate Bridge Replacement Project isn't built. They're critically a way of hiding the “induced travel” that will come if the bridge is expanded: by pretending that traffic will increase whether or not the I-5 highway is widened, IBR officials are concealing the pollution and traffic that comes from wider roadways.

The decision to use a traffic model that ignores the capacity constraints on the existing I-5 bridges exaggerates future traffic growth and congestion, and falsely conceals the negative environmental effects associated with a wider crossing. Using an inaccurate, unscientific model, blatantly violates the National Environmental Policy Act.

The most obvious feature of the existing I-5 bridges over the Columbia River is the two narrow three-lane wide structures that carry highway from bank to bank. There are just so many vehicles that can be fitted into these lanes. The traffic data—confirmed by every expert that has looked at the bridge—is that the maximum peak hour capacity of the bridge has been reached, and can't increase further. For example, afternoon peak hour

crossings on the bridge have been stuck at less than 5,000 vehicles per hour for the past two decades.

In spite of this obvious and well-documented limitation, Metro's Kate travel demand model, which is the basis for the IBR's environmental analysis, asserts that even if nothing is done, more and more cars will cross the bridge at the peak hour each year. In fact, as we've documented previously, Metro's Kate model—the basis for IBR traffic projections—simply fails to correctly estimate even the current levels of traffic on the I-5 bridges, assigning nearly 20,000 more daily trips to the bridges than they actually carry.

The problem of these over-estimated volumes is most acute for the peak hour. Metro's Kate model over-estimates the current level of traffic on the bridge—asserting that it carries over 6,000 vehicles per hour in the Northbound PM peak, even though traffic data show that flows are always less than 5,000 vehicles per hour.

The problem here is that Metro's model simply fails to realistically account for the physical limits on traffic flow on the bridge. The model creates a fictional alternative reality where the bridge somehow carries more and more peak hour traffic—even though the data, and the modelers themselves admit the bridge has long since reached its capacity.

Metro's flawed Kate Traffic model predicts traffic exceeding capacity—an impossible outcome. That inflated “no-build” estimate is a critical foundation of the phony case being made for expanding the I-5 bridges. By exaggerating peak hour growth if nothing is done, the model makes it appear that traffic will be worse than it will actually ever be. In addition, because environmental analyses use this exaggerated no-build traffic level (and resulting pollution) as their basis for comparison, they create the false perception that the “build” alternatives (which add massive amounts of road capacity) won't stimulate additional trips, vehicle miles of travel, and pollution.

The Interstate Bridge Replacement (IBR) project, with its multi-billion dollar price tag, is founded on traffic projections that defy physical reality. This discrepancy between modeled predictions and actual capacity raises serious questions about the project's justification and potential environmental impacts.

The I-5 Interstate Bridge is at capacity, and can't add more traffic

All experts—and IBR—agree the I-5 bridges are at capacity at peak hours. Every analyst who has looked at the I-5 bridges has concluded that they are effectively carrying as many vehicles per hour during peak periods as is possible.

Traffic count data show that PM peak hour volumes have been steady for the past twenty years. Afternoon northbound peak hour volumes have been stuck at less than 5,000 vehicles per hour since 2000. The project's Environmental Impact Statement concedes that the maximum hourly capacity of the I-5 bridges is no more than 1,850 v/l/h or about 4,550 vehicles per hour (IBR Traffic Technical Report, Appendix A, Transportation Methods Report.).

IBR forecast officials explain that traffic levels on I-5 have grown more slowly than on I-205, “due to capacity constraints and extensive congestion over the Interstate [I-5] Bridge.”

CDM Smith, the national traffic expert hired by ODOT and WSDOT in 2013 to forecast traffic concluded, “Traffic under the existing toll-free operating condition on the I-5 bridge reached nominal capacity several years ago, . . . The I-5 bridge has little or no room for additional growth in most peak periods.”

In spite of the universal agreement that the current bridges are at peak capacity during rush hours, Metro's model claims that peak hour volumes will continue to increase even if nothing is built. Let's focus on the afternoon rush hour—northbound traffic from Portland to Vancouver, between 4 and 6 pm—the period of maximum daily traffic congestion. State traffic count data show that about 4,800 vehicles crossed the I-5 bridges in the afternoon peak hour Northbound each day in 2019. But Metro's traffic model, Kate, which is the basis for IBR's justification, and environmental analysis makes a false claim that more than 6,000 vehicles crossed the I-5 bridges northbound in the PM peak hour.

Projected peak hour exceed physical capacity

The Metro model, which forms the basis of IBR's planning, consistently predicts peak traffic levels on the I-5 bridge that exceed its demonstrated physical capacity of the bridge.

1. Current Capacity: The I-5 bridge can carry approximately 5,000 vehicles northbound in the PM peak hour, as evidenced by traffic count data. Here is a typical chart from IBR. Maximum northbound traffic flows at 5pm were 4,810 vehicles.

2. Model Overestimation: Metro's "Kate" model claims current traffic is currently (2019) over 6,290 vehicles per hour and predicts this will increase slightly to 6,375 by 2045. Here is a screenshot of an Metro Excel spreadsheet summarizing the peak hour volumes for I-5 in 2019. Northbound volumes for single occupancy cars, multiple occupancy cars, and medium and heavy trucks are highlighted and total 6,290 vehicles in the PM peak hour in 2019:

Metro spreadsheet obtained by public records request. Highlighting not in original. PM peak hour volume of 6,290 is the sum of 4,964 single occupancy cars, 1,011 multiple occupant cars, 240 heavy trucks and 76 medium trucks.

3. IBR's Inflated Growth Estimates: Consultants for the Interstate Bridge Replacement project altered the estimated traffic levels from Metro "Kate" model, something they call "post-processing." They recognized that Metro's Kate model over-estimated current (2019) NB peak hour traffic levels—which they lowered to 5,740 vehicles from Kate's 6,290. The 5,740 figure still greatly exceeds actual traffic counts. But while Metro's Kate model allowed almost no growth in peak traffic in the No-Build through 2045, IBR's "post-processing" allowed growth in the No-Build to increase to 6,905 vehicles per hour—more than 2,000 vehicles per hour beyond the actual physical capacity of the bridge.

IBR traffic modeling presentation, obtained by public records request (detail). March 30, 2022, Slide Number 21.

In sum: the IBR's claims about peak hour traffic don't mesh with actual data from traffic counts. The Metro Kate Model and IBR "post-processed" data over-state current traffic levels significantly. Both models assume that peak hour traffic will grow further in excess of capacity, and IBR's "post-processing" while partly correcting for base year over-estimates, has an even higher predicted growth rate. These projections are not just optimistic; they are physically impossible given the current infrastructure.

As traffic expert Norm Marshall says, models like these that fail to recognize capacity limits are "Forecasting the

Impossible.” He explains Static Traffic Assignment modeling technique used by Metro and IBR

. . . allows modeled traffic volumes to exceed capacity. This misrepresents traffic not only on the over-capacity segment, but on downstream segments that the excess traffic could not really reach because it either would divert to other routes or be queued upstream.

Marshall, N. “Forecasting the impossible: The status quo of estimating traffic flows with static traffic assignment and the future of dynamic traffic assignment,” Research in Transportation Business and Management, <https://doi.org/10.1016/j.rtbm.2018.06.002>

Violating Federal Highway Administration guidance

Transportation experts have long known that failing to realistically account for capacity limits leads traffic models to grossly over-estimate traffic growth. The Governmental Accountability Office and the National Academy of Sciences have both criticized this limitation of the traffic models of the type used by Metro and IBR. The Federal Highway Administration (FHWA) explicitly requires that demand estimates realistically account for capacity limitations.

“Constraining demand to capacity. . . care must be taken to ensure that forecasts are a reasonable estimate of the actual amount of traffic that can arrive within the analytical period . . .” Regional model forecasts are usually not well constrained to system capacity”

IBR clearly hasn’t taken care to assure its forecasts predict only as much traffic as the roadway can handle. The current modeling approach violated FHWA guidance, raising questions about the validity of the entire planning process.

Implications of overestimated peak hour traffic

Correctly estimating future peak hour traffic levels are the critical planning parameter for this project. The consequences of IBR’s inflated peak hour traffic projections are far-reaching:

1. Unjustified Expansion: By predicting traffic levels that exceed capacity, the model artificially creates congestion scenarios used to justify expanding freeway capacity.
2. A Distorted Environmental Assessment: Overstating traffic in the “no-build” scenario leads to an underestimation of the environmental impacts of the “build” option, potentially violating NEPA requirements. By exaggerating traffic and congestion in the “no-build” scenario, the IBR understates the true environmental effects of the build scenario.
3. Ignoring Historical Trends: The models disregard the fact that peak hour I-5 bridge traffic has not increased since 2005 due to existing capacity constraints, a point acknowledged by IBR itself.

IBR uses the euphemism “demand volumes” to hide its predictions that traffic will exceed capacity. IBR uses the term “demand volumes” to describe traffic levels that exceed physical capacity. This is a euphemism to conceal the fact that these are not predictions of actual levels of travel, but are modeled predictions of the number of vehicles that might use the bridge if there were no capacity constraints. The Metro

RTDM model allows predicted traffic levels to exceed highway capacity. The SDEIS repeatedly uses the term “demand volumes” in its Purpose and Need Statement (two instances) and in its Traffic Analysis (four instances). This terminology allows for projections that exceed physical capacity, but it’s a concept at odds with reality. In practice, traffic demand is always constrained by available capacity.

False models are no basis for multi-billion dollar decisions

The IBR project's reliance on traffic projections that exceed physical capacity undermines its credibility and raises serious questions about its necessity and environmental impact. As stewards of public resources and our environment, we must demand planning based on reality, not inflated projections.

It is imperative that the IBR team address these discrepancies and provide a clear, factual basis for their projections. Without this, we risk allocating billions of dollars to a project that solves imaginary problems while potentially creating real environmental and fiscal issues.

The future of our regional transportation system and the responsible use of public funds depend on a honest, data-driven approach to infrastructure planning. It's time for the IBR project to align its projections with reality and provide the transparent, accurate analysis that the public deserves.

JCA comment #: 121

IBR Draft SEIS - RECORD #736 DETAIL**First Name :** Joe**Last Name :** Cortright**Attachments :** DSEIS-736_Cortright_Original.pdf (1 mb)

IBR Draft SEIS - RECORD #736 DETAIL

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Attachments : Cortright_IBR_BCA_Critique_Nov2023.pdf (1 mb)

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Transportation

Comment:

Exaggerated Benefits, Omitted Costs: The Interstate Bridge Boondoggle

By Joe Cortright 14.12.2023

A \$7.5 billion highway boondoggle doesn't meet the basic test of cost-effectiveness

The Interstate Bridge Project is a value-destroying proposition: it costs more to build than it provides in economic benefits

Federal law requires that highway projects be demonstrated to be "cost-effective" in order to qualify for funding. The US Department of Transportation requires applicants to submit a "benefit-cost" analysis, that shows that the economic benefits of a project exceed its costs. We take a close, critical look at the benefit-cost analysis prepared for the proposed \$7.5 billion Interstate Bridge Replacement project between Portland and Vancouver.

City Observatory's analysis of the Interstate Bridge Replacement Benefit-Cost Analysis (IBR BCA) shows that it is riddled with errors and unsubstantiated claims and systematically overstates potential benefits and understates actual costs. .

It dramatically understates the actual cost of the project, both by mis-stating initial capital costs, and by entirely omitting operation and maintenance and periodic capital costs.

The construction period is under-estimated, which likely understates capital costs, and overstates benefits

In addition, the study also omits the toll charges paid by road users from its definition of project costs, in clear violation of federal benefit-cost guidelines.

In addition, the IBR BCA study dramatically inflates estimated benefits.

It uses an incorrect occupancy estimate to inflate the number of travelers benefiting from the project.

The IBR BCA analysis also presents inflated estimates of safety benefits, based an incomplete and un-documented crash analysis.

In addition, ODOT's study fails to separately present the benefits and costs of the project's tolling and capacity expansion components, and omits an analysis of the distribution of benefits and costs among different demographic groups.

A correct evaluation of this project shows that its costs exceed its benefits by a wide margin. What this means

is that the proposed freeway widening is not cost-effective; not only is it not something that qualifies for federal funding, it also is a demonstrably wasteful, value-destroying expenditure of public funds. The amount of money that the federal government, the States of Oregon and Washington, and highway users would pay in tolls, exceeds by a factor of more than two the actual economic benefits that would accrue to a subset of highway users. This is a project that would make us worse off economically—exactly the kind of project that the cost-effectiveness standard is established to prevent.

Benefits are overstated

ODOT and WSDOT claim that the present value of benefits from the IBR project amount to more than \$4 billion; nearly all of these benefits are attributed to travel time savings, congestion cost reductions and seismic resilience, and reduced crash losses. ODOT's estimates of both travel related savings and crash reductions lack documentation.

Travel Benefits: The IBR BCA claims that the project will produce \$2.4 billion in travel time benefits. ODOT's estimates are plagued with errors and a lack of documentation

Travel benefits are minuscule to individual travelers—averaging about 20 seconds in a typical five-mile trip, according to the BCA. These savings are imperceptible to individual travelers and are likely to be of no significant economic value.

The estimates use the wrong value for peak hour vehicle occupancy, exaggerating peak travelers by 13 percent. The BCA assumes 1.67 passengers per vehicle while USDOT guidelines prescribe a figure of 1.48 passengers per vehicle.

The project fails to document the diversion of traffic to the parallel I-205 bridge as a result of charging tolls on I-5; this will cause longer trips for 33,000 diverted vehicles per day, and will increase congestion and travel times for the 220,000 persons crossing the I-205 bridge. These costs will largely offset the travel time savings purported to accrue to travelers in the project area.

The Benefit Cost Analysis concedes that tolling the I-5 bridges will divert traffic to the I-205 bridge, but the project's benefit cost analysis only models the effect of the project in the study area. The added cost, pollution and other effects on the I-205 area are not included in the benefit cost analysis.

The Benefit Cost Analysis admits:

The Build scenario assumes tolling for the highway river crossing. The added cost from inclusion of tolls causes a reduction in I-5 auto trips as people shift to transit, use the alternative I-205 crossing, or change their

destination to avoid the crossing

As described, this benefit-cost analysis is highly selective: it counts beneficial time savings in the project's "study area" but ignores the costs in added travel distances, travel times and congestion that will occur outside the study area when traffic diverts to avoid tolls.

Resiliency Benefits: The IBR BCA claims savings for lives lost in a potential earthquake, savings on the cost of a replacement bridge, and added savings in traveler delay in the event that the bridges collapse in an earthquake. All these estimates are exaggerated, including probability of a major seismic event, likelihood of collapse, fatality rate in the event of a seismic event, number of persons on the bridge at the time of an event, the cost of replacing the bridge, and the scale of added travel that would result from traffic disruption if the bridge collapses.

Safety Benefits: The IBR BCA claims that the project will reduce crashes on I-5 and will produce benefits with a present value of approximately \$53 million. The IBR-BCA asserts that it has used the ISATe model to predict a 17 percent decline in crashes in the project area. Also, it has not documented what features of the project produce the supposed ISATe benefits, and it has failed to calibrate the ISATe model for I-5, and the ISATe methodology can't be used to accurately compute crash reduction on highways with ramp-metering, which I-5 has.

Costs are understated

The IBR BCA claim that the present value of the initial capital costs of this project are \$2.7 billion. That is a significant understatement. The project's construction cost, according to other IBR BCA documents is as much as \$7.5 billion. IBR BCA's failure to comprehensively account for project costs violates federal benefit cost guidance which requires that costs include "the full cost of the project. . . regardless of who bears the burden . . including state local and private partners . . ." This should include tolls paid by users.

Costs Exceed Benefits by a Wide Margin

After we correct IBR BCA's study for under-counted costs, and unsubstantiated benefit claims, the project's benefit-cost ratio falls to dramatically less than one, which is the minimum standard for meeting the statutory requirement that the project be cost-effective. Our corrected estimates show that the actual cost of the project ranges as high as \$5 billion. The actual benefits of the project, are roughly \$2 billion. This means that the project has a benefit-cost ratio of between 0.4 and 0.3, well below the minimum threshold of 1.0. The correct analysis shows that the I-5 Bridge Replacement project is a value-destroying endeavor: it costs users and taxpayers far more than it provides to the public in benefits. It is not cost-effective, and should not be approved

by FHWA.

Failing to disaggregate benefits and ignoring distributional impacts

Federal regulations require that a benefit-analysis separately report the benefits and costs of independent elements of a project. This is to prevent a prospective applicant from combining an ineligible project (with costs that exceed benefits) with an eligible project (with a positive benefit-cost ratio) in order to get a larger amount of federal funds. The IBR project consists of at least two elements with independent utility: a plan to toll I-5, and the proposed widening of the highway, intersections and approaches. Nearly all of the travel time benefits associated with the project result from tolling, according to IBR BCA's own analysis. Appraised separately, the tolling would have a far more favorable benefit-cost ratio than the highway expansion. To comply with federal requirements, IBR BCA should produce separate benefit cost estimates for each component of the project.

Federal regulations strongly encourage applicants to examine the distribution of benefits and costs among different segments of the population. IBR BCA included no distributional analysis in its benefit-cost study. Nearly all of the travel time, and congestion reduction benefits accrue to peak hour travelers. Yet a majority of the the cost of tolls are likely to be paid by travelers who use the I-5 during off-peak hours; these off-peak travelers get no travel time benefits. In effect, they are made worse off: they have to pay a toll even though they get no better service than under the no-build scenario.

Conflict of interest and risk of fraud

The benefit-cost analysis is more than a mere formality: it is a legal requirement for the \$7.5 billion project to qualify for federal aid. False representations made in the IBR BCA could represent fraud. It is concerning that the benefit-cost analysis is prepared by a private sector contractor with a direct financial interest in the construction of the IBR. The Benefit-Cost Narrative report indicates that the report was "Prepared by WSP." Financial records obtained from the IBR project pursuant to a public records request show that WSP has current contracts to perform paid work on the Interstate Bridge Replacement Project valued at \$76,282,807.03. Indeed, WSP is the single largest contractor for the project. In the event that federal funding is not forthcoming, it is unlikely that the project will proceed, and WSP will lose this lucrative source of income. WSP is not, and cannot be, an independent and objective evaluator of the benefits and costs of this project. It has a blatant conflict of interest, which is not disclosed.

Attachment (maximum one):

Cortright_IBR_BCA_Critique_Nov2023.pdf

November 17, 2023

TO: Federal Highway Administration

FROM: Joe Cortright, City Observatory

RE: Analysis of Interstate Bridge Replacement Benefit Cost Study

City Observatory has reviewed the Benefit Cost Study for the Interstate Bridge Replacement project submitted in connection with the Oregon Department of Transportation (ODOT) and Washington State Department of Transportation (WSDOT) application for Federal funding for the Interstate Bridge Replacement Project (IBR).

Our review shows that there are numerous errors, omissions and undocumented assumptions in this study, and that the true benefit cost ratio for this project is much less than one. This is important because the benefit cost analysis is used by FHWA to determine whether a project is cost-effective. ODOT's study claims that this project will have a benefit cost ratio of 1.5 to 1, therefore meeting the requirement that it demonstrate that this project is cost-effective. USDOT may approve an Infra Grant request only if it is shown to be cost-effective:

As federal statute creating INFRA ([23 U.S.C. 117](#) (g) (2)) provides:

(g) Project Requirements. The Secretary may select a project described under this section (other than subsection (e)) for funding under this section only if the Secretary determines that-

...

(2) the project will be cost effective,

As USDOT responded to GAO audit of the program,

... DOT clarified that it would determine a project to be cost-effective if its benefit cost ratio was greater than or equal to one.

GAO, DISCRETIONARY TRANSPORTATION GRANTS DOT Should Clarify Application Requirements and Oversight Activities, April 2022.

<https://www.gao.gov/assets/gao-22-104532.pdf>, page 1

This requirement is clearly laid out by USDOT in its public application materials explaining the INFRA program.

What are the requirements for large projects that receive INFRA grants?

The Department may select a large project under the INFRA Grant Program only if the Department determines that:

...

- the project will be cost effective,

...

<https://www.transportation.gov/policy-initiatives/infra/infra-grants-faqs>

The materials submitted by ODOT and WSDOT in support of this claim contain significant and material errors and omissions which exaggerate benefits and understate costs. After correcting ODOT's calculations for these errors, the proposed project has a benefit cost ratio of less than one, meaning that it is not economically cost effective.

This memorandum details the errors in the submitted estimates of project benefits and costs, and also identifies other issues in the benefit cost analysis that fail to comply with USDOT guidance.

Benefits

ODOT has overstated the benefits of this project

A majority percent of the calculated benefits of this project are attributed by the BCA to travel time improvements and congestion reduction, seismic resiliency and safety benefits.

Travel Time and Congestion Cost Benefits

The BCA claims that the project will produce travel time benefits with a net present value of approximately \$2.4 billion. These estimates are derived from highly aggregated reported modeling from the regional travel demand model. The BCA offers the following description of its analysis:

The IBR Program **study area** is the approximately 5-mile section of I-5 between the State Route (SR) 500/39th Street interchange in Vancouver to the north and the Interstate Avenue/Victory Boulevard interchange in Portland to the south. . . .

The Program will benefit the tens of thousands of private travelers, commuters, and commercial vehicles projected to use the I-5 corridor and surrounding roadway network on a daily basis. The BCA relies on summary of results derived from the Regional Travel Demand Model (RTDM), which focuses on regional travel, and a separate microsimulation (VISSIM) model, which provides an enhanced simulation of traffic operations **in study area**. The RTDM is run by Oregon Metro (Metro), the metropolitan planning organization (MPO) for the Portland, Oregon, region and Southwest Washington Regional Transportation Council (RTC), the MPO for Clark County,

Washington. As part of project development and National Environmental Policy Act (NEPA) process, the RTDM and VISSIM models were used to estimate impacts of the IBR Program on vehicular, transit, and active transportation trips **in the study area**. (BCA, page 16, emphasis added).

The BCA provides a map of the study area, as follows:

Benefit-Cost Analysis Narrative



Figure 2. IBR Study Area



1. Travel speed improvements are imperceptible and may have no economic value

According to the Benefit Cost Analysis, the average travel speed in the study area will change by less than one mile per hour between the Build and No-Build Alternatives. According to the BCA, average travel speeds in the study area will be 32.7 miles per hour if the project is built, and 32 miles per hour if it is not. This level of improvement is likely to be imperceptible to most travelers. For example, on a typical five-mile trip, the difference between 32 miles per hour and 32.7 miles per hour is just 20 seconds—time savings that are not large enough to have any meaningful utility to consumers. In economic terms, the benefits are “infra-marginal”—too small to be perceived as economically significant.

I-5 Study Area-Build and No-Build Travel Distances and Times, 2045

	Build	No-Build	Change
Miles (VMT)	14,211,373	14,921,079	-709,706
Hours (VHT)	434,037	466,199	-32,162
Average Speed	32.7	32.0	0.7
Time to Travel 5 Miles	9:18	9:38	0:20

BCA Spreadsheet, Tab: Automobile Travel

2. Vehicle occupancy is overstated

The IBR Project uses a passenger vehicle occupancy estimate of 1.67 persons per passenger vehicle to compute the number of hours of delay. The FHWA guidance directs that benefit cost analyses use factors more narrowly appropriate for the time period of travel. Specifically: for peak hour travel, FHWA directs agencies to use a factor of 1.48 persons in peak hour travel (USDOT Benefit cost Guidance, Table A-4). This factor alone would reduce benefits associated with travel time reduction by 11 percent.

3. Traffic diversion to I-205 is not analyzed

As described in the BCA, the study area is shown to be I-5 in Vancouver and North Portland and adjacent roads. IBR, in a response to a public records request, admits that it did not analyze traffic volumes on I-205 in its benefit cost analysis:

BCA Traffic Projections- **river crossing volumes** for the no-build/no-bridge scenario and volume **for any I-205 scenario were not analyzed.**

Washington State Department of Transportation, Response to P013510, October 30, 2023.

In its benefit cost analysis, IBR concedes that the effect of tolling will be to divert traffic to I-205.

The Build scenario assumes tolling for the highway river crossing. The added cost from inclusion of tolls causes a reduction in I-5 auto trips as people shift to transit, **use the alternative I-205 crossing**, or change their destination to avoid the crossing. *Benefit Cost Analysis Narrative*, page 7. (Emphasis added).

While IBR did not include any analysis of diversion in the Benefit Cost Analysis, modeling done by and for IBR as part of its planning efforts confirms that tolling I-5 will divert substantial volumes of traffic to I-205.

IBR has commissioned Stantec to prepare a “Level 2” traffic and revenue study for the IBR. This “Level 2” travel demand modeling predicts that traffic on IBR tolling will reduce traffic on I-5 to an annual level 40.7 million vehicles, which corresponds to an average weekday traffic count of approximately 116,000 vehicles. The IBR forecasts that in the “No-Build” scenario that 176,000 vehicles per average weekday will use I-5. That means that about 60,000 fewer vehicles will use the I-5 bridge in the tolled, build scenario.

Metro, the regional government and maintainer of the region’s travel demand model used by IBR and Stantec for their forecasts, predicts that reductions in traffic on I-5 result in about 55 percent of the reduced traffic shifting to the I-205 bridge. This means that in 2045, about 33,000 vehicles ($.55 * 60,000$) that would otherwise use I-5 would divert to I-205. For nearly all of the vehicles shifting from the I-5 bridge to the I-205 bridge, this means a longer trip (the logic of the transportation demand model is that the shift is caused by persons who value their time at less than the proposed toll levels; absent the IBR project tolls they choose the shorter of the two routes).

Tolling I-5 will increase traffic on I-205 33,000 vehicles per day are diverted from the I-5 bridges to the I-205 crossing this will increase total travel times, increase total vehicle miles traveled and increase pollution associated with these journeys.

The IGA is deficient because it only reports on travel in the project area, which maps show is a narrow corridor corresponding to I-5 in Portland and Vancouver, and excluding the parallel I-205 corridor to which trips would be diverted. Nothing in the cost benefit analysis acknowledges or examines the extent to which diverted trips would increase travel times, vehicle miles traveled, and pollution.

This modeling confirms the results of Investment Grade Analysis prepared for the earlier iteration of this project by CDM Smith shows that traffic will divert from I-5 to I-205. The CDM Smith Study showed that tolling I-5 would divert tens of thousands of trips per day to I-205.

This diversion effect was also documented by other research, including some performed by ODOT and WSDOT, that anticipated toll levels would cause traffic to shift to the I-205 bridge.

Survey research commissioned by the Oregon and Washington transportation departments (and paid for in part with federal transportation funds) disclose that many travelers currently using the I-5 bridge will divert to other routes, notably the I-205 bridge.

ODOT and WSDOT commissioned focus groups of area travelers; the study concluded:

“Over half of the participants said they would not be willing to pay a \$2-\$3 toll to cross the bridge “if you also gained more dependable travel time between Vancouver and Portland.”

DHM Research, Columbia River Crossing Project/Washington & Oregon Focus Groups Report, October 2006, page 6.

Local news media organization KATU also paid for a scientific random sample poll conducted by Survey USA). It asked how regular bridge users would respond to tolls.

“If a new bridge is built and a toll is charged, what would you be most likely to do? Use the bridge? Drive out of your way to avoid the bridge? Take mass transit? Or do something else?”

Of regular bridge users:

Use the bridge: 41%

Drive out of your way to avoid paying the toll: 42%

Take Mass Transit 9%

Don't Know 8%

Geography: Portland, OR DMA Sponsor:

Data Collected: 01/23/2008

Release Date: 01/23/2008

Results of SurveyUSA New Poll #13244 – Page 2

Added delay for travelers on I-205

The addition of 30,000 vehicles to I-205 represents not merely longer trips and additional travel time for those cars that divert, the added level of traffic will create congestion on I-205 and cause slower speeds and longer travel times for the estimated 220,000 vehicles per day that will travel on I-205 in the future.

In its public comments on this question, IBR officials maintain that congestion on I-205 can be reduced by extending tolls (and/or congestion pricing, through the proposed Regional Mobility Pricing Program) to I-205. If tolling I-205 is required to mitigate this diversion, then these tolls should be viewed as an additional cost of the I-5 project, and should be included in the cost-benefit analysis. Absent the construction of the IBR, and its imposition of tolls on I-5, there would be no toll-driven diversion, and hence no need to impose tolls to manage additional congestion.

Safety Benefits

The IBR project claims that the IBR project will produce \$53 million (present value) in safety benefits because of a purported 17 percent reduction in crashes on I-5.

1. The source 17 percent crash reduction figure is not documented. The IBR project benefit cost spreadsheet attributes the reduction to an analysis based on the purported application of the ISATe methodology, but the attached report doesn't document how the 17 percent crash reduction was calculated using ISATe. The narrative contains no analysis explaining which features of the IBR project are supposed to generate this reduction in crash levels.

In addition, the ISATe methodology does not apply to freeways with ramp-metering. The ISATe Manual (page 3) states:

The predictive method for freeways does not account for the influence of the following conditions on freeway safety: . . .

- Ramp metering. . .

The existing I-5 freeway has ramp-meters which mean that the ISATe methodology does not accurately predict the effect of safety improvements.

Also, to be valid, the ISATe model has to be calibrated to the roadway in question: There is no evidence indicating that the ISATe model has been properly calibrated to predict future year crashes on I-5. The ISATe model was developed based on data from other locations and time periods. According to the ISATe documentation, the model has to be adjusted or "calibrated" to reflect the level of crash risks when applied to other locations. The ISATe documentation says:

Modifying Calibration Factors and Distributions

The predictive models in ISATe have each been developed with data from specific jurisdictions and time periods. **Calibration to local conditions** will account for any differences between these conditions and those present at the sites being evaluated. It **ensures that the evaluation results are meaningful and accurate** for the jurisdiction.

A calibration factor is applied to each predictive model. **It is important that each model be calibrated for application in the jurisdiction in which the sites being evaluated are located.** A procedure for calibrating these models is described in Appendix A.

(ISATe User Manual, Page 14, emphasis added).

There is no indication in the benefit cost analysis that the ISATe values were calibrated to I-5. The BCA narrative makes no mention of calibration.

2. The 17 percent crash reduction figure applies only to traffic traveling in the study area on I-5, and not to traffic that diverts to other routes. Consequently, this doesn't represent the *net* change in crashes. According to the IBR's own traffic modeling, the effect of the project tolling will be to shift traffic from the I-5 to I-205, which will result in longer vehicle travel. Because vehicle miles traveled are a risk factor, the addition of VMT will likely increase crashes. The benefit cost analysis includes estimated lower numbers of crashes on I-5, but omits any calculation of the number and value of losses due to increased crashes from increased travel on I-205 and other roads. The safety "benefit" of the project can only be established by including the effects of increased crashes elsewhere.

In short, there is no valid basis for estimating \$53 million (present value) crash reduction benefits from the I-5 project.

Seismic Resilience Benefits

The IBR estimates that the project will produce about \$863 million (net present value) benefits by reducing the potential costs associated with the failure of the existing I-5 bridges in the event of a major earthquake in the Portland metropolitan area. These benefits would almost entirely come from three sources:

- The value of lives saved by avoiding collapse of the existing bridges (\$336 million)
- The value of travel time savings avoided due to traffic delays caused by collapsed bridges (\$364 million)
- The value of savings from not having to rebuild the collapsed bridges (\$125 million)

Seismic Benefits: Reduced Fatalities

The BCA asserts that avoided fatalities from a bridge collapse have a net present value of \$336 million. These estimates are a product of estimating the probability of a major event, estimating the likelihood of catastrophic failure of the existing bridges, estimating how many people would be on the bridge at the time of any collapse, the fatality rate for those on the bridge, and the time and cost to replace the bridge in the event of a failure. Also, the project uses a simple-minded "expected value" calculation to evaluate this complex and extremely low-probability set of events.

Several of the IBR's assumptions are not independently documented, i.e. the likelihood of a major seismic event, the probability of bridge failure, the likely fatality rate on the bridge. Instead, IBR consultants have inserted their own undocumented assumptions. In addition, the IBR has over-estimated the number of vehicles and persons on the I-5 bridges, because they over-stated the length of the bridge structures.

Probability of a major seismic event. IBR has settled on 1.06 percent as the likelihood of a major seismic event affecting the bridges. A recent study commissioned by the Washington State Department of Transportation (Kortum, et al, 2022) has revised previous seismic vulnerability estimates for highway structures in Washington State and finds that the Vancouver area (which includes the I-5 bridges) is at substantially lower risk of a severe seismic event than previously thought. The IBR benefit cost analysis makes no mention of this study. The Oregon Department of Geology and Mineral Industries reports that the estimated likelihood of a major Cascadia Subduction event is 7-12 percent in the next 50 years—this is considerably lower than the probability used in the IBR assessment. DOGAMI also reports that major earthquakes in similar zones have been preceded by substantial foreshocks that may provide an opportunity to minimize casualties from a major quake.

Probability of bridge collapse. IBR has assumed that in *any* major seismic event, both bridges will collapse completely. While there is a risk that both bridges collapse completely, this cannot be known with any certainty. The bridges may avoid a collapse entirely, or may experience only a partial failure, or loss of one or two spans, or structural damage other than a complete collapse. IBR officials have no reasonable basis for asserting that both bridges would collapse fully in a 100-year probability event.

Probability of fatalities: IBR assumes that 90 percent of those on the bridge will die. The IBR offers no basis for this estimate. We correct this estimate by assuming only 50 percent fatalities in the event of a bridge collapse.

Number of vehicles and persons on the bridge. IBR estimates that there will be about 342 people on the bridge, on average, at any time. This is based on vehicle travel times on the bridge and the length of the bridge. IBR uses unrealistically low travel speeds (averaging 30 MPH), and treats the bridge as if it were 1.5 miles long, when in fact the bridge structure is just 3,500 feet long. Correcting for these errors reduces the number of people on the bridge at any one time to 150. In addition, the IBR estimates vehicle occupancy at 1.67 persons per passenger vehicle; US DOT benefit cost guidelines direct 1.48 persons per passenger vehicle should be used in benefit cost analyses. The IBR spreadsheet indicates that this adjustment to vehicle occupancy would reduce estimated fatalities by a further 11 percent.

Consequently, because of all of the extreme assumptions used by the IBR BCA, the results presented are not robust. If the likelihood of serious quake is 0.5 percent (once in 200 years, more consistent with the geological evidence) rather than one percent, if just half of the span collapses, if the death rate on the collapsed spans is 50 percent rather than 90 percent, then the total number of deaths would be fewer than 40 rather than more than 300. The following table shows that more realistic assumptions about the probability of a major seismic event, the fatality rate on the bridge, and corrected estimates of the number of persons on the bridge at any one time (with the correct length of the bridge and correct automobile occupancy) would reduce the net present expected value of life lost due to a seismic event by more than \$300 million.

	IBR Estimate	Corrected \$
Value of a Life	\$ 11,800,000	11,800,000
Persons On Bridge	342	150
Fatality Rate	90%	50%
Annual Probability of Major Seismic Event	0.0106	0.005
Fatalities	308	75
Occupancy Adjustment		-11%
Adjusted Fatalities		67
Net Present Value	335,716,721.28	34,501,923.55

Seismic Benefits: Avoided additional travel time if bridges collapse

The IBR BCA asserts that travelers will incur costs with an expected net present value of \$364 million for in the event of a collapse of the I-5 bridges due to a seismic event. This estimate is based on modeling that assumes no changes in travel demand for trips across the Columbia River. The IBR modeling asserts that closure of the I-5 bridges in 2045 would produce an 45 percent increase in total vehicle hours of travel in the study area—195,000 additional vehicle hours of travel per day (Intermediate Calculations: G629:G630) compared to a base estimate of 425,000 vehicle hours (Automobile Travel:I45) of travel per day in 2045.

This assumption flies in the face of demonstrated scientific knowledge about the responsiveness of travel demand to the availability of infrastructure. Reduced capacity and longer travel times will result in lower trip-making and shorter trips. There is a wide body of literature establishing the scientific basis of “induced demand”—that the provision of highway capacity induces additional vehicle travel (see Duranton & Turner, 2011). In addition, there is an inverse phenomenon: the elimination or removal of road capacity results in a reduction in vehicle travel. People substitute alternate means of travel, go to other destinations, take fewer trips, and over long periods of time, have different home and work locations. The well-studied experience with “carmaggedons” shows that a significant portion of observed traffic simply evaporates in the face of reduced roadway capacity (Goodwin 2002, Levinson 2010). That has been exactly the experience with past closures of the I-5 bridges for maintenance in 1997 and 2010. ODOT predicted extensive congestion and travel delays, but traffic almost immediately adapted and long delays did not occur (Cortright, 2020). If the I-5 bridges were unavailable, there would be a significant decline in traffic across the Columbia River, and travelers would not experience the predicted prolonged travel times erroneously forecast in this model (which does not allow demand to decline in response to a reduction in capacity). There is no evidence that these foregone trips would be valued as equal to the travel time losses associated with the unrealistic assumptions about demand not responding to a lack of infrastructure. As a result, claims that there would be extensive benefits to preventing lengthy travel times in the event of a bridge collapse should be deeply discounted.

Regardless of the accuracy of the travel forecasting, the estimated value of added travel time due to a possible bridge collapse is inflated by two other factors: the overstated risk of bridge collapse due to a seismic event and the incorrect vehicle occupancy assumptions. If the seismic risk is 0.5 percent per year rather than the 1.06 percent per year used in the BCA, the net present value of time savings is reduced by half. In addition, these estimates are also exaggerated by the use of a vehicle occupancy factor of 1.67, which is 13 percent higher than the 1.48 vehicle occupancy factor prescribed by US DOT. Correcting for the exaggerated seismic risk and the exaggerated vehicle occupancy would reduce the estimated time loss by 58 percent, even before correcting for the failure to correctly model the behavioral response to reduced capacity.

Seismic Benefits: Avoided Bridge Replacement Costs

The IBR asserts that in the event of a major earthquake the entire bridge would be destroyed and could not be repaired, and would have to be replaced. It asserts that the cost of a replacement bridge would be \$2,155 million. (BCA, page 33). Given the predicted likelihood of a collapse the net present value of these savings is asserted to be worth about \$125 million.

The IBR has estimated that the construction cost of replacing the existing river span is about \$500 million. In November of 2022, the Interstate Bridge Replacement team (a collaboration of the Oregon and Washington highway departments), released a document called the “River Crossing Option Comparison” sketching out the advantages and disadvantages of several different alternatives crossing the Columbia River. The alternatives examined included tunnels under the river, and a series of bridge designs—two different moveable span bridges, and two fixed spans, a high level and mid-level (116-foot clearance crossing.) Here’s the bottom line of the [report](#)—buried away on page 50 of a 68-page PDF file—the IBR’s preferred design, a mid-level fixed span, is supposed to cost \$500 million.



Mid-level Fixed

- Construction cost of two 450-foot fixed spans: \$70 million
- Total bridge cost (Pier 1-8): **\$500 million**

Total bridge replacement cost would be much lower than estimated by IBR. Given that any potential replacement would occur in some later year, the net present value of the cost of replacement would be lower. The net present value of the replacement cost of the bridge at a \$500 million price tag in 2021\$ would be approximately \$29 million, not the \$125 million estimated in the Benefit Cost Analysis. This results in a further reduction in the estimate of resiliency benefits by \$96 million.

Inappropriate Use Expected Value

Instead of using expected value, IBR should use a Monte Carlo simulation to test the combined effects of all these very low probability events and accurately assess the actual distribution of risks, rather than applying a simple and misleading linear computation. IBR should include a sensitivity analysis of each of its assumptions.

Fictitious Repair and Renovation Cost Savings

The IBR BCA assumes that the existing bridges will require \$450 million in repair and rehabilitation expenses in 2034-2035, and that saving these expenses constitutes a benefit of the project.

Table 7. I-5 No Build Bridge O&M and R&R Forecasts, Millions of 2021 Dollars

Calendar Years	River Bridge		Harbor Bridge		Total No Build O&M and R&R
	O&M	R&R	O&M	R&R	
2033	\$5.0 M	\$0.0 M	\$0.1 M	\$0.0 M	\$5.1 M
2034	\$5.0 M	\$50.0 M	\$0.1 M	\$0.0 M	\$55.1 M
2035	\$5.0 M	\$350.0 M	\$0.1 M	\$50.0 M	\$405.1 M

The BCA provides no link to any external documentation as to the need for or plans for this expenditure or the dollar amount of the expenditure—which does not appear in any ODOT or WSDOT spending plans, such as the Regional Transportation Plan adopted by Metro. The assumption in the BCA is conveniently timed to maximize its impact on the benefit-cost analysis (any earlier expenditure would not be saved by construction of the IBR; any later expenditure would have a much lower present value). Absent valid independent documentation that such expenditures would be needed and would actually occur if the IBR was not built, these “savings” from avoided \$450 million in “repair and replacement” should be excluded from the analysis. Excluding these expenditures from the analysis would reduce the net present value of project benefits by \$176.5 million.

Effect of longer construction period on present value of benefits

All benefits will be reduced by a longer than expected construction schedule. The Interstate Bridge project is expected to commence construction no early than the first quarter of 2026.

The Cost-Benefit Analysis asserts that the project will be complete, and full benefits will commence in July 2033

(IBR, Written Testimony to Joint Oregon-Washington Legislative Interstate Bridge Committee Legislature, October 2023,

<https://apps.oregonlegislature.gov/liz/202311/Downloads/CommitteeMeetingDocument/277581>).

IBR staff testified that construction may take as long as ten years. Testimony of IBR project deputy administrator Ray Mabey to the Oregon Legislature Joint Ways and Means Committee November 7, 2023:

“... two dozen construction contracts spaced out over a period of over ten years.”

If the project commences in 2026 and continues for ten years, it will not be completed until 2036, which means that all of the benefits of the project will be delayed for a further three years.

There is considerable risk to the project schedule from as yet unresolved environmental issues. Construction of the proposed river crossing requires drilling multiple shafts into the bed of Columbia River. The river is protected habitat for endangered salmon, and federal agencies restrict drilling activity to a limited “In-Water Work Window” which ranges from four months (Army Corps of Engineers) and two months (National Oceanographic and Atmospheric Administration). Yet Interstate Bridge project officials have asserted that they will be able to use a six month in-water work window, stretching from September through February. (IBR Administrator Greg Johnson). The IBR Benefit-Cost analysis omits inclusion of the project’s Cost Estimate Validation Process (CEVP) report, which contains a risk register of cost and schedule risks. These risks are large, and vastly more likely than seismic risk, but are not considered in the Benefit Cost Analysis.

According to the IBR Benefit-Cost Analysis, 25 percent of the net present value of all benefits from the project occur in six months of calendar year 2033 and in the succeeding three calendar years (2034, 2035 and 2036). If, as conceded by Assistant Administrator Mabey, construction of the project takes 10 years rather than the six to seven years contemplated in the benefit cost analysis, the total benefits of the project will be reduced by that amount.

BCA_Calculations-BCA_Model-WA-Interstate_Bridge_Replacement_Program, Tab BCA Summary, Range V39:X39. NPV of benefits, 2033-2036: \$1,045,366,824; NPV of all benefits \$4,134,538,751.

Costs

The IBR project has understated the actual cost of the project. The IBR project’s benefit cost analysis asserts that the year of expenditure cost of the project is \$4.963 billion and that this has a present value cost of \$2.743 billion. A more correct and complete analysis, based on figures produced by the IBR project, shows that the actual cost (on a year of expenditure basis) of the project ranges as high as \$7.5 billion. In addition, the benefit cost analysis omits other costs that will be paid besides construction costs.

FHWA guidelines provide:

- Cost data used in the BCA should reflect the **full cost** of the project(s) **necessary to achieve the benefits** described in the BCA. Applicants should include all costs **regardless of who bears** the burden of specific cost item (including costs paid for by State, local, and private partners, as well as the Federal government).
USDOT Guidance, page 27, (Emphasis added).

The IBR project has failed to correctly state initial capital costs, has omitted excess tolling costs and has omitted operating and maintenance costs and periodic capital costs.

1. Capital costs of highway and bridge construction are understated.

The IBR project claims that the cost of Phase 2 capital construction is \$4.9 billion in year of expenditure terms. Actual costs, per IBR, range as high as \$7.5 billion.

The IBR project claims that the cost of the project is \$2.7 billion in present value terms based on total construction costs of \$4.9 billion in year of expenditure dollars. This estimate is not accurate or complete and is inconsistent with other cost estimates presented by The IBR project. For example, The IBR project's own cost estimates say the cost of the project is as much as \$7.5 billion (year of expenditure), which is almost 50 percent higher than the figure used in the Benefit Cost Analysis.

On a present value basis, this \$7.5 million initial capital expenditure for highway construction is equal to roughly \$4.15 billion.

2. Excess Toll Collection Costs.

Tolls constitute a major and ongoing private cost of the project and need to be fully incorporated in the benefit cost analysis. IBR has likely underestimated the amount of tolls people will have to pay, assuming its stated traffic projections are accurate. The IBR traffic projections predict that the "Build" alternative will have 175,000 vehicles per day in 2045. The IBR "Level 2" traffic and revenue survey estimates that tolls in 2045 will average about \$4.40 per vehicle, and will produce about \$1.78 million annual gross toll revenues per 1,000 vehicles per day traveling across the I-5 bridge.

To be clear, IBR has produced two mutually exclusive projections of future traffic on the I-5 bridges. Its "Level 2" projections predict traffic will be just 115,000 vehicles per day in 2045, while its promotional projections for the project claim that traffic will be 175,000 vehicles per day. If IBR's higher figures—which are being used to justify the size of the project and the expenditure of federal funds—are accurate, this means that it will collect considerably more toll revenue than described in the Level 2 forecasts.

At 175,000 vehicles per day in 2045, and with a growth in traffic consistent with the Level 2 forecast through 2055, the net present value of total toll collections for the Interstate Bridge Project from 2026 through 2055 would be about \$2.3 billion. This is approximately \$1 billion more in toll collections than the expected contribution of toll revenues to net project construction costs (\$1.3 billion, per IBR financial plans.). These excess toll revenue collections represent a cost to the public for this project.

In addition to excess toll collection costs associated with the I-5 bridge, it is likely, as explained above, that once the IBR project begins tolling on I-5, there will be massive diversion to the I-205 bridge, and that in order to manage that level of congestion, Oregon and/or Washington will have to impose tolls on the I-205 bridge. These toll costs should be included in the benefit-cost analysis of the IBR project.

3. Operating and maintenance and periodic capital costs of toll system are omitted.

The IBR project 's "cost" estimate for the IBR project includes only initial capital costs. This is contrary to USDOT guidance:

"The O&M costs of the new or improved facility throughout the entire analysis period should be included in the BCA, and should be directly related to the proposed service plans for the project." (USDOT Benefit Cost Guidance)

The IBR project 's Level 2 Toll and Revenue Forecast reports that The IBR project will spend between \$30 and \$60 million annually operating the toll collection system, including, including contracting for toll assessment and collection, bank fees, and maintenance and staffing of the toll operation. The present value of these costs is \$300 million.

Corrected Benefit Cost Analysis

The following table summarizes our analysis of the errors in The IBR project 's benefit cost analysis. Data are drawn from the preceding text. The IBR project analysis overstates the actual benefits of the project by about \$2 billion in present value. The IBR project analysis understates the costs of the project by \$2.3 billion in present value. As a result, the project has a negative benefit cost outcome: The costs of the project exceed its benefits by \$3 billion in present value. **The benefit cost ratio is well below one (the minimum for meeting the statutory requirement of cost-effectiveness).** Each dollar spent this project costs produces only 40 cents in benefits for society. In the event that the project is delayed, three years, as seems likely given the track record of the sponsoring agencies and the challenges of the In-Water Work Window, the extended construction period would reduce the present value of benefits by about 25 percent, lowering the benefit/cost ratio to about .30. This is a value-destroying project that makes us worse off.

IBR and Corrected Benefit Cost Summary		
Millions of 2021\$, Net Present Value		
	<i>IBR BCA</i>	<i>Corrected</i>
BENEFITS		
Travel Time Savings	2,513	2,237
I-205 Diversion		(404)
I-205 Congestion		(586)
Resiliency		
Life Lost	335	35
Added Congestion	364	153
Replacement Cost	125	29
Repair Savings	177	-
All Other	621	621
TOTAL BENEFITS	4,134	2,084
Delay in Benefits @25%	3,101	1,563
COST		
Construction Cost	2,740	4,150
Excess Toll Revenue Collections		1,000
TOTAL COSTS	2,740	5,150
B/C Ratio	1.51	0.40
Net Benefits	1,394	(3,066)
With Delay in Construcion		
B/C Ratio	1.13	0.30
Net Benefits	361	(3,587)

Failure to separately analyze different project components.

Many of the asserted benefits are attributable only to the tolling portion of the project. The IBR project has combined a freeway expansion (which produces few if any benefits, and which accounts for most project costs) with a tolling project (which accounts for nearly all of the travel time benefits, and little of the project's capital costs). Each of these components of the project have independent utility as transportation investments, and should be assessed separately, rather than combined.

The USDOT rules governing the INFRA grant program call for separately reporting the eligibility, including cost-effectiveness, of each of the independent parts of a proposed project.

VIII. Statutory Project Requirements

To select a project for award, the Department must determine that the project—as a whole, as well as each independent component of the project— satisfies statutory requirements relevant to the program from which it will receive an award. The application should include sufficient information for the Department to make these determinations for both the project as a whole and for each independent component of the project. Applicants should use this section of the application to summarize how their project meets applicable statutory requirements and, if present, how each independent project component meets each of the following requirements.

Federal Register/Vol. 87, No. 58/Friday, March 25, 2022/17108 at 17122.

This requirement is echoed in the US DOT Benefit Cost Guidance.

1. USDOT discretionary grant programs often allow for a group of related projects to be included in a single grant application. In many cases, each of these projects may be related, but also have independent utility as individual projects. Where this is the case, each component of this package should be evaluated separately, with its own BCA.

Highlight the results of the benefit cost analysis, as well as the analyses of independent project components if applicable. The Department will base its determination on the ratio of project benefits to project costs as assessed by the Economic Analysis Team.

USDOT Benefit Cost Guidance, page 11: (Emphasis supplied)

Congestion pricing has independent utility from the reconstruction and widening of the roadway. The Oregon Legislature directed that tolling be applied to this and other portions of I-5, irrespective of whether this project was built. Elsewhere in this region, ODOT has separately analyzed the implementation of road pricing and freeway widening. The tolling and highway widening/bridge reconstruction portions of the project have independent utility and therefore should be evaluated separately under FHWA guidelines.

The IBR project has combined two distinct projects—road pricing and freeway widening—into a single project. Nearly all of the supposed benefits from the project stem from the congestion reducing aspects of road pricing. The fact that these are two independently useful projects is proven by the fact that tolling is planned to be implemented in 2027, at least five years before the remaining work on the project is completed; tolling is slated to commence even prior to construction of the river crossing and freeway widening. As a legal matter, Oregon already has

authority under the value pricing demonstration project to implement tolling on I-5, and has legislative direction to implement pricing (enacted in 2017).

The BCA makes it clear that essentially all of the travel time benefits come from tolling I-5, not widening the roadway. The principal source of benefits in the BCA is travel time savings, estimated at a net present value of \$2.4 billion (60% of total benefits). These travel time savings are claimed based on a reduction in hours of travel between the “Build” and “No-Build” Alternatives. The BCA presents travel time estimates for the “Build” and “No-Build” scenarios for the year 2027. Because the new crossing will be under construction, and not completed until 2033 (or later), the only difference between the “Build” and “No-Build” traffic estimates has to do with the imposition of pre-completion tolling on I-5. The BCA makes it clear than all of the net benefits in terms of vehicle hours of travel reduction occur in 2027, due to tolling, not due to construction. (BCA, Tab:AutomobileTravel:F6:M13).

Daily Vehicle Hours of Travel Study Area	
BCA: Tab: Automobile Travel	
<u>Scenario</u>	<u>Daily VHT</u>
2027 Build	353,106
2027 NoBuild	408,913
2045 Buld	385,795
2045 No Buid	436,514
2027 Savings	32,688
2045 Savings	27,601

In 2027, the “Build” scenario—which in this year consists only of tolling, and no added capacity—results in savings of more than 32,000 vehicle hours of travel per day (the difference between the “No-Build” travel of 408,000 and the Build travel of 386,000). The difference between the two scenarios is even less in 2045. Consequently, it is the tolling, and not the expenditure on capacity expansion, that results in travel time savings.

This is a general finding for tolled projects: road pricing, not capacity expansion, produces travel time savings. In a similar project proposed for federal funding, The Oregon Department of Transportation told USDOT:

Demand management through **tolling significantly improves congestion outcomes . . .**

Value of Travel Time savings, or Vehicle Hours of Driving (VHD) benefits are calculated from traffic studies on pre-pandemic traffic levels and modeled traffic volumes **under the addition of tolling**. These traffic figures are provided by WSP USA and their Transportation Engineering team. Volume growth under the baseline is limited by congestion and lack of additional lanes, while **volume growth under the Build scenario sees slower growth over time due to the ability of tolling to manage demand**.

ODOT, I-205 Benefit Cost Analysis Narrative, 2022 (Emphasis supplied)

Most of the costs of the IBR are associated with capacity expansion (i.e. widening the river crossing, and expanding the capacity of intersections and approach roads). If the IBR project were to separately analyze these two project components—pricing and capacity expansion--each of which has independent utility, it would show that tolling alone has a much more favorable cost-benefit ratio than tolling combined with added capacity. What the IBR project has done is to combine tolling (which produces the lion's share of benefits) with additional costs which produce few benefits.

The IBR project should re-submit its benefit cost analysis, showing separately the benefits and costs for the tolling component and the road-widening component. Based on the figures presented above, the tolling-only project would have a much more favorable benefit cost ratio than the road expansion/bridge replacement portion of the project.

Failure to Analyze Distribution of Benefits and Costs

FHWA's Guidance on Benefit Cost Analyses recognizes that projects can impose undue costs on some groups and encourages applicants to submit an analysis of the distributional effects of any project:

Projects may even result in some parties being made worse off, even in cases where the proposed project would deliver positive net benefits in the aggregate. While these distributional impacts would not affect the overall evaluation of benefits and costs, applicants are encouraged to provide information (such as the demographics of the expected users or by distinguishing between public and private benefits) that would help USDOT better understand how the project can meet these other public policy goals. (USDOT, Benefit Cost Guidance Page 31).

The IBR project's benefit cost analysis provides no information on the distributional effects of the I-5 project.

The IBR project's report contains no analysis of how the benefits and costs of the project inure to different demographic groups. According to the IBR project, the bulk of congestion occurs during AM and PM peak hours; In off peak hours, traffic moves at (or above) the posted speed limit. Consequently, the travel time savings from the project will chiefly accrue to peak hour travelers, and not to off-peak travelers. Yet non-peak travelers will also have to pay tolls to finance the project, even though the bulk of benefits go to peak hour travelers.

The IBR project omits an analysis of toll payments by hour of day so it is not possible to disaggregate toll payments made by peak and non-peak hour travelers. However, ODOT's own Level 2 study for the nearby I-205 project shows that peak hour travelers will reap 100 percent of the travel time benefits of the project, but will pay only about 46 percent of the tolls charged to weekday users. Conversely, off-peak hour travelers will get zero travel time benefit (their travel times will remain unchanged from No-Build conditions), but they pay the majority (54 percent) of the tolls to finance the project. This imbalance would be even wider if we were to include tolls paid by weekend travelers who are also expected to get no travel time savings, but pay the same tolls as weekday travelers.

Distribution of Benefits & Costs, Weekday Travelers (I-205 project)

Annual Weekday Traffic, Toll Collections and Travel Time Benefits, 2027			
	Daily Vehicles	Annual Tolls	Travel Time Benefits
Peak	54,000	\$ 29,800,000	\$ 18,400,000
Off-Peak	94,000	\$ 44,300,000	\$ -
Total	148,000	\$ 74,200,000	\$ 18,400,000

Vehicles include counts of numbers of vehicles crossing Tualatin and Abernethy Bridges. Source: ODOT I-205 Traffic & Revenue Study data.

Roughly 60 percent of all toll revenue will come from off-peak travelers (on weekdays). Off-peak users are more numerous (about 64 percent of users). Yet all of the travel time benefits of the project accrue to peak hour users. Notably: even peak hour users have to pay more in tolls (\$29.8 million) than they get in travel time benefits (\$18.4 million). These calculations omit tolls paid by weekend travelers, who would also pay according to the hourly toll schedule, but according to ODOT's analysis, would also get no travel time benefits.

Census journey-to-work data indicate that higher income workers are much more likely to travel during the peak hour than lower income workers. Workers commuting to work by automobile who leave their homes during peak hours (6:30 AM to 8:30AM) have median household incomes that are about 9 percent higher than all commuter households. Those who leave for work during the off-peak hours (9:30 AM to 3:30 PM) have median household incomes that are about 21 percent below the average for all commuter households

Time Left for Work	Median Household Income, Difference from All Commuters	
Before 6.30	-3%	
630 to 830	9%	
830 to 930	4%	
930A to 330P	-21%	
330 to 530	-13%	
530 to 630	-2%	
After 630	-12%	
American Community Survey, IPUMS, 2015-19		

In effect, the toll financing structure chosen for this project taxes lower income commuters (who disproportionately travel during off-peak hours and get no travel time savings) to pay for time savings for higher income commuters. ODOT and WSDOT should be directed to provide information on the amount of tolls paid by peak and non-peak travelers, and estimate the benefits that each group receives, and provide a distributional analysis of who pays for the project as opposed to who receives its benefits.

Conclusion

The submitted benefit cost analysis is plagued with errors and mistakes that systematically overstate benefits and understate project costs. Calculated correctly, this project has a benefit

cost ratio well below one, which means that it is not cost effective as required by 23 USC 117. As a practical matter, this is a value destroying project: It costs more in economic resources than it provides in economic benefits. The IBR cost benefit analysis fails to follow the guidance issued by USDOT for determining cost-effectiveness. USDOT cannot rely on this document as an accurate assessment of compliance with federal law. Approving a grant for this project relying on the submitted Benefit Cost study would be arbitrary and capricious.

Errors and Misrepresentations Violate 18 USC 1020

Moreover, the systematic and consistent nature of the omissions and false assumptions presented in the ODOT application serve to represent an unqualified project as qualified for federal funding. These materially false statements constitute a fraudulent attempt to qualify a project for federal funds for which it is not eligible. This matter should be submitted to the USDOT Inspector General to determine whether the applicants have violated the terms of 18 U.S.C. 1020, by submitting materially false information in application for federal highway construction funds.

The Preparer of the Benefit-Cost Analysis has an Undisclosed Conflict of Interest

It is concerning that the benefit-cost analysis is prepared by a private sector contractor with a direct financial interest in the construction of the IBR. The Benefit-Cost Narrative report indicates that the report was “Prepared by WSP.” Financial records obtained from the IBR project pursuant to a public records request show that WSP has current contracts to perform paid work on the Interstate Bridge Replacement Project valued at \$76,282,807.03. Indeed, WSP is the single largest contractor for the project. In the event that federal funding is not forthcoming, it is unlikely that the project will proceed, and WSP will lose this lucrative source of income. WSP is not, and cannot be, an independent and objective evaluator of the benefits and costs of this project. It has a blatant conflict of interest, which is not disclosed. Inasmuch as preparation of the benefit-cost analysis relies substantially on assumptions and opinions made by the preparer for which there is considerable reasonable uncertainty and even disagreement, WSP cannot be relied up on to make such judgements. The US DOT should disregard the Benefit-Cost Analysis, and insist on the preparation of a benefit-cost analysis by a firm with no financial interest in the Interstate Bridge Project, and which is selected by a process that assures that the contractor has no present or future interest in the project or in the outcome of the benefit cost analysis.

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WSP, I-5 Interstate Bridge Replacement (IBR) Program, DRAFT Traffic and Net Toll Revenue Projections, Scenario A, February 15, 2023. (File obtained by public records request from WSDOT).

IBR Draft SEIS - RECORD #737 DETAIL**First Name :** Ned**Last Name :** Holbrook**Attachments :** DSEIS-737_Holbrook_Original.pdf (6 kb)

IBR Draft SEIS - RECORD #737 DETAIL

Submission Date : 10/17/2024

First Name : Ned

Last Name : Holbrook

Business/Organization/Agency :

Submission Input :

First Name:

Ned

Last Name:

Holbrook

Email:

[REDACTED]

Topic Area:

Public Services and Utilities

Comment:

Tell me again how our existing streets and bridges wouldn't see massive benefit from even a fraction of the amount being proposed for this boondoggle, maybe this time it will be even remotely convincing. And since ODOT clearly has no interest in maintaining its current infrastructure, why should it be any different this time? It's time to grow up and do the hard work of fixing what we already have.

JCA comment #: 117

IBR Draft SEIS - RECORD #738 DETAIL

First Name : Tristan

Last Name : Mayer

Attachments : DSEIS-738_Mayer_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #738 DETAIL
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Submission Date : 10/18/2024
First Name : Tristan
Last Name : Mayer
Business/Organization/Agency : Pacific Perks Coffee

Submission Input :

I live in the Arnada neighborhood and my house is directly adjacent to the freeway. My block only has a noise wall that stops right in front of my house and then it is only a chainlink fence the rest of the way. It is important that we have a full noise wall for this project. I would appreciate it if the noise wall was also built early in the project to help reduce noise from construction for the majority of the project.

I would also appreciate if tolling was kept as low as possible.

Thank you.

IBR Draft SEIS - RECORD #739 DETAIL**First Name :** Harlan**Last Name :** Cruser**Attachments :** DSEIS-739_Cruser_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #739 DETAIL**Submission Date :** 10/18/2024**First Name :** Harlan**Last Name :** Cruser**Business/Organization/Agency :** None**Submission Input :**

If there must be a toll on a new bridge it should be as low as possible, and \$4or \$5 toll is ridiculous. As someone who has been on a fixed income for 17 years I would probably stop going to Portland.

IBR Draft SEIS - RECORD #740 DETAIL**First Name :** Richard**Last Name :** Bernheimer**Attachments :** DSEIS-740_Bernheimer_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #740 DETAIL
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Submission Date : 10/18/2024
First Name : Richard
Last Name : Bernheimer
Business/Organization/Agency :

Submission Input :

As a 26 year vancouver resident who does not commute to Portland daily, but goes across the river at least weekly, I appreciate the need for a new bridge. I am excited for light rail as an option and would eagerly use it for many of my trips. As a physician, I would recommend using light rail to my patients who are fearful of driving into Portland for their medical and surgical care not available in Vancouver. Finally, tolling is an inevitable part of new bridge building. I think reasonable tolls are a great way for users of the bridge to pay for it. However, I also understand this is a regressive tax and hope that we could find a way to avoid tolling for individuals meeting lower income thresholds. Thank you for your hard work.f

IBR Draft SEIS - RECORD #741 DETAIL
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First Name : Douglas

Last Name : Galloway

Attachments : DSEIS_741_Galloway_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #741 DETAIL**Submission Date :** 10/18/2024**First Name :** Douglas**Last Name :** Galloway**Business/Organization/Agency**
:**Submission Input :**

I am a resident of north-eastern Clark County. I rarely travel across the Columbia River via I-5 so the impact of bridge replacement, tolling, bridge dimensions, etc. have very little concern for me. However, I do believe tolling is a reasonable method of generating cost replacement and upkeep - but realize the "discomfort" of tolling for those depending on a replacement bridge for daily travel may well disagree (strongly) with my opinion.

IBR Draft SEIS - RECORD #742 DETAIL**First Name :** Gary**Last Name :** Vail**Attachments :** DSEIS_742_Vail_Original.pdf (3 kb)

IBR Draft SEIS - RECORD #742 DETAIL**Submission Date :** 10/18/2024**First Name :** Gary**Last Name :** Vail**Business/Organization/Agency**
:**Attachments :** DSEIS_743_Unknown_Original.pdf (1 kb)**Submission Input :**

We need a third bridge here in Southwest Washington! My opinion is that the existing I5 bridge is sound for use until a third bridge can be constructed either above or below the existing bridge. Simply replacing the current bridge will do nothing to ease the existing traffic problems. There is no need or desire to bring the Portland light rail into our County, it will just add millions in construction costs and will serve very few people in comparison to what a third bridge will do. Light rail will also increase the already existing crime problem in the area. Ctran is already running around with mostly empty buses, it make no sense to spend the money for light rail!

IBR Draft SEIS - RECORD #743 DETAIL

Submission Date : 10/17/2024

First Name : Unknown

Last Name : Unknown

Business/Organization/Agency
:

Submission Input :

Washington appropriated \$500 million but Oregon only \$250 million. Will Oregon have to appropriate another \$250 million? If so, how?

IBR Draft SEIS - RECORD #743 DETAIL

First Name : Unknown

Last Name : Unknown

Attachments : DSEIS_743_Unknown_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #743 DETAIL

Submission Date : 10/17/2024

First Name : Unknown

Last Name : Unknown

Business/Organization/Agency
:

Submission Input :

Washington appropriated \$500 million but Oregon only \$250 million. Will Oregon have to appropriate another \$250 million? If so, how?

IBR Draft SEIS - RECORD #744 DETAIL**First Name :** Unknown**Last Name :** Unknown**Attachments :** DSEIS_744_Unknown_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #744 DETAIL

Submission Date : 10/18/2024

First Name : Unknown

Last Name : Unknown

Business/Organization/Agency
:

Submission Input :

Please include light rail; don't let the naysayers win this.

Please consider perez-gluesenkamp's limited tolling proposal.

IBR Draft SEIS - RECORD #745 DETAIL

First Name : Unknown

Last Name : Unknown

Attachments : DSEIS_745_Unknown_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #745 DETAIL
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Submission Date : 10/18/2024

First Name : Unknown

Last Name : Unknown

Business/Organization/Agency
:

Submission Input :

We need a wider bridge with more lanes, like the 1-205 bridge. The traffic impact during construction will be major, but I understand how necessary it will be!

IBR Draft SEIS - RECORD #746 DETAIL
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First Name : Robert

Last Name : E. Carter Jr.

Attachments : DSEIS_746_Carter_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #746 DETAIL
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Submission Date : 10/18/2024

First Name : Robert

Last Name : E. Carter Jr.

Business/Organization/Agency
:

Submission Input :

No light rail, no tolls and look at additional bridge sites

IBR Draft SEIS - RECORD #747 DETAIL**First Name :** Rick**Last Name :** Stubbs**Attachments :** DSEIS_747_Stubbs_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #747 DETAIL
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Submission Date : 10/18/2024

First Name : Rick

Last Name : Stubbs

Business/Organization/Agency
:

Submission Input :

I believe the new bridge should be built with a clear water distance appropriate for barge and other similar vessels including most pleasure craft. I am not in favor of a lift mechanism for pleasure craft as I understand the current bridge is designed for

IBR Draft SEIS - RECORD #748 DETAIL
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First Name : Unknown

Last Name : Unknown

Attachments : DSEIS_748_Unknown_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #748 DETAIL
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Submission Date : 10/18/2024

First Name : Unknown

Last Name : Unknown

Business/Organization/Agency
:

Submission Input :

I do not feel that building a new bridge is the best course of action. Updating the old bridge would be better because it has lasted this long and anything built now days is made obsolescence and shoddy craftsmanship OR crappy materials which leads to shoddy craftsmanship. Made obsolescence is rampant. Not to mention the fact that the cost is astronomical and our children/grandchildren will be paying for this for years to come. By the time it is payed off, it will need the expensive maintenance, which we will have to foot the bill for. So what will the impact be on the commuters, community members in the area, and what will the impact be on the marine and wild life during the whole process? Can we hold the Government officials personally responsible for any and all of the things that can and will go wrong? Especially the ones who keep PUSHING for all of the things?

IBR Draft SEIS - RECORD #749 DETAIL**First Name :** Brian**Last Name :** Richards**Attachments :** DSEIS_749_Richards_Original.pdf (2 kb)

IBR Draft SEIS - RECORD #749 DETAIL
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Submission Date : 10/18/2024

First Name : Brian

Last Name : Richards

Business/Organization/Agency :

Submission Input :

I'm 38 and originally from Northern California. I bought my first home in 2019, a little 2 bed, 1 bath house built in 1939 in Vancouver's Central Park neighborhood.

My wife is from Cape Cod but we both absolutely love the Portland metro area and plan to call this region home for many years and hope to raise a family here.

I work from home while my wife commutes into downtown Portland daily and we often travel into Portland on the weekends to see friends and try out new restaurants.

The interstate bridge is one of my first memories of moving to the Pacific Northwest, I was struck by how old and rickety it looked compared to what I used to seeing in the Bay Area. We have grown to love the Mt Hood views from the open air 205 bridge and hope that the design of the new I-5 bridge takes a page from the 205 design. While maybe not the most interesting design for a bridge, it's minimalist aesthetic would let the surrounding beauty be seen and experienced much like the drive over 205 which anyone visiting us always comments on during drives to and from PDX.

Where the new bridge should do better than 205 is on the biking and pedestrian side. It's a bit scary to bike on the 205 bridge and I hope the new I-5 bridge leaves plenty of safe space for bikes and pedestrians.

While I LOVE that unlike the Bay Area there are no bridge tolls in Portland, I understand that this region is growing up and that tolls might be necessary in the future. All I would hope is that the fare is not outrageous (\$5 or less would be great) and that there is an easy no cash way to keep the traffic moving. Also, bringing the max line over the bridge should be a huge priority in connecting Vancouver to Portland as the region continues to grow.

IBR Draft SEIS - RECORD #750 DETAIL**First Name :** Brian**Last Name :** Hall**Attachments :** DSEIS_750_Hall_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #750 DETAIL
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Submission Date : 10/18/2024

First Name : Brian

Last Name : Hall

Business/Organization/Agency
:

Submission Input :

If you are planning to use more than \$1 billion of our taxpayer funds, there is no reason to enact tolls to “help pay for it.” It will already be more than paid for by taxpayers already.

We have never tolled the current bridge, to toll the new bridge after spending taxpayer dollars to build it is an insult to our intelligence.

IBR Draft SEIS - RECORD #751 DETAIL

First Name : Arianna

Last Name : Bebb

Attachments : DSEIS-751_Bebb_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #751 DETAIL**Submission Date :** 10/18/2024**First Name :** Arianna**Last Name :** Bebb**Business/Organization/Agency**
:**Submission Input :**

I'm very glad the I-5 bridge is going to be replaced. I've lived in Vancouver for nearly 20 years and the entire time I've lived here, people have talked about how desperately the bridge has needed to be replaced. If tolls are needed to make the project move forward, that's fine with me, public safety is my concern. If the project can move forward without tolls but the upkeep of the new bridge won't be accounted for, then tolls also make sense to me as a way to make sure the new bridge is maintained and stays safe for years to come.

IBR Draft SEIS - RECORD #752 DETAIL
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First Name : Linda

Last Name : Powell

Attachments : DSEIS-752_Powell_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #752 DETAIL**Submission Date :** 10/18/2024**First Name :** Linda**Last Name :** Powell**Business/Organization/Agency**
:**Submission Input :**

I think it should be replaced before it falls down, that would be a good result. Imagine if that bridge didn't hold up traffic every single day like it does now. Imagine the pollution that would alleviate? The Republicans don't want to spend money on anything that benefits the common worker, they'd rather sit in the fancy offices and dictate what the little guy can and can not do while stuffing money in every pocket they have. Fix the damn bridge, expand it so regular people can get to their jobs and back home in a timely fashion.

IBR Draft SEIS - RECORD #753 DETAIL
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First Name : John

Last Name : Castino

Attachments : DSEIS-753_Castino_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #753 DETAIL
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Submission Date : 10/18/2024

First Name : John

Last Name : Castino

Business/Organization/Agency
:

Submission Input :

Why do we need to add light rail into this project? It adds to the overall high expense and the return is not worth the extra expense!

IBR Draft SEIS - RECORD #754 DETAIL	
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First Name :	N/A
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Last Name :	N/A
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Attachments :	DSEIS-754_NA_Original.pdf (1 kb)
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IBR Draft SEIS - RECORD #754 DETAIL
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Submission Date : 10/18/2024

First Name : N/A

Last Name : N/A

Business/Organization/Agency
:

Submission Input :

I think we just need another bridge like the Jackson, just further east. And like it or not, we need to prepare for light rail, it would move more people to more places in an earth friendly manner and quickly; it could eliminate the constant traffic jam when events are held at the Ridgefield venue and other sites along the I5 corridor and in Vancouver. It would also set up more transportation options for the future. We also need a new I5 bridge, this one is getting way too old, and again, we can follow the design plan for the Jackson, it works just like a bridge should - think of that!

IBR Draft SEIS - RECORD #755 DETAIL
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First Name : Renee

Last Name : Schneider

Attachments : DSEIS-755_Schneider_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #755 DETAIL

Submission Date : 10/18/2024

First Name : Renee

Last Name : Schneider

Business/Organization/Agency
:

Submission Input :

Greetings,

Please provide instruction on how to attend tonights meeting. I want to better understand how my home and others on Hayden Island will be impacted by the interstate bridge project.

IBR Draft SEIS - RECORD #756 DETAIL**First Name :** Emma**Last Name :** Keltz**Attachments :** DSEIS-756_Keltz_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #756 DETAIL
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Submission Date : 10/18/2024

First Name : Emma

Last Name : Keltz

Business/Organization/Agency :

Submission Input :

Good Evening,

I stopped to visit at the booth that was set up at the Old Apple Tree Festival the other weekend. I was told y'all would like opinions on things like light rail and public transportation in relation to the bridge's upcoming remodel?

IBR Draft SEIS - RECORD #757 DETAIL**First Name :** Rian**Last Name :** Othus**Attachments :** DSEIS-757_Othus_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #757 DETAIL**Submission Date :** 10/18/2024**First Name :** Rian**Last Name :** Othus**Business/Organization/Agency**
:**Submission Input :**

Good morning

Why isn't there high speed rail being poured into the project adjacent the bridge? Expansion along the corridor would be more forward thinking and cost less over time, support better traffic flow, and increase throughput to cities requiring fast travel access in the future.

IBR Draft SEIS - RECORD #758 DETAIL**First Name :** N/A**Last Name :** N/A**Attachments :** DSEIS-758_NA_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #758 DETAIL
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Submission Date : 10/18/2024

First Name : N/A

Last Name : N/A

Business/Organization/Agency :

Submission Input :

No tolls. Companies that collect tolls, generally take the profits out of state.

IBR Draft SEIS - RECORD #759 DETAIL**First Name :** Dan**Last Name :** Vogel**Attachments :** DSEIS-759_Vogel_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #759 DETAIL
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Submission Date : 10/18/2024

First Name : Dan

Last Name : Vogel

Business/Organization/Agency
:

Submission Input :

We don't need a Max line with the bridge. It would ruin downtown. Just build a bridge similar to the I-205 bridge. Because the freeways on both sides of the bridge can't be made larger, congestion will still be a problem. How about building a third bridge first near the railroad bridge that would serve the industrial complex to the west of I-5. Two five lane bridges, side by side with no draw span like 205 is all you need. That will also help to reduce the crazy costs that we constantly hear about.

IBR Draft SEIS - RECORD #760 DETAIL
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First Name : STEVEN

Last Name : JOHNSON

Attachments : DSEIS-760_Johnson_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #760 DETAIL
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Submission Date : 10/18/2024

First Name : STEVEN

Last Name : JOHNSON

Business/Organization/Agency : Mr. and Mrs.

Submission Input :

The people are ALREADY paying for this bridge. We do not need to be the East Coast where every bridge is tolled. Working people cannot afford this unnecessary expense

IBR Draft SEIS - RECORD #761 DETAIL	
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First Name :	Terry
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Last Name :	McClure
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Attachments :	DSEIS-761_McClure_Original.pdf (1 kb)
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IBR Draft SEIS - RECORD #761 DETAIL
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Submission Date : 10/18/2024

First Name : Terry

Last Name : McClure

Business/Organization/Agency
:

Submission Input :

I want the bridge replaced without the drawbridge. I am willing to pay tolls.

IBR Draft SEIS - RECORD #762 DETAIL**First Name :** Nathan**Last Name :** Ladd**Attachments :** DSEIS-762_Ladd_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #762 DETAIL
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Submission Date : 10/18/2024

First Name : Nathan

Last Name : Ladd

Business/Organization/Agency
:

Submission Input :

I would like to see a more modularized, pay-as-you-go approach to the IBR program. This program has expanded to be much more than just a bridge replacement and is instead a complete redesign of the entire corridor and multiple interchanges north and south of the bridge being replaced. E.g. I don't understand why rebuilding the I-5/SR500 interchange has to be part of the bridge replacement?

Rather than trying to bite off all of it at once for \$7B, can it be broken down into smaller scopes of work and focus on the most critical pieces first, pay for those, then try to tackle interchanges north/south of the bridge as funding is secured.

IBR Draft SEIS - RECORD #763 DETAIL**First Name :** Les**Last Name :** Oltmann**Attachments :** DSEIS-763_Oltmann_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #763 DETAIL

Submission Date : 10/18/2024

First Name : Les

Last Name : Oltmann

Business/Organization/Agency : None

Submission Input :

No tolls, this is a federal highway, the feds can afford to pay for this in full.

IBR Draft SEIS - RECORD #764 DETAIL

First Name : Adam

Last Name : St. Denis

Attachments : DSEIS-764_St. Denis_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #764 DETAIL
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Submission Date : 10/18/2024

First Name : Adam

Last Name : St. Denis

Business/Organization/Agency :

Submission Input :

My overall takeaway: I think the truss bridge option with the light rail on the lower deck is the best option. I believe there is an opportunity to downsize direct Hayden Island highway access keeping just a local access bridge. Overall, this project needs to have started yesterday and we cannot wait anymore. Just get it built as soon as possible.

IBR Draft SEIS - RECORD #765 DETAIL**First Name :** Renee**Last Name :** N/A**Attachments :** DSEIS-765_None_Original.pdf (6 kb)
voicemail202410171438fromWIRELESS CALLER 15033348190.mp3 (338 kb)

IBR Draft SEIS - RECORD #765 DETAIL
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Submission Date : 10/17/2024

First Name : Renee

Last Name : N/A

Business/Organization/Agency :

Submission Input :

(Transcribed VM)

Hi my name is Renee and hoping To attend uh the meeting that is scheduled the imprison meeting that's scheduled at the Expo center I believe I want to I don't know if I have to sign up or what I have to do to attend or how I find out the exact location please if someone could call me I'd greatly appreciate it [REDACTED] thank you so much I'm looking forward to attending and hopefully getting the response I appreciate your time thank you bye

IBR Draft SEIS - RECORD #766 DETAIL**First Name :** N/A**Last Name :** N/A**Attachments :** DSEIS-766_None_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #766 DETAIL

Submission Date : 10/18/2024

First Name : N/A

Last Name : N/A

Business/Organization/Agency
:

Submission Input :

Although I would like the bridge to be toll free, if tolls are necessary then there should be some stipulations:

1) the toll is only to make up the difference not paid by federal and state funds not maintenance or cost overruns.

2) toll is variable based on traffic volume

3) only the new bridge is tolled, not the I-205 bridge

4) mass transit is included

IBR Draft SEIS - RECORD #767 DETAIL**First Name :** Linda**Last Name :** A Feletar**Attachments :** DSEIS-767_A Feletar_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #767 DETAIL
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Submission Date : 10/18/2024

First Name : Linda

Last Name : A Feletar

Business/Organization/Agency
:

Submission Input :

This decision has gone on way too long. Every time it comes up for a vote it is that much more expensive and complicated.

The bridge is over 100 years old. I will not travel on it with fear it will be the time it falls due to age, condition, or an earthquake.

Two thriving cities across from each other in different States should be able to agree on the major points and get going on replacing this vital connection. The future is now...make it work!

IBR Draft SEIS - RECORD #768 DETAIL**First Name :** Peter**Last Name :** Wyzinski**Attachments :** DSEIS-768_Wyzinski_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #768 DETAIL
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Submission Date : 10/18/2024

First Name : Peter

Last Name : Wyzinski

Business/Organization/Agency
:

Submission Input :

Add crossing lanes to reduce congestion: build an additional third bridge instead of replacing the old 3-lane bridge with a new 3-lane bridge. Please, no mass transit on the new bridge; open your eyes to see that the busses are running around almost empty. It is clearly uneconomic. Furthermore, the last thing we want is to import Portland's problems to Vancouver.

IBR Draft SEIS - RECORD #769 DETAIL**First Name :** Norman**Last Name :** Banks**Attachments :** DSEIS-769_Banks_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #769 DETAIL**Submission Date :** 10/18/2024**First Name :** Norman**Last Name :** Banks**Business/Organization/Agency**
:**Submission Input :**

We need the bridge but tolling of local residence puts undue burden on us compared to occasional and commercial users. Local residents and businesses should be issued discounted multiple-use electronic passes to minimize and equalize the burden .

IBR Draft SEIS - RECORD #770 DETAIL**First Name :** Paula**Last Name :** Gunther**Attachments :** DSEIS-770_Gunther_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #770 DETAIL
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Submission Date : 10/18/2024

First Name : Paula

Last Name : Gunther

Business/Organization/Agency :

Submission Input :

The I5 bridge is long overdue for repairs. A new bridge should include better foot and bike path options, lightrail and bussing lanes, lanes for large vehicles, as well as better on/off ramps for safety. Let's get this done already!

IBR Draft SEIS - RECORD #771 DETAIL
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First Name : Jim

Last Name : VanNatta

Attachments : DSEIS-771_VanNatta_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #771 DETAIL
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Submission Date : 10/18/2024
First Name : Jim
Last Name : VanNatta
Business/Organization/Agency : Hockinson Market

Submission Input :

When I was four my 3 siblings and I would fight over who would get to throw the token in the toll machine at the I-5 Bridge. It was .50(5.11) in today's dollars.

now I'm 66 and most of Southwest Washington did not live here when I was young and many have no experience with tolls. My father worked in Portland and never complained about the toll as he was from the east coast where they are common.

As with most things these days, it has been horribly politicized. We have no choice but to replace the bridge. I know good government includes citizens voices, but in this case it does not matter what people think, only that it gets done. We have already squandered millions on this effort

Years from now people will not even remember how it was paid for, just like they think the current bridge appeared out of nowhere. Ps at least make it possible to add light rail at a later date, so pet eating migrants from Oregon can get to SW Washington.

Sorry for the rant, but you asked

IBR Draft SEIS - RECORD #772 DETAIL**First Name :** Marla**Last Name :** Azinger**Attachments :** DSEIS-772_Azinger_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #772 DETAIL**Submission Date :** 10/18/2024**First Name :** Marla**Last Name :** Azinger**Business/Organization/Agency**
:**Submission Input :**

Great, let's build a new bridge. But seriously, do not waste money on hiring an over-priced architect. It's a bridge. The USA doesn't build pretty things anymore, so just build a safe functional bridge for a proper price and do NOT charge a toll on people living within a 50 mile radius of it. It's ridiculous the amount of money already wasted on this project. Please do the right thing and regrow our communities lost faith in our leadership.

IBR Draft SEIS - RECORD #773 DETAIL**First Name :** Nancy**Last Name :** Newlean**Attachments :** DSEIS-773_Newlean_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #773 DETAIL**Submission Date :** 10/18/2024**First Name :** Nancy**Last Name :** Newlean**Business/Organization/Agency**
:**Submission Input :**

The I-5 bridge replacement has been studied and argued for decades. The voters have spoken over and over....NO TOLLS< NO LIGHT RAIL!! IF a plan without those would be presented....people would be in favor. The bridge needs to get more cars across..not riders..cars!! It's a joke to think that light-rail would do anything to help car traffic. This is not San Fran, or Chicago...commuters travel miles to their workplace...we are not a biking area...cars are NOT going away...light rail brings BIG problems...get a bridge that helps cars and commuters, NO Tolls, great for river traffic. That's what is needed and supported.

IBR Draft SEIS - RECORD #774 DETAIL**First Name :** Lisa**Last Name :** Testori-Sobolewski**Attachments :** DSEIS-774_Testori-Sobolewski_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #774 DETAIL**Submission Date :** 10/18/2024**First Name :** Lisa**Last Name :** Testori-Sobolewski**Business/Organization/Agency**
:**Submission Input :**

I commute to Portland daily for work, I believe I should not have to pay tolls as I am already paying an OR transit tax and high income taxes. There needs to be some toll relief for commuters

IBR Draft SEIS - RECORD #775 DETAIL**First Name :** Scott**Last Name :** Harshbarger**Attachments :** DSEIS_775_Harshbarger_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #775 DETAIL

Submission Date : 10/18/2024
First Name : Scott
Last Name : Harshbarger
Business/Organization/Agency : RETIRED

Submission Input :

I was born in 1960. I recall crossing the I-5 bridge as a young child. That thing is so old it cannot be earthquake proofed because concrete dies over time and submersion. It must be renewed . I walked across the bridge on a late night journey in 1995. That bridge shook like it suffered a neuro disease then. That bridge either is renewed or disaster is in the near future. I do not care the appearance or the amenities. It needs replaced.

IBR Draft SEIS - RECORD #776 DETAIL

First Name : howard

Last Name : schultz

Attachments : DSEIS_776_Schultz_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #776 DETAIL

Submission Date : 10/18/2024

First Name : howard

Last Name : schultz

Business/Organization/Agency : cdk global

Submission Input :

I agree with tolling in heavy commute hours, early morning and evening commute times, 7-8:30 and 4-6.
Car pools, busses, and motorcycles should be exempt and there should be a car pool lane.

IBR Draft SEIS - RECORD #777 DETAIL
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First Name : Patrick

Last Name : Murphy

Attachments : DSEIS_777_Murphy_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #777 DETAIL

Submission Date : 10/18/2024

First Name : Patrick

Last Name : Murphy

Business/Organization/Agency
:

Submission Input :

The bridge needs to accommodate increased capacity. Building a bridge that is the same size is not a responsible use of funds.

IBR Draft SEIS - RECORD #778 DETAIL**First Name :** Leona**Last Name :** Shoemaker**Attachments :** DSEIS_778_Shoemaker_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #778 DETAIL**Submission Date :** 10/18/2024**First Name :** Leona**Last Name :** Shoemaker**Business/Organization/Agency**
:**Submission Input :**

I am very opposed to light rail coming to WA. Ridership does not support light rail, and the amount of debt carried by TriMet shows that. Anyone who drives I-5 or 205 can observe largely empty rail cars passing by. The short distance covered by the proposed extension will offer little in the way of ridership resources to WA residents at an exorbitant cost. Why take on the extra debt? The transit time for drivers on the new bridge that you show are not realistic. The design has too few lanes to sufficiently meet the expected demand in the coming years. Keeping additional lanes would help that. The idea of tolling is absurd. The taxes in both OR and WA are high, yet now you want to tax us to use the ill designed and maintained highway system, and bridges! I wish I could be sure that these comments would actually make a difference, but sadly I don't think they will.

IBR Draft SEIS - RECORD #779 DETAIL**First Name :** Brian**Last Name :** Wilga**Attachments :** DSEIS_779_Wilga_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #779 DETAIL
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Submission Date : 10/18/2024

First Name : Brian

Last Name : Wilga

Business/Organization/Agency :

Submission Input :

I want a new I-5 bridge to replace the old one as soon as possible.

I don't care how it looks. I never look at the current bridge, except to watch the road, watch the other vehicles around me, and to get across safely. A bridge is a tool, just as the wheels on a car are. How many people need to decorate the wheels on their vehicle?

I want a bridge that eases congestion and prevents accidents. It has to be tall enough to let sailboats and ships pass under it during the spring thaw, and not have a lift.

I want a bridge that addresses transportation needs for the next 50 years. Light rail is an essential part of this, as Vancouver and Clark County's populations will continue to grow, as Ridgefield and other nearby cities and towns handle an influx of residents who work in Oregon. Ilani Casino will also continue to grow, and bring much more development.

People who are afraid of the "crime train" need to move to small towns, away from Vancouver.

The new bridge has to have a small toll on it, to help pay off the cost of building and maintaining it. We can't expect people from outside the area, who never use our bridge, to pay the entire cost with taxes.

IBR Draft SEIS - RECORD #780 DETAIL**First Name :** Elizabeth**Last Name :** Nemitz**Attachments :** DSEIS_780_Nemitz_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #780 DETAIL**Submission Date :** 10/18/2024**First Name :** Elizabeth**Last Name :** Nemitz**Business/Organization/Agency :** n/a**Submission Input :**

The money that has been spent studying this problem over the years would have paid for two bridges. The money spent on political campaigns would have paid countless bridges. Stop wasting taxpayer money on bs and do something productive with it!! Taxpayers Are frustrated and angry.

IBR Draft SEIS - RECORD #781 DETAIL**First Name :** Keith**Last Name :** Liden**Attachments :** DSEIS_a00781_Liden_Original.pdf (3 kb)

IBR Draft SEIS - RECORD #781 DETAIL

Submission Date : 10/18/2024

First Name : Keith

Last Name : Liden

Business/Organization/Agency :

Submission Input :

OVERALL COMMENTS

- IBR must be completed this time! Wasting hundreds of millions over the past 2 decades on false starts must stop.
- Active transportation needs more than lip service provided in the SEIS. Critical aspects of how pedestrian and bicycle facilities would safely function are not provided.

Following comments are related to the Transportation Technical Report (TTR below)

AUXILIARY LANES

1 Auxiliary Lane will not be worth the investment. The alleged time savings over that distance are brought into question when other bottlenecks on the I-5 corridor are considered. The TTR acknowledges on p. 4-39 that “There would still be bottlenecks on I-5 south of the IBR Program Area, however, which would dampen travel time improvements from the Modified LPA and options compared to the No-Build Alternative.” In other words, unless several multi-billion dollar freeway expansions are built on the Portland portion of I-5, the auxiliary lanes will be of no real value.

2nd Auxiliary Lane option is totally ridiculous for the same reason. In addition, the bloated cost of this project will be tough enough to finance without the substantial additional cost of 2, or even 1 auxiliary lane.

ACTIVE TRANSPORTATION

Active transportation improvements are inadequately considered or described. As a freeway bridge, it's understandable that the emphasis is on vehicular travel. However, every aspect of the driving experience on all streets in the study area are described and examined in excruciating detail over hundreds of pages, but active transportation is superficially covered - especially regarding how intersections and other potential ped/bike/vehicle conflict points will be designed.

Section 4.8.2.1 of the TTR asserts that the bridge facilities will be appropriate “for all ages and abilities,” but it gives limited description of the facility design, especially related to gaining access/egress to the bridge facility. Section 4.8.2.4 Active Transportation Facilities in the City of Portland states that bicycle facilities in the Modified LPA in Portland include:

- Buffered or protected bike lanes.
- Shared-use paths.
- Improved crossing enhancements for bikes, including pavement markings, signage, signal detection.
- Wayfinding signage.
- Clear delineation and signing, short perpendicular crossings at the ramp terminals, and ramp orientations that would encourage high bicycle visibility.

It doesn't provide any details regarding how these design elements would actually work – especially for critical

places where pedestrians and cyclists must cross busy streets. These conflict points are what will make or break the safety of these facilities. Many high-volume streets provide the features mentioned in the bullet list, but they remain dangerous and intimidating. Most of all they're not "for all ages and abilities" as cheerfully claimed in the report.

TTR Section 5.8 makes a statement about maintaining ped/bike access during construction "to the extent possible." The lack of detail isn't reassuring especially with construction time of several years.

TOLLING

A substantial portion of the project funding will rely on tolls. The peak hour tolls proposed in TTR 4.11.1 are in the \$3-\$5 dollar range leading to the obvious political question - will the state legislatures have the stomach to approve them? This question needs to be answered soon to avoid wasting additional millions on consulting fees only to see this project collapse again at the end due to a lack of political will.

TTR Section 4.11.1 finding that pedestrian and bike use of the bridge would decline with tolling makes no sense, unless these users would also be assessed a fee. This conclusion isn't explained.

IBR Draft SEIS - RECORD #782 DETAIL

First Name : Arthur

Last Name : Russell

Attachments : DSEIS_a00782_Russell_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #782 DETAIL
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Submission Date : 10/18/2024

First Name : Arthur

Last Name : Russell

Business/Organization/Agency
:

Submission Input :

1) Huge population/traffic increases over the last thirty years warrant a Third Bridge before replacing the Interstate Bridge! If it fails in an earthquake then replace it like the I35W bridge in Minneapolis was replaced. It was rebuilt in about a year for a lot less than the costs of this bridge.

2) No light rail! Too costly for the amount a people it would transport. Current buses are much less costly! On light rail no one really pays attention to who gets on. Bus driver checks everybody out upon boarding.

IBR Draft SEIS - RECORD #783 DETAIL**First Name :** Tom**Last Name :** Cook**Attachments :** DSEIS_783_Cook_Original.pdf (2 kb)

IBR Draft SEIS - RECORD #783 DETAIL
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Submission Date : 10/18/2024
First Name : Tom
Last Name : Cook
Business/Organization/Agency :

Submission Input :

This is nothing you haven't heard before, so just consider it as support for a crossing:

1. You'll never be able to satisfy the Coast Guard (or the money-hungry places up-river that may be driving their requirements up in the hope of cashing in on "inconvenience" payouts.
2. You'll never be able to meet the height requirements for Pearson Field. Move Pearson to the boonies and use the land to expand what we hope is a new downtown.
3. You'll never get away from tolls as that is semi-standard for a US-funded structure across the US now. I appreciate Ms Perez saying "no tolls" in order to keep her Nazi opponent from poaching votes, but it is unworkable without tolls.
4. Given all that, I favor a tunnel. No, it won't give politicians gorgeous pictures they can post on their I-built-it pages, but it keeps up-river businesses and PDX happy.
5. "Oh, but we have to pull the openings for a tunnel back from the river." Consider this an unseen gift; you don't want any sort of bridge/tunnel traffic in the middle of a (potential) commercial area.
6. Remember that idea of moving Pearson Field to the boonies? Combine that with clearing freeway interchanges from downtown, and you get some real potential for a commercial area.
7. A tunnel gives you more flexibility in siting. Moving a tunnel down river to roughly where the train bridge is might help — especially with improving access to the great unused areas of land west of downtown (the "industrial" area and Fruit Valley). I suspect moving it up-river as a nod to the "build a bridge in a different spot)" people would likely run afoul of PDX (again)... and I-205. The Port of Vancouver may whine; I don't know enough about their needs to comment.

IBR Draft SEIS - RECORD #784 DETAIL

First Name : Douglas

Last Name : Richmond

Attachments : DSEIS_784_Richmond_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #784 DETAIL

Submission Date : 10/18/2024
First Name : Douglas
Last Name : Richmond
Business/Organization/Agency : Self

Submission Input :

I am so very thankful for all of the hard work that has gone into the bridge planning. I am VERY supportive of light rail and express bus service. I am very supportive of building the bridge. I prefer any design that does not incorporate a lift mechanism. Thank you design team for all of your work!

IBR Draft SEIS - RECORD #785 DETAIL**First Name :** Dean**Last Name :** Landers**Attachments :** DSEIS-785_Landers_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #785 DETAIL

Submission Date : 10/18/2024

First Name : Dean

Last Name : Landers

Business/Organization/Agency
:

Submission Input :

Replacing the existing bridges with another draw bridge would be a fatal flaw for this project. I suggest removing that option.

IBR Draft SEIS - RECORD #786 DETAIL

First Name : Robert

Last Name : Lorenz

Attachments : DSEIS-786_Lorenz_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #786 DETAIL

Submission Date : 10/18/2024

First Name : Robert

Last Name : Lorenz

Business/Organization/Agency
:

Submission Input :

Single level no lift bridge

IBR Draft SEIS - RECORD #787 DETAIL**First Name :** Judith**Last Name :** Heath**Attachments :** DSEIS-787_Heath_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #787 DETAIL
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Submission Date : 10/18/2024

First Name : Judith

Last Name : Heath

Business/Organization/Agency
:

Submission Input :

I do not believe that it makes sense to build the new I-5 bridge lower than the I-205 bridge upriver. There is no reason, in my mind, to let Pearson Air Park determine the height of the bridge. The Air Park and runways can be moved elsewhere in the county. The historical significance of the Air Park can be maintained with the Air Museum. Impacting the next 100 years of ship traffic does not make sense in order to maintain the runways because of their one-time historical significance.

IBR Draft SEIS - RECORD #788 DETAIL**First Name :** Bill**Last Name :** Fickett**Attachments :** DSEIS-788_Fickett_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #788 DETAIL**Submission Date :** 10/18/2024**First Name :** Bill**Last Name :** Fickett**Business/Organization/Agency :** Retired**Submission Input :**

You can fix up the old bridge all you want, but to decrease the congestion into Portland, we need a third bridge. For the amount you are spending to provide light rail, you could build this.

IBR Draft SEIS - RECORD #789 DETAIL**First Name :** Kim**Last Name :** Byers**Attachments :** DSEIS-789_Byers_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #789 DETAIL

Submission Date : 10/18/2024

First Name : Kim

Last Name : Byers

Business/Organization/Agency
:

Submission Input :

NO LIGHT RAIL!!

My brother does security at Gateway over in Portland.

Drugs, homeless people and crime. That's what light rail will bring to Vancouver.

The voters keep saying NO LIGHTRAIL!

why are you shoving down our throat?

IBR Draft SEIS - RECORD #790 DETAIL
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First Name : Jan

Last Name : MacMichael

Attachments : DSEIS-790_MacMichael_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #790 DETAIL
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Submission Date : 10/18/2024
First Name : Jan
Last Name : MacMichael
Business/Organization/Agency :

Submission Input :

A bridge is a bridge, this one connects Vancouver and Portland. The old one needs to be replaced for safety reasons, so quit gumming it to death and replace it.

With all due respect, I don't understand the need for a DEI committee for a bridge, an inanimate object. I don't want to hurt anyone or step on any toes, but the Centering Equity statement doesn't even say anything. Every infrastructure project has an impact (some good, some not so good) and that is just part of progress.

I sincerely hope there is no toll; however, if there is, I hope the powers that be follow the example of when the highway between Denver and Boulder was built many years ago. When the road was paid for, they removed the toll booths and opened it up. That was common sense in action. That said, the traffic backup for paying tolls will create a nightmare for commuters and add a lot of time to their drive. Not a good situation for employees or employers and for some, it will be the proverbial straw. Tolls represent the spend and tax formula so endemic in the California legislature.

Good luck and get building!!!

IBR Draft SEIS - RECORD #791 DETAIL	
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First Name :	Janet
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Last Name :	Gunter
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Attachments :	DSEIS-791_Gunter_Original.pdf (1 kb)
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IBR Draft SEIS - RECORD #791 DETAIL
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Submission Date : 10/18/2024

First Name : Janet

Last Name : Gunter

Business/Organization/Agency
:

Submission Input :

A new bridge and the infrastructure to support future growth is a wise investment in my opinion. I support tolls and expanded public transportation, including light rail. Whatever we need to do to get this project done, I say we do it. We get what we pay for.

IBR Draft SEIS - RECORD #792 DETAIL**First Name :** Jim**Last Name :** Goss**Attachments :** DSEIS-792_Goss_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #792 DETAIL

Submission Date : 10/18/2024
First Name : Jim
Last Name : Goss
Business/Organization/Agency : Vancouver public schools

Submission Input :

While I am not against tolling to pay for the bridge, I do not like tooling as most of the money goes to maintaining the tolling companies pockets instead of paying for the bridge.

I am also 100% for light rail being involved Asked 20 years from now the cost to do this would be incredibly more

IBR Draft SEIS - RECORD #793 DETAIL

First Name : Serin

Last Name : Hale

Attachments : DSEIS-793_Hale_Original.pdf (2 kb)

IBR Draft SEIS - RECORD #793 DETAIL
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Submission Date : 10/18/2024

First Name : Serin

Last Name : Hale

Business/Organization/Agency :

Submission Input :

I want to advocate for light rail over the I-5 bridge in the strongest possible terms. Making a public transportation option that is not beholden to traffic on the bridge or a mass of cars trying to exist into Portland means it is a reliable and viable way to get over the river for commuters, and that in turn will help with morning traffic.

I have lived in Clark County for 13 years, and I have hoped for an extension of Portland's light rail this entire time, but especially when I had a commute over the river for work. It allows so many cars to get off the road for those who are happy to take public transportation, and would hook in well with the C-TRAN and light rail system already in place in Vancouver and Portland.

Freeing public transportation from traffic is key in making it an attractive option for commuters, and that will not only ease traffic over the bridge, but also dumping into limited Portland streets. Also, I know tolls are a concern among many commuters, and having a public transportation option vs a toll will further drive ridership, so quick, reliable service via train is the way to go. It's the best build for the future by far - we can't keep adding extra lanes forever, and buses get stuck in traffic like cars; even with dedicated lanes, they'll be stuck waiting on exit ramps. Trains can be quick and direct and take cars off the roads entirely.

Thank you for taking the time to read and I hope light rail has your support. Let's build for future needs and include it now.

Sincerely,
Serin Hale

IBR Draft SEIS - RECORD #794 DETAIL	
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First Name : Jennifer

Last Name : Courchaine

Attachments : DSEIS-794_Courchaine_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #794 DETAIL
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Submission Date : 10/18/2024

First Name : Jennifer

Last Name : Courchaine

Business/Organization/Agency
:

Submission Input :

Commenting in support of Congresswoman Perez's efforts for the bridge to use the funding it's received, and ensure a safe, congestion relieving bridge without tolls. WA residents pay enough taxes, no rolling!

IBR Draft SEIS - RECORD #795 DETAIL
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First Name : Elizabeth

Last Name : Myers

Attachments : DSEIS-795_Myers_Original.pdf (2 kb)

IBR Draft SEIS - RECORD #795 DETAIL
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Submission Date : 10/18/2024
First Name : Elizabeth
Last Name : Myers
Business/Organization/Agency : Westside Economic Alliance

Submission Input :

The Westside Economic Alliance (WEA) expresses strong support for the Locally Preferred Alternative (LPA) plan for the Interstate Bridge Replacement (IBR) Program, as opposed to a no-build scenario. WEA believes that this project is essential for ensuring the long-term mobility, safety, and economic prosperity of our region.

First, the current Interstate 5 bridge, a vital artery for both commuter and freight traffic, is outdated and increasingly unreliable. As noted in the SEIS Report, congestion on the bridge frequently leads to delays, with over 143,000 vehicles crossing daily and enduring up to 10 hours of congestion during peak travel times. The new modes of transit, bicycle and pedestrian improvements, and auxiliary lanes proposed in the LPA are practical solutions that will help improve traffic flow, reduce bottlenecks, and increase efficiency.

Moreover, the seismic vulnerabilities of the current bridge present a grave risk to our communities and businesses. The LPA not only addresses this by proposing a new, seismically resilient bridge but also incorporates design improvements, such as auxiliary lanes, that will enhance safety for all users. These lanes will reduce accidents caused by narrow shoulders and sudden lane changes, improving the overall safety profile of the bridge.

From an economic perspective, the auxiliary lanes are essential for supporting freight movement, a backbone of our local and regional economy. The I-5 corridor is a critical trade route, and delays caused by congestion and bridge lifts currently hinder the efficient movement of goods. By alleviating these issues, the LPA will help businesses operate more efficiently, reduce transportation and fueling costs, and maintain our region's competitiveness in both domestic and international markets.

In addition to supporting freight mobility, we commend the program's focus on equity and accessibility. The LPA includes not only infrastructure for vehicles but also enhanced transit, pedestrian, and bicycle facilities. This multimodal approach will ensure that all members of our community, including those who rely on public transportation, have safe and reliable access to cross the Columbia River. The LPA also promotes environmental sustainability by aiming to reduce congestion and vehicle emissions through improved traffic flow and expanded public transit options, including light rail.

In conclusion, WEA believes that the Locally Preferred Alternative, including the addition of 1 or 2 auxiliary lanes, is the best path forward for our region. It addresses urgent safety, mobility, and economic needs while laying the foundation for sustainable growth. We urge all stakeholders to support this critical investment in our future.

Thank you for your time and consideration.

Sincerely,

Elizabeth Mazzara Myers, Executive Director

IBR Draft SEIS - RECORD #796 DETAIL**First Name :** Betty**Last Name :** Andersen**Attachments :** DSEIS-796_Andersen_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #796 DETAIL
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Submission Date : 10/18/2024

First Name : Betty

Last Name : Andersen

Business/Organization/Agency
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Submission Input :

I would like to have a third bridge built, then do any upgrades necessary to I-5 bridge. Traffic is bad enough when there is an accident, or the bridge has a lane or two shut down. I've spent 4 hours waiting in line to get to work in Portland when the I-205 bridge was closed several years ago for one day and the only route to Portland was the I-5 bridge.

I do not want to pay for light rail in Clark County, buses are more efficient, flexible to reroute and more economical.

Are you sure your specifications will meet requirements of the Federal Government? Unlike other attempts at replacing the bridge which didn't meet needs for Columbia River traffic.

I am against tolling, roads built with Federal Dollars, it always costs more to administer than you receive in tolls. If you choose to toll roads, be sure you toll all traffic, including bikes, buses, light rail, and pedestrians.

IBR Draft SEIS - RECORD #797 DETAIL
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First Name : Michael

Last Name : Hanan

Attachments : DSEIS-797_Hanan_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #797 DETAIL
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Submission Date : 10/18/2024

First Name : Michael

Last Name : Hanan

Business/Organization/Agency
:

Submission Input :

Of course this bridge needs to be replaced. I can't imagine why people would resist this idea, especially with substantial federal government funding. If the bridge needs supplemental funding to build it so be it as in my view the bridge is a dangerous safety risk. It is our public obligation to fix it. Any shortfall beyond Federal, state and local funding should be made with either in local taxes or tolls or some combination of both. The same goes for any other public infrastructure we need as citizens of the 21st century.

IBR Draft SEIS - RECORD #798 DETAIL**First Name :** Cami**Last Name :** Cameron**Attachments :** DSEIS-798_Cameron_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #798 DETAIL
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Submission Date : 10/18/2024

First Name : Cami

Last Name : Cameron

Business/Organization/Agency
:

Submission Input :

I'm heavily against tolling the 1-5 bridge. For people that have that cross the bridge daily for work the tolling charges can quickly add up to unreasonable amounts, and for people not from the area it would be an unexpected spending on their travel.

IBR Draft SEIS - RECORD #799 DETAIL
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First Name : Dan

Last Name : Moynihan

Attachments : DSEIS-799_Moynihan_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #799 DETAIL
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Submission Date : 10/18/2024

First Name : Dan

Last Name : Moynihan

Business/Organization/Agency
:

Submission Input :

OPPOSED to the plan. WE DON'T WANT LIGHT RAIL (Max) - even if it were free, let alone if we have to pay for it. And only 3 car traffic lanes each way, so no actual increase in capacity. Too much space wasted on bicycles - you may have heard that it rains 8 months/ year here?!

And tolls are a non-starter. I-5 is part of the national interstate system. Shouldn't have to pay tolls to use.

IBR Draft SEIS - RECORD #800 DETAIL**First Name :** Louisa**Last Name :** Kane**Attachments :** DSEIS-800_Kane_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #800 DETAIL
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Submission Date : 10/18/2024

First Name : Louisa

Last Name : Kane

Business/Organization/Agency
:

Submission Input :

The new bridge should be higher than the proposed plans, per coast guard requirements.

The new bridge should not be more than 10% dedicated to foot and bicycle usage, no light rail, no dedicated bus lanes.

Current proposed plans reduce all be chile access and this should not be. More traffic lanes are required.

Business relocation is required, compensation will be cheaper than monies already spent on failed bridge submissions.

IBR Draft SEIS - RECORD #801 DETAIL**First Name :** Mark**Last Name :** Schmutz**Attachments :** DSEIS-801_Schmultz_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #801 DETAIL
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Submission Date : 10/19/2024

First Name : Mark

Last Name : Schmutz

Business/Organization/Agency
:

Submission Input :

Please move forward on this project and get the bridge replaced/upgraded.

IBR Draft SEIS - RECORD #802 DETAIL

First Name : solomon

Last Name : scott

Attachments : DSEIS-802_Solomon_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #802 DETAIL
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Submission Date : 10/19/2024

First Name : solomon

Last Name : scott

Business/Organization/Agency
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Submission Input :

I would very much like to see the Double Deck bridge option. It provides the best of both worlds, and as we already have a Double Deck bridge going east-west, it would be nice to have one going north-south. It also would be great for the rail expansion.

It's about time the area grows up. Let's do it right.

IBR Draft SEIS - RECORD #803 DETAIL

First Name : solomon

Last Name : scott

Attachments : DSEIS-803_Solomon_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #803 DETAIL
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Submission Date : 10/19/2024

First Name : solomon

Last Name : scott

Business/Organization/Agency
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Submission Input :

Another idea to consider since a tunnel is out of talks for the main project;

How about something like the Sydney Harbor Bridge/Tunnel where you also have both. That way people are able to get off at Jantzen Beach above ground if they'd like, or they have the option to shoot straight into Portland. Just a thought

IBR Draft SEIS - RECORD #804 DETAIL
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First Name : MELANIE

Last Name : Smith

Attachments : DSEIS-804_Smith_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #804 DETAIL
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Submission Date : 10/19/2024

First Name : MELANIE

Last Name : Smith

Business/Organization/Agency
:

Submission Input :

The bridge design must effectively utilize the federal and state resources it currently has, or it can obtain, that eliminate the need of burdening the community with the additional costs by charging use tolls. This negative and unnecessary financial and psychological impact must be, and can be, avoided by designing the bridge within the budget constraints of available state and federal resources.

IBR Draft SEIS - RECORD #805 DETAIL**First Name :** tim**Last Name :** coe**Attachments :** DSEIS-805_Coe_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #805 DETAIL

Submission Date : 10/19/2024

First Name : tim

Last Name : coe

Business/Organization/Agency : none

Submission Input :

the day the bridges are tolled is the day I QUIT driving into Oregon

Do the math and calculate how much revenue Oregon State will loose

by counting the number of cars using the bridge today

Over a 10yr period tolling will COST the state more MONEY \$ than the value of the tolls

IBR Draft SEIS - RECORD #806 DETAIL

First Name : Leonard

Last Name : Johnson

Attachments : DSEIS-806_Johnson_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #806 DETAIL
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Submission Date : 10/19/2024

First Name : Leonard

Last Name : Johnson

Business/Organization/Agency : None

Submission Input :

No tolls. No tolls. No tolls.

IBR Draft SEIS - RECORD #807 DETAIL

First Name : Ralph

Last Name : Sova

Attachments : DSEIS-807_Sova_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #807 DETAIL
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Submission Date : 10/19/2024

First Name : Ralph

Last Name : Sova

Business/Organization/Agency
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Submission Input :

I like the ideas presented but the one with the exposed suspension cables is my favorite. The only thing concerning me is the winds coming through the Gorge. Will that cause the same harmonics that destroyed the bridge in Tacoma, in the 1920's?

The Truss design suspending the light rail also concerns me. Recalling the suspended design used in the Hyatt Regency, in Kansas City in 1981, which collapsed due to the design and the steps of the people using that walkway.

By the way, I favor the tolling...it has to be paid for. Being from the midwest and living in the east; tolls are common.

IBR Draft SEIS - RECORD #808 DETAIL

First Name : Randi

Last Name : Haas

Attachments : DSEIS-808_Haas_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #808 DETAIL
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Submission Date : 10/19/2024

First Name : Randi

Last Name : Haas

Business/Organization/Agency
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Submission Input :

I have several concerns. The main one is a that a bridge is essentially meaningless if the narrow corridor further south near the Mida center is not expanded to handle our current transit needs. Second, I understand that there are the possibility of tolls on either one or both bridges. These tolls would put a lid on the coffin that Portland has already made for themselves.

IBR Draft SEIS - RECORD #809 DETAIL**First Name :** MF**Last Name :** Roberts**Attachments :** DSEIS-809_Roberts_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #809 DETAIL
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Submission Date : 10/19/2024

First Name : MF

Last Name : Roberts

Business/Organization/Agency
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Submission Input :

NO LIGHT RAIL on a new bridge. 2.5 billion dollars and severe restrictions on the engineering of the bridge are only two of a myriad of reasons to exclude light rail on the bridge. Transit lanes? Absolutely. Light rail, absolutely not.

IBR Draft SEIS - RECORD #810 DETAIL**First Name :** John**Last Name :** Chertudi**Attachments :** DSEIS-810_Chertudi_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #810 DETAIL
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Submission Date : 10/19/2024

First Name : John

Last Name : Chertudi

Business/Organization/Agency
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Submission Input :

Hello. I cross the I-5 bridge a few times each week, either for work or to visit family in Oregon. I've been doing so since 2001. This has been a frustrating project to watch, ever since the failure of the CRC in the early 2000's.

I'm frustrated that the costs of this project have increased by multiple billions of dollars, before we even start the work.

I am not pleased about the tolling. History tells us we are told it will be used to pay back the costs, but tolls never go away once they are in place. Governments become addicted to the revenue.

I'd prefer not to have light rail come across the river. Petty crimes follows that train, and Tri-met hasn't shown the ability to meaningfully reduce this.

Most frustrating, I am convinced that whenever the project completes, if we measure "time spent in traffic crossing the Columbia", it will reduce for commuters by single-digit minutes, or less. I understand the project is mostly about seismic readiness, but it seems that traffic reduction isn't that important, and won't be meaningfully impacted when this completes in the 2030s.

I'd feel more positive with assurance that tolls would not be eternal, and commuting time would meaningfully be reduced.

Thanks for reading.

IBR Draft SEIS - RECORD #811 DETAIL**First Name :** Jordin**Last Name :** Montgomery**Attachments :** DSEIS-811_Montgomery_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #811 DETAIL
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Submission Date : 10/19/2024
First Name : Jordin
Last Name : Montgomery
Business/Organization/Agency :

Submission Input :

I fully support and encourage the bridge commission to continue its plan to implement tolling. The bridge is a public good and costs money to build and maintain and tolling (especially variable) is an efficient user fee that spreads cost directly to those using the good. We need lawmakers and those charged with designing the bridge replacement and its revenue models to take bold and even unpopular positions for the long term fiscal health of the bridge. Tolling is not a new concept, is widespread around the world, and just because people in the greater Portland Metro area are not used to paying them, does not mean we should not consider market based approaches to congestion management and revenue generation. Thank you

IBR Draft SEIS - RECORD #812 DETAIL**First Name :** WILLIAM**Last Name :** BYMAN**Attachments :** DSEIS-812_Byman_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #812 DETAIL
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Submission Date : 10/19/2024

First Name : WILLIAM

Last Name : BYMAN

Business/Organization/Agency
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Submission Input :

We need 3 bridges. Stop being obtuse and prepare for the expanding future!

IBR Draft SEIS - RECORD #813 DETAIL	
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First Name :	John
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Last Name :	Miguel
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Attachments :	DSEIS-813_Miguel_Original.pdf (1 kb)
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IBR Draft SEIS - RECORD #813 DETAIL
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Submission Date : 10/19/2024
First Name : John
Last Name : Miguel
Business/Organization/Agency : Downtown Neighbor

Submission Input :

We need a light rail to connect Downtown Vancouver to Downtown Portland. This will provide so much economic opportunity to our community. This will provide a great alternative to sitting in traffic for hours. Opponents who say that it will increase crime ignore the fact that "criminals" can bring their cars over to our side, so their argument makes no sense.

Also, create a toll so support maintenance and reduce unnecessary road trips.

How is it fair that Vancouver citizens can make large purchases to avoid sales tax on the Washington, while driving their vehicles which breaks down already-degraded roadways on Janzten Beach? These people don't pay a tax base and must pay their fair share.

IBR Draft SEIS - RECORD #814 DETAIL**First Name :** Leslie**Last Name :** Lizarde**Attachments :** DSEIS-814_Lizarde_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #814 DETAIL

Submission Date : 10/19/2024

First Name : Leslie

Last Name : Lizarde

Business/Organization/Agency
:

Submission Input :

Light trails are good, and trolls are good

IBR Draft SEIS - RECORD #815 DETAIL
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First Name : CHARLES

Last Name : RUHSENBERGER

Attachments : DSEIS-815_Ruhsenberger_Original.pdf (2 kb)

IBR Draft SEIS - RECORD #815 DETAIL
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Submission Date : 10/19/2024
First Name : CHARLES
Last Name : RUHSENBERGER
Business/Organization/Agency : Weta NW

Submission Input :

Hello,

Please review and respond to the following comments, thank you.

The document provided does not serve the public, it must of been written to meet policy or federal guideline. Please provide the public with a short easily understood summary document clearly showing each alternative along with selection criteria that is relevant to the project. And, use a Value Engineering or Choosing by Advantages evaluation methodology. The criteria shall include cost, tolling (period, tolling cost), commute reduction from Salmon Creek to Downtown Portland (transit and car), carbon footprint impacts, transit safety (light rail is less), construction time, and traffic resiliency for earthquakes, repairs, etc., business impacts and positive affects, etc. for all options.

A third bridge repair option in my mind will be the best option all things considered.

LRT is not a benefit to Washington due to the less safety, the longer trip times due to all the stops in N. Portland which slows the trip to downtown. Please drop this from the project, there's really no utility just a political desire to place LRT in Vancouver. Bus transit is way cheaper and more flexible, this is coming from someone who worked on Light Rail Planning teams.

I would like to provide additional comments once you present materials that show a true evaluation using well chosen criteria, thoughtful alternatives, and a scoring methodology that provides a best value solution; all written in a manner that the average person can understand.

IBR Draft SEIS - RECORD #816 DETAIL**First Name :** Susan**Last Name :** Grove**Attachments :** DSEIS-816_Grove_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #816 DETAIL
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Submission Date : 10/19/2024

First Name : Susan

Last Name : Grove

Business/Organization/Agency
:

Submission Input :

Will the proposed bridge have bigger supports under the road than the bridge in Baltimore? Those looked wimpy. A boat took out one and they all gave way! That's scary!

IBR Draft SEIS - RECORD #817 DETAIL**First Name :** Michael**Last Name :** Doll**Attachments :** DSEIS-817_Doll_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #817 DETAIL**Submission Date :** 10/19/2024**First Name :** Michael**Last Name :** Doll**Business/Organization/Agency :****Submission Input :**

I would absolutely love to see the I-5 Bridge replaced as soon as possible with something that's ready to extend an earthquake.

I think if you start now I might have a chance of driving on it before I pass away that would be cool.

I think they should leave the best of the current I-5 bridges intact so TriMet can put light rail on it at another time...

this avoids all the crying done by mostly conservatives about TriMet Light Rail bringing crime to Vancouver. Criminals, taggers and homeless people have no trouble riding the bus and getting to Vancouver now. This would eliminate Republicans constant. sniveling, crying and whining.

Thanks feel free to read this aloud or publish it wherever you want. It's a common sense solution to the situation that has caused the I-5 Bridge replacement project to fail in the past. The bridge that is in poor shape could be used for replacement parts to the one we leave for Light Rail and pedestrian traffic. This could then be a separate Bond measure and people can fight about it while the rest of us use the new bridge and are free of the constant traffic jams associated with I-5 and 205 Bridges

IBR Draft SEIS - RECORD #818 DETAIL**First Name :** Terri**Last Name :** Lizarde**Attachments :** DSEIS-818_Lizarde_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #818 DETAIL
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Submission Date : 10/19/2024

First Name : Terri

Last Name : Lizarde

Business/Organization/Agency :

Submission Input :

Tolls are good, and I feel light rails are extremely necessary.

IBR Draft SEIS - RECORD #819 DETAIL**First Name :** John**Last Name :** Adamson**Attachments :** DSEIS-819_Adamson_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #819 DETAIL
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Submission Date : 10/19/2024

First Name : John

Last Name : Adamson

Business/Organization/Agency
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Submission Input :

Why. The I5 bridge might be old, but is still working well. Why tare it down only to replace it with another 3 lane bridge. This makes no sense. I suggest build another bridge, some where between the I5 and 205 bridge. That way there will be 3 viable ways to cross the river. It will cause considerable hardship during a long construction and loss of private property of the people who happen to be in the way.

Furthermore not to mention making a toll bridge, creating more financial burden on the working class. My vote is no. Leave it alone build somewhere else.

IBR Draft SEIS - RECORD #820 DETAIL

First Name : Rhonda

Last Name : Davis

Attachments : DSEIS-820_Davis_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #820 DETAIL**Submission Date :** 10/19/2024**First Name :** Rhonda**Last Name :** Davis**Business/Organization/Agency**
:**Submission Input :**

The bridge definitely NEEDS to be addressed. The bridge NEEDS to keep it's historical look and not be turned into another Glen Jackson/205 type of bridge. There needs to be NO tolling, absolutely NONE! Both sides of the river already pay out enough in taxes and the cost of living is so expensive right now, this truly could be the difference between making it and not! Put in a toll and you will be strong backlash from sides of the river. We are NOT GOING TO CONTINUE TO ALLOW ELECTED OFFICIALS TO TAX US EVEN POORER AND MAKE UP OUR MINDS FOR US! We put YOU in your positions...do NOT ever forget that!

IBR Draft SEIS - RECORD #821 DETAIL**First Name :** Linda**Last Name :** Degerstedt**Attachments :** DSEIS-821_Degerstedt_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #821 DETAIL
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Submission Date : 10/19/2024

First Name : Linda

Last Name : Degerstedt

Business/Organization/Agency
:

Submission Input :

I would hope there is another possibility where so much infrasture and properties do not have to be removed. We have a lovely downtown area. It is sad to think that a giant bridge would be the focal point. It also seems ridiculous to tear down newer buildings because the powers that be did not plan for the eventuality of this bridge. I feel like this plan may need a rework.

IBR Draft SEIS - RECORD #822 DETAIL

First Name : Michael

Last Name : Hanson

Attachments : DSEIS-822_Hanson_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #822 DETAIL
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Submission Date : 10/19/2024

First Name : Michael

Last Name : Hanson

Business/Organization/Agency
:

Submission Input :

I know the bridge is already planned to have the MAX light rail system go over it, but I just wanted to leave a comment saying that including the MAX on this bridge would be game changing to people in the community. It would allow for many more people to be able to live reliably without cars, improve the regions impact on the environment, and make the region generally more accessible for all who live in and visit it. So I hope that in the designs and deliberations for this bridge, the MAX light rail is not forgotten.

IBR Draft SEIS - RECORD #823 DETAIL**First Name :** Parker**Last Name :** Schmidt**Attachments :** DSEIS-823_Schmidt_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #823 DETAIL**Submission Date :** 10/19/2024**First Name :** Parker**Last Name :** Schmidt**Business/Organization/Agency**
:**Submission Input :**

A necessar evil can be defined as, "something that is undesirable but must be accepted." This project symbolizes that definition down to the last dime that is spent on this project. Although this project is necessary for tranportation and the economies of Oregon and Washington, it is an evil thing. This bridge that is planned to be built is abhorrent and disgusts everyday people like me. Razing homes and displacing familes to pour concrete and build lanes that won't fix traffic. 6 billion dollars going towards something that will ruin lives and create conditions that won't improve our lives. Cars are killing machines and the constant catering to those who use them is wrong. This bridge won't solve issues, it will create them. We need proper public transportation, we need a cleaner enviroment, and we need a solution that isn't a 10 lane super freeway. I urge you to reconsider what damages you have caused. I urge you to think about people like me who want a future. I urge you to go outside and rethink what this project may cause. Please for the love of God, do something or we will fail as citizens.

IBR Draft SEIS - RECORD #824 DETAIL

First Name : Michael

Last Name : Autry

Attachments : DSEIS-824_Autry_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #824 DETAIL

Submission Date : 10/19/2024

First Name : Michael

Last Name : Autry

Business/Organization/Agency : IUOE

Submission Input :

My thought has always been to build a new structure anywhere East or West of I-5.

Leave I-5 for Light Trucks and cars and maintain it.

All Heavy truck will re-direct to I-205 as well as the new structure.

Light truck and cars can also use the new structure if desired.

IBR Draft SEIS - RECORD #825 DETAIL**First Name :** Sarah**Last Name :** Pugh**Attachments :** DSEIS-825_Pugh_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #825 DETAIL
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Submission Date : 10/20/2024

First Name : Sarah

Last Name : Pugh

Business/Organization/Agency
:

Submission Input :

I think I have commented with respect to my concerns on the tolling costs to commuters previously, but am doing it again because this is so important to me. Many SW WA commuters have to cross the bridge to get to work and pay Oregon State income tax, plus various other transportation costs to get to their jobs. I believe that WA workers who pay OR tax should be exempt from tolling. We already pay enough for the opportunity to support ourselves and our families. I also think that some of the numbers proposed for tolling are just ridiculously high, especially for low- and middle-class families. We cannot afford such high costs and I have faith that you folks can come up with another way to obtain money rather than tolling people who are just trying to make a living.

IBR Draft SEIS - RECORD #826 DETAIL**First Name :** Arei**Last Name :** James**Attachments :** DSEIS-826_James_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #826 DETAIL
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Submission Date : 10/20/2024

First Name : Arei

Last Name : James

Business/Organization/Agency
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Submission Input :

There is currently not a sound wall along the full length of the West side of the I5 between the freeway and neighboring homes/businesses (especially adjacent to the SR500 interchange). It's assumed the new freeway improvements are allowing for additional traffic and an increased flow rate with Vancouver's growth. What are the intentions for mitigating increased noise volume due to increased traffic? Are there environmental improvements along the length of the construction? Will sound walls be considered where there is currently not a barrier? The analysis should consider increased traffic with possibly additional lanes as well as additional noise mitigation.

IBR Draft SEIS - RECORD #827 DETAIL
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First Name : Jane

Last Name : Tesner Kleienr

Attachments : DSEIS-826_Tesner Kleienr_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #827 DETAIL
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Submission Date : 10/20/2024
First Name : Jane
Last Name : Tesner Kleienr
Business/Organization/Agency :

Submission Input :

Thank you for the design options. Very excited to see this done. A few thoughts for your consideration:

- would love to see the Max extend to Vancouver. We would use it.
- please include sound wall through Vancouver neighborhoods, including Discovery MS (current decibel levels at the school is 80 due to traffic on I5)
- The CRC teams created two amazing plans for 1) the waterfront connection under the new bridge to the new Waterfront development at Terminal 1 and to the east, Fort Property; and, 2) a cap over the highway to reconnect the land between the library and the Fort properties, to make a pedestrian and visual connections for a vibrant cultural center.
- Use embedded art into the walls so it is visually appealing and welcoming to visitors
- Active bike transportation is huge and will hopefully provide separated traffic for safe user experience
- The current bridge design creates a strobe effect on sunny days while driving which can be stressful for people with visual disabilities. Would prefer no cables that would repeat that visual stress.

Thank you.

IBR Draft SEIS - RECORD #828 DETAIL**First Name :** John**Last Name :** Bessey**Attachments :** DSEIS-828_Bessey_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #828 DETAIL
--

Submission Date : 10/20/2024

First Name : John

Last Name : Bessey

Business/Organization/Agency :

Submission Input :

I think the bridge should focus on building an interstate bridge, not bailing out ODOT's poor management of the Hayden island infrastructure. Building an interstate bridge, not a rebuilding a several mile stretch of I5 would allow the funds to used for what ostensibly the name of the project is, and remove the necessity of tolling, which should be a non-starter.

I also question the logic of building park and ride structures in downtown Vancouver. blighting the efforts that Vancouver has spent on creating a walkable vibrant downtown with parking garages seems like a step backwards towards the 1960's hollowing out of urban areas with projects that focus on bringing cars in an out with no thoughts towards the surrounding environment. Neither the area near the library or the waterfront are areas where we should be warehousing cars.

With the anemic growth occurring in downtown Portland I also question the traffic modeling presented in the proposal.

Overall I think the project should focus on the interstate bridge and ensuring that the ability to cross the Columbia River , not on building parking, Hayden island infrastructure or other pet projects of the ODOT and the Oregon Legislature. I am 100% opposed to the current proposal.

IBR Draft SEIS - RECORD #829 DETAIL

First Name : Rusty

Last Name : Rowan

Attachments : DSEIS-829_Rowan_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #829 DETAIL
--

Submission Date : 10/20/2024

First Name : Rusty

Last Name : Rowan

Business/Organization/Agency
:

Submission Input :

The current plan of freeway expansion would be costly, polluting, and ruin the years of work the city of Vancouver has done to make their waterfront and downtown beautiful. I-5 is fine at the size it is.

While I'm all for the light rail, especially considering our climate crisis, we do not need all these extra on and off ramps in the already tight space around the I-5 bridge. This is a bridge replacement project for a bridge in desperate need of immediate replacement, not a freeway expansion project. We don't have the time for all this expansion - the big one could come any day now and cut Portland off from Vancouver, making travel impossible due to the aftermath of a natural disaster. I am 19 years old and have been watching this stupid argument for my entire life. Act like it's as urgent as it is and just replace the bridge already.

IBR Draft SEIS - RECORD #830 DETAIL**First Name :** shawn**Last Name :** link**Attachments :** DSEIS_830_Link_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #830 DETAIL
--

Submission Date : 10/20/2024

First Name : shawn

Last Name : link

Business/Organization/Agency
:

Submission Input :

We appreciate the agreement to build a new bridge. I wish to echo the call for mass transit connecting Or. and Wa. We need to move people not vehicles. Thank you

IBR Draft SEIS - RECORD #831 DETAIL

First Name : Michael

Last Name : Rodriguez

Attachments : DSEIS_831_Rodriguez_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #831 DETAIL

Submission Date : 10/20/2024
First Name : Michael
Last Name : Rodriguez
Business/Organization/Agency :

Submission Input :

If the bridge is tolled, I'm going to have to give up making a living in Vancouver. I'm barely making ends meet now. Tolling each way, multiple times per week will result in hundreds of dollars per year. I'm not low income. I won't qualify for any relief. Please understand the affect tolling going to have to those who live in Vancouver and have to commute, even part time, for work. Even at the lowest amount (\$1.50/crossing), at 5 days per week is \$780 per year. There's no way I can afford that. None. You're forcing people to choose between making a living in Vancouver or leaving the region. Find another way to pay for the construction. Please.

IBR Draft SEIS - RECORD #832 DETAIL

First Name : Bridget

Last Name : Bayer

Attachments : DSEIS_832_Bayer_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #832 DETAIL

Submission Date : 10/21/2024

First Name : Bridget

Last Name : Bayer

Business/Organization/Agency : Bridgeton Neighborhood Assn

Submission Input :

Hire a world-class architect to design a stunning bridge!

IBR Draft SEIS - RECORD #833 DETAIL**First Name :** Charles**Last Name :** Hanson**Attachments :** DSEIS_833_Hanson_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #833 DETAIL
--

Submission Date : 10/21/2024

First Name : Charles

Last Name : Hanson

Business/Organization/Agency
:

Submission Input :

Thank you for the opportunity to submit comments. Having lived in Vancouver for 20 years and used the I-5 bridge for daily commutes into Portland and beyond I submit these comments:

- 1) I would oppose a lift section bridge. The back-up in traffic in both directions is considerable and slows the movement of commerce and passenger vehicles;
- 2) Although I have been a private pilot the location of the Pearson Airfield creates a major obstacle for reasonable bridge construction pathways. The airfield supports a small number of aircraft and is a hindrance to construction and daily use;
- 3) To initiate polling on a bridge that is used for heavy commerce north and south from Canada to Mexico and for passenger flow between Washington/Oregon and points north and south is a mistake and will place a major portion of the financial burden on families;
- 4) And finally, the I-5 corridor is a critical avenue north and south as noted previously. The major burden should be carried by the Federal Government as the bridge is not just a Washington/Oregon benefit but the nation as a whole. Thank you.

IBR Draft SEIS - RECORD #834 DETAIL
--

First Name : Michael

Last Name : Subocz

Attachments : DSEIS_834_Subocz_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #834 DETAIL

Submission Date : 10/18/2024

First Name : Michael

Last Name : Subocz

Business/Organization/Agency
:

Submission Input :

The new bridge needs to happen. It should not be another lift bridge. Tolling at reasonable rates is ok with me since the bridge needs to be paid for somehow.

Mass transit capability is also a must. Light rail would be great. Some kind of high speed bus lanes would be a poor substitute.

IBR Draft SEIS - RECORD #835 DETAIL
--

First Name : Unknown

Last Name : Unknown

Attachments : DSEIS_835_Unknown_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #835 DETAIL
--

Submission Date : 10/18/2024

First Name : Unknown

Last Name : Unknown

Business/Organization/Agency
:

Submission Input :

Is the proposed bridge tall enough to meet basic coast guard expectations?

IBR Draft SEIS - RECORD #836 DETAIL**First Name :** Unknown**Last Name :** Unknown**Attachments :** DSEIS_836_Unknown_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #836 DETAIL

Submission Date : 10/18/2024

First Name : Unknown

Last Name : Unknown

Business/Organization/Agency
:

Submission Input :

One thing that I have not heard much about and not needed in Vancouver is the status of the light rail system from Oregon

IBR Draft SEIS - RECORD #837 DETAIL

First Name : Unknown

Last Name : Unknown

Attachments : DSEIS_837_Unknown_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #837 DETAIL**Submission Date :** 10/18/2024**First Name :** Unknown**Last Name :** Unknown**Business/Organization/Agency**
:**Submission Input :**

TriMet/Ctran light rail should be included. Should be over engineered for future traffic growth. Nobody likes the idea but Vancouver is growing and will have many of the same issues as Portland. Like it or not.

IBR Draft SEIS - RECORD #838 DETAIL**First Name :** Unknown**Last Name :** Unknown**Attachments :** DSEIS_838_Unknown_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #838 DETAIL

Submission Date : 10/18/2024

First Name : Unknown

Last Name : Unknown

Business/Organization/Agency
:

Submission Input :

Just want to say that I can't believe this project is going to cost MULTIPLE BILLIONS of dollars. This seems crazy.

IBR Draft SEIS - RECORD #839 DETAIL
--

First Name : Unknown

Last Name : Unknown

Attachments : DSEIS_839_Unknown_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #839 DETAIL
--

Submission Date : 10/18/2024

First Name : Unknown

Last Name : Unknown

Business/Organization/Agency
:

Submission Input :

Keep the crime train out of Washington. Do I need to say anymore

IBR Draft SEIS - RECORD #840 DETAIL**First Name :** N/A**Last Name :** N/A**Attachments :** DSEIS_840_NA_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #840 DETAIL
--

Submission Date : 10/19/2024

First Name : N/A

Last Name : N/A

Business/Organization/Agency
:

Submission Input :

I just want the bridge to handle projected future traffic, which would be less if more people used Trimet and CTran; and to be as earthquake proof as it can be. I would have liked light rail crossing, but I was out-voted on that. I'll never understand why. The future is mass transit and we've got the best system in the country. Thank you.

IBR Draft SEIS - RECORD #841 DETAIL**First Name :** N/A**Last Name :** N/A**Attachments :** DSEIS_841_NA_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #841 DETAIL**Submission Date :** 10/19/2024**First Name :** N/A**Last Name :** N/A**Business/Organization/Agency**
:**Submission Input :**

I do not care if tolls are needed or not. What I DO care about is to get the I-5 bridge replaced ASAP! It has taken far too long and costs have increased over time -- and will only continue doing so. If I recall correctly, at one time us locals could have replaced the bridge for \$500 million -- and we should have done it then but did not because of all this squabbling about how to pay our share of the cost.

IBR Draft SEIS - RECORD #842 DETAIL**First Name :** N/A**Last Name :** N/A**Attachments :** DSEIS_842_NA_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #842 DETAIL
--

Submission Date : 10/19/2024

First Name : N/A

Last Name : N/A

Business/Organization/Agency
:

Submission Input :

No light rail! The three lane bridge does not solve the congestion and a long term solution. I am a 25 year commuter - the problem is the length of the corridor from Main Street Vancouver to SW Portland. The solution should include a third bridge, an expressway built over the current corridor or add two dedicated express lanes. The later option could be heavy commute lane shifting.

IBR Draft SEIS - RECORD #843 DETAIL**First Name :** N/A**Last Name :** N/A**Attachments :** DSEIS_843_NA_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #843 DETAIL
--

Submission Date : 10/20/2024

First Name : N/A

Last Name : N/A

Business/Organization/Agency :

Submission Input :

The existing bridges cost @\$250 million with inflation. The proposed bridge will cost 24 times as much. Oregon receives income taxes from Washington residents that work in Oregon but the plan is to toll those same commuters.

Why does Jantzen beach need on/off ramps directly onto I5? Would there be savings if they had access via marine drive instead?

The railroad bridge opens on the north side of the columbia river which means the i5 bridge has to be higher to accommodate. Could the RR opening and channel move to the south to allow a more gradual entry into Washington?

The existing light rail track is to the west of the I5 bridge. Why isn't that a separate project?

Should bikes and pedestrians be above the cars rather than below. For example the Brooklyn Bridge.

The little Vancouver airport is having a major impact on bridge design. It is a recreational airport with a limited lifespan and Royce is no longer Mayor. Why is it still having an impact on the design of the bridge?

IBR Draft SEIS - RECORD #844 DETAIL
--

First Name : Jeffrey

Last Name : Schlenz

Attachments : DSEIS_844_Schlenz_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #844 DETAIL

Submission Date : 10/21/2024

First Name : Jeffrey

Last Name : Schlenz

Business/Organization/Agency
:

Submission Input :

The bridge must have more than 3 lanes/1 aux lane! We need 5 or 6 lanes/1aux lane each way to help to ease congestion.

IBR Draft SEIS - RECORD #845 DETAIL**First Name :** Ernie**Last Name :** Suggs**Attachments :** DSEIS_845_Suggs_Original.pdf (5 kb)

IBR Draft SEIS - RECORD #845 DETAIL

Submission Date : 10/18/2024

First Name : Ernie

Last Name : Suggs

Business/Organization/Agency :

Submission Input :

Why is it that you do not listen to the public?
was voted on that they did not want light rail.
Also, no tolls.
Ernie

On Fri, Oct 18, 2024 at 9:00?AM Interstate Bridge Replacement Program <
info@interstatebridge.org> wrote:

> [image: Interstate Bridge Replacement program logo]
> Section 106 Online Open House and Public Comment Period – NOW OPEN
>
> Dear Community Member,
>
> The IBR Program is conducting cultural resources consultation, as required
> under Section 106 of the National Historic Preservation Act (NHPA). This
> process includes a public comment period that will begin on October 18 and
> close on November 18.
>
> Section 106 requires federal agencies to consider the effects of projects
> (or undertakings) they carry out, assist, fund, permit, license or approve
> throughout the country on historic properties. Historic properties mean any
> prehistoric or historic building, district, site, structure or object that
> is listed or eligible to be listed in the National Register of Historic
> Places (NRHP). The Area of Potential Effects (APE) is the geographic area
> within which an undertaking may directly or indirectly affect historic
> properties.
>
> Historic properties within the APE were identified through field survey,
> consultation and background research. These properties were evaluated for
> their significance and consideration under Section 106. The evaluation of
> each property is documented in a Determination of Eligibility (DOE) form.
> For properties that are subject to Section 106 consideration, a Finding of
> Effect (FOE) form was prepared to evaluate effects from IBR Program
> investments.
>
> This public comment period specific to Section 106
> <[https://interstatebridge.us7.list-](https://interstatebridge.us7.list-manage.com/track/click?u=40d641e35857d4cc409012952&id=6ea0554707&e=6e3bb17446)
manage.com/track/click?u=40d641e35857d4cc409012952&id=6ea0554707&e=6e3bb17446>

> will run concurrently with the Draft SEIS

> <<https://interstatebridge.us7.list-manage.com/track/click?u=40d641e35857d4cc409012952&id=44e78003d6&e=6e3bb17446>>

> public comment period, beginning October 18 through November 18. We are

> seeking input on the DOE and FOE documents during this comment period to

> help guide the outcome of the Section 106 process. Community members have

> until November 18 to provide public comment on both the Section 106 DOE and

> FOE documents and the Draft SEIS.

>

> Please note any adverse effects to historic properties within the APE will

> be avoided or minimized and mitigated where necessary. A separate

> opportunity to provide input on mitigation to resolve adverse effects to

> historic properties will be provided to the public during another Section

> 106 public comment period in early 2025.

>

> To learn more about the Section 106 process and to provide public comment,

> please visit the IBR Program's Cultural Resources webpage

> <<https://interstatebridge.us7.list-manage.com/track/click?u=40d641e35857d4cc409012952&id=c079ca0c51&e=6e3bb17446>>.

> You are also welcome to submit questions or comments via email at

> culturalresources@interstatebridge.org.

> [image: Facebook]

> <<https://interstatebridge.us7.list-manage.com/track/click?u=40d641e35857d4cc409012952&id=fbdfd9361d&e=6e3bb17446>>

> [image: Twitter]

> <<https://interstatebridge.us7.list-manage.com/track/click?u=40d641e35857d4cc409012952&id=d2edf72a2c&e=6e3bb17446>>

> [image: Link]

> <<https://interstatebridge.us7.list-manage.com/track/click?u=40d641e35857d4cc409012952&id=f1f41bf37c&e=6e3bb17446>>

> [image: YouTube]

> <<https://interstatebridge.us7.list-manage.com/track/click?u=40d641e35857d4cc409012952&id=2493083c15&e=6e3bb17446>>

> [image: LinkedIn]

> <<https://interstatebridge.us7.list-manage.com/track/click?u=40d641e35857d4cc409012952&id=45be64cf86&e=6e3bb17446>>

> [image: Website]

> <<https://interstatebridge.us7.list-manage.com/track/click?u=40d641e35857d4cc409012952&id=afc1869ddd&e=6e3bb17446>>

>

> Emails us at info@interstatebridge.org or call 360-859-0494 <3608590494>

> (Washington), 503-897-9218 <5038979218> (Oregon), 888-503-6735

> <8885036735> (toll-free).

>

> *The IBR program is subject to Oregon
> <<https://interstatebridge.us7.list-manage.com/track/click?u=40d641e35857d4cc409012952&id=f3045d54a6&e=6e3bb17446>> and Washington
> <<https://interstatebridge.us7.list-manage.com/track/click?u=40d641e35857d4cc409012952&id=f27c7aff3b&e=6e3bb17446>> public
> records laws. Therefore, public comments and questions (verbal or written)
> may be made available to anyone requesting them for non-commercial
> purposes.*
>
> *Americans with Disabilities Act (ADA) and Civil Rights Title VI
> accommodations in Oregon*
> For ADA (Americans with Disabilities Act) or Civil Rights Title VI
> accommodations, translation/interpretation services, or more information
> for those in Oregon, please call 503-731-4128, TTY 800-735- 2900 or Oregon
> Relay Service 711.
>
> *Americans with Disabilities Act (ADA) and Title VI accommodations in
> Washington*
> Accommodation requests for people with disabilities in Washington can be
> made by contacting the WSDOT Diversity/ADA Affairs team at
> wsdotada@wsdot.wa.gov or by calling toll-free, 855-362-4ADA (4232).
> Persons who are deaf or hard of hearing may make a request by calling the
> Washington State Relay at 711. Any person who believes his/her Title VI
> protection has been violated, may file a complaint with WSDOT's Office of
> Equal Opportunity (OEO) Title VI Coordinator by contacting (360) 705-7090.
> *Copyright © 2024 Interstate Bridge Replacement Program, All rights
> reserved.*
> You are receiving this email because you opted in via our website.
>
> *Our mailing address is:*> Interstate Bridge Replacement Program
> 500 Broadway Street, Suite 200
> Vancouver, WA 98660
>
> Add us to your address book
> <<https://interstatebridge.us7.list-manage.com/vcard?u=40d641e35857d4cc409012952&id=fe50a65806>>
>
>
> Want to change how you receive these emails?
> Unsubscribe from this list
> <<https://interstatebridge.us7.list-manage.com/unsubscribe?u=40d641e35857d4cc409012952&id=fe50a65806&t=b&e=6e3bb17446&c=8308a8ccbb>>
> .

>

>

IBR Draft SEIS - RECORD #847 DETAIL	
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First Name :	N/A
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Last Name :	N/A
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Attachments :	DSEIS_847_NA_Original.pdf (1 kb)
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IBR Draft SEIS - RECORD #847 DETAIL
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Submission Date : 10/18/2024

First Name : N/A

Last Name : N/A

Business/Organization/Agency
:

Submission Input :

Another Columbia Crossing ripoff of taxpayer dollars by people who will get rich from this debacle of a project.

Sent from AOL on Android

IBR Draft SEIS - RECORD #849 DETAIL

First Name : Marsha

Last Name : Hanchrow

Attachments : DSEIS_849_Hanchrow_Original.pdf (8 kb)

IBR Draft SEIS - RECORD #849 DETAIL

Submission Date : 10/19/2024

First Name : Marsha

Last Name : Hanchrow

Business/Organization/Agency :

Submission Input :

First Name:

Marsha

Last Name:

Hanchrow

Business or Organization:

SE Uplift

Email:

[REDACTED]

Phone:

[REDACTED]

City:

[REDACTED]

US States:

[REDACTED]

Zip:

[REDACTED]

Topic Area:

Air Quality

Comment:

I have been saying this for years, and continue to say it because it continues to be true. I live in SE, work in

Lloyd, and am a daily all-season bike commuter. Lloyd's air equality is among the worst in the state, and there is no heavy industry in the area causing it - it's all from transportation, I-84 and I-5 are both within sight of my building.

Adding lanes of any kind does not cure congestion, and congestion and idling are not the cause of the air pollution I breathe in my trips to work and back home: traffic volume is. Induced demand is real, and when driving becomes easier, there is more driving. When there is more driving, especially at higher speeds, driving becomes more dangerous.

A DOT's goal should never be to make driving easier or more attractive. Congestion saves lives. If you consider it a problem, fund good alternatives to driving. Fund transit, because a well-used bus, even if it's stinky diesel, still produces less pollution than if its riders all committed by SOV. Fund transit well enough to electrify those buses, run it frequently enough that we only need route maps and not schedules, and both pollution and congestion disappear. That should be our goal.

JCA comment #: 126

IBR Draft SEIS - RECORD #850 DETAIL
--

First Name : Barbara

Last Name : Gicking

Attachments : DSEIS_850_Gicking_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #850 DETAIL

Submission Date : 10/18/2024

First Name : Barbara

Last Name : Gicking

Business/Organization/Agency :

Submission Input :

First Name:

Barbara

Last Name:

Gicking

Email:

bgicking@gmail.com

City:

Portland

US States:

OR

Zip:

97229

Topic Area:

Transportation

Comment:

It's discouraging to see that ODOT uses and encourages flawed data to support the projects that they want to build, instead of what is actually needed. increasing capacity has been shown over and over to induce congestion, I have seen it first hand on the widening of Hwy 26 to Murray Blvd and past. People do change travel plans and may even carpool when traffic congestion is a barrier. Tolling hasn't even been tried yet. Let's right size the project with a earthquake resistant bridge and not induce people to get in their cars and increase the pollution that we already have. Thank you.

JCA comment #: 125

IBR Draft SEIS - RECORD #852 DETAIL**First Name :** Nora**Last Name :** Ballard**Attachments :** DSEIS_852_Ballard_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #852 DETAIL
--

Submission Date : 10/21/2024

First Name : Nora

Last Name : Ballard

Business/Organization/Agency
:

Submission Input :

Re:steepness of walking,bicycling ramp- concern about safety of walkers & wheelchairs as bikes gain speed downhill. I heard from a biker that speeds up to 25 mph could be achieved. Suggest installing large elevator (in addition to ramp) that could hold 4 or more bikes/wheelchairs plus persons who have trouble with hills.

I'm understanding that even though the Hurley building might be acquired it might not need to be demolished.

Repurpose this building and use it as a support for the elevator.

I haven't looked closely at the Oregon side ramp to comment on an elevator on that side. Thank you.

IBR Draft SEIS - RECORD #853 DETAIL**First Name :** Amy**Last Name :** Fandrich**Attachments :** DSEIS_853_Fandrich_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #853 DETAIL
--

Submission Date : 10/21/2024

First Name : Amy

Last Name : Fandrich

Business/Organization/Agency
:

Submission Input :

Please incorporate Dark Sky principles in ALL lighting design; if feasible incorporate solar panels to light any aesthetic lighting (or other); incorporate public art into the project at key locations including light rail stations and other public areas and seek approval to pay with federal funding

IBR Draft SEIS - RECORD #854 DETAIL**First Name :** Bill**Last Name :** Hooper**Attachments :** DSEIS_854_Hooper_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #854 DETAIL

Submission Date : 10/21/2024

First Name : Bill

Last Name : Hooper

Business/Organization/Agency
:

Submission Input :

I prefer adding a bridge in another location either east of the Glen Jackson (205) Bridge or west of the I-5 bridge. EPA doesn't get to run our life.

Prefer no train for mass transit. Keep Portland in Portland.

IBR Draft SEIS - RECORD #855 DETAIL**First Name :** Eric**Last Name :** Valdez**Attachments :** DSEIS_855_Valdez_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #855 DETAIL
--

Submission Date : 10/21/2024

First Name : Eric

Last Name : Valdez

Business/Organization/Agency :

Submission Input :

Don't toll Oregon roads, tunnels, or bridges! No tolls!!!!

IBR Draft SEIS - RECORD #856 DETAIL**First Name :** Mark**Last Name :** Falbo**Attachments :** DSEIS_856_Falbo_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #856 DETAIL
--

Submission Date : 10/21/2024
First Name : Mark
Last Name : Falbo
Business/Organization/Agency : Retired Portland City resident

Submission Input :

This Project does not consider the urban impact to our Portland neighborhoods with the current and future volume of car and truck traffic.

Second! This design is in a sense the epitome of our cultures obsession with large personal vehicles and how far we are willing to sacrifice livability for an antiquated transportation system.

Third! Clearly we are not thinking outside the box! In the early sixties San Francisco embarked on a huge project to lay tubes under the Bay and Millions of people have used BART throughout the decades!

The cost of any project is negligible if we consider a future that puts livability above our car centric lifestyle maybe we should reconsider our approach.

This will undoubtedly be disregarded as nonsense! Too bad for the future!

IBR Draft SEIS - RECORD #857 DETAIL**First Name :** Lucas**Last Name :** Kerper**Attachments :** DSEIS_857_Kerper_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #857 DETAIL
--

Submission Date : 10/21/2024

First Name : Lucas

Last Name : Kerper

Business/Organization/Agency
:

Submission Input :

Staircases right next to the river may not be used much at all. For most people crossing the bridge without an automobile, they will get on the pedestrian path sooner (at a more distant location) than the staircase right next to the river. Those staircases are often inhabited by homeless vagrants. If not required, consider ommitting the waterfront staircases. That said, light rail transit is going to be a huge plus for the project as is a proper bicycle and pedestrian path.

IBR Draft SEIS - RECORD #858 DETAIL**First Name :** Con**Last Name :** O'Connor**Attachments :** DSEIS_858_O'Conner_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #858 DETAIL
--

Submission Date : 10/21/2024

First Name : Con

Last Name : O'Connor

Business/Organization/Agency
:

Submission Input :

I feel future generations deserve to know that we did our part to provide safe passage ways and not rely upon what others had done 80-100 years ago. I believe the project would deliver some much needed congestion relief to a severely aged structure.

These structures were designed decades ago to handle loads half as much as are using it now at half the speed the traffic is going... They've done their part and we need to do ours.

The project should move forward.

IBR Draft SEIS - RECORD #859 DETAIL
--

First Name : Steven

Last Name : Glickman

Attachments : DSEIS_859_Glickman_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #859 DETAIL
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Submission Date : 10/21/2024

First Name : Steven

Last Name : Glickman

Business/Organization/Agency :

Submission Input :

I am strongly in favor of the fixed span, double-decker span with 2 auxiliary lanes.

IBR Draft SEIS - RECORD #860 DETAIL**First Name :** Gary**Last Name :** Krueger**Attachments :** DSEIS_860_Krueger_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #860 DETAIL
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Submission Date : 10/21/2024

First Name : Gary

Last Name : Krueger

Business/Organization/Agency :

Submission Input :

Scrub the Max and build a practical bridge. No one wants the Max. It is horribly expensive. To allow the Max you have to build the bridge too low, which blocks off an extremely important inland passage. Don't build it too low. You only build one every 100 years. Do it right and use intelligence, not dreams of Max utopia. Leave the I-5 bridge alone, and build a third to the west, tie it into hwy 30, a tunnel through the west hills, and divert all the west bound traffic and solve another problem with traffic going thru downtown to 26. Then you have 3 bridges to boot

IBR Draft SEIS - RECORD #861 DETAIL**First Name :** Mike**Last Name :** Toalson**Attachments :** DSEIS_861_Toalson_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #861 DETAIL
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Submission Date : 10/21/2024
First Name : Mike
Last Name : Toalson
Business/Organization/Agency : Element Pi LLC

Submission Input :

First - with so many opposed to the extension of LTR, why not propose a solution without that since you have the concept of a bus lane then why not have a continuous loop of a bus back and forth from the Vancouver station to the existing LTR station in OR? This would allow more space for vehicle traffic which is the primary issue considering all-day back-ups going north at the bridge. WA residents are very opposed to the LTR because it will simply encourage homeless to migrate north. Just look at the homeless situation hanging around Delta Park across I-5 from the LTR station now. It has caused numerous businesses to close in that area as shoppers refuse to travel to the area. If Portland can create a permanent solution to the homeless problem there, it might make the LTR more palatable.

IBR Draft SEIS - RECORD #862 DETAIL
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First Name : Mike

Last Name : Toalson

Attachments : DSEIS_862_Toalson_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #862 DETAIL
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Submission Date : 10/21/2024

First Name : Mike

Last Name : Toalson

Business/Organization/Agency
:

Submission Input :

Second - either discard the C-Street off-ramp or combine it somehow with the SR-14 exit. Having both of those exits so close will certainly cause traffic to backup just as it currently does for the SR-14. The S-curve in the design will add to distraction of drivers enough already looking for the proper exit.

IBR Draft SEIS - RECORD #863 DETAIL**First Name :** Mike**Last Name :** Toalson**Attachments :** DSEIS_863_Toalson_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #863 DETAIL
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Submission Date : 10/21/2024

First Name : Mike

Last Name : Toalson

Business/Organization/Agency :

Submission Input :

Third - discard the idea of TOLLS - you will get tremendous negative from WA residents. Toll collection infrastructure, even the automated type, will also slow traffic which is a primary concern of those using this route, especially coming north. If a toll is absolutely necessary, it needs to be waived for Clark County and Multnomah County residents to be more sellable.

IBR Draft SEIS - RECORD #864 DETAIL	
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First Name :	Mike
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Last Name :	Toalson
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Attachments :	DSEIS_864_Toalson_Original.pdf (1 kb)
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IBR Draft SEIS - RECORD #864 DETAIL
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Submission Date : 10/21/2024

First Name : Mike

Last Name : Toalson

Business/Organization/Agency :

Submission Input :

Fourth - During CONSTRUCTION - traffic will be an absolute nightmare. Please propose ideas to mitigate that as much as possible such as - mandatory large truck and I-5 thru traffic diverted to I-205 - enforce fines using traffic camera / license plate technology, improve the I-205 Sandy Blvd north exist fiasco from merging traffic off I-84 west to encourage more traffic on I-205.

IBR Draft SEIS - RECORD #865 DETAIL

First Name : Serena

Last Name : Lim

Attachments : DSEIS_865_Lim_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #865 DETAIL
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Submission Date : 10/21/2024

First Name : Serena

Last Name : Lim

Business/Organization/Agency
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Submission Input :

In addition to the multimodal transit options described in the LPA, I would like to see investment in a ferry system as an alternative to crossing the Columbia by bridge and as a connector between Portland and Vancouver.

IBR Draft SEIS - RECORD #866 DETAIL**First Name :** Jim**Last Name :** Monroe**Attachments :** DSEIS-866_Monroe_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #866 DETAIL
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Submission Date : 10/22/2024

First Name : Jim

Last Name : Monroe

Business/Organization/Agency
:

Submission Input :

All new designs and concepts are flawed.. populations are bound to grow.. the only way to prepare for the future traffic is to expand the highway to at least six Lanes of public and commercial traffic in each direction throughout the state of Oregon and Washington.. anything less would be a waste of time and resources.. used California as an example expand highways to accommodate the number of vehicles on the road... People are not going to abandon their vehicles for public transit.. public transit does not pick people up and drop people off exactly where they need to go.. people are not going to buy an extra vehicle to leave at a park and ride so that is not feasible either.. Americans will always prefer Independence over anything else.. public transportation is a nice concept for the very few of the population.. the last 10 times I have taken public transportation there's been maybe three other people on the bus , and the bus only gets me to a general proximity to where I need to be leaving me with a sizable distance to walk.. the only feasible solution is to at least double the lanes of travel.. If the main expansion of the Columbia river crossing is for TriMet then TriMet needs to cover the entire expense of the project !!..

IBR Draft SEIS - RECORD #867 DETAIL

First Name : Matthew

Last Name : Sainsbury

Attachments : DSEIS-867_Sainsbury_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #867 DETAIL
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Submission Date : 10/22/2024
First Name : Matthew
Last Name : Sainsbury
Business/Organization/Agency :

Submission Input :

It's beyond disappointing that this EIS does not factor in induced demand at all. I think that a basic sanity check would reveal that no accurate EIS would conclude that investing in highway infrastructure leads to positive environmental outcomes. The whole thing feels farcical to me. I recommend realising the common sense fact that we should not be building bigger and bigger highways during a climate emergency. The EIS mentions that transit is affected by congestion in general purpose lanes. Why not repurpose some as transit lanes? It's not necessary to rebuild the entire highway to accomplish this. Washington and Oregon residents demand climate action, and this plan is inadequate and regressive.

IBR Draft SEIS - RECORD #868 DETAIL	
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First Name :	N/A
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Last Name :	N/A
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Attachments :	DSEIS-868_NA_Original.pdf (4 kb)
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IBR Draft SEIS - RECORD #868 DETAIL**Submission Date :** 10/21/2024**First Name :** N/A**Last Name :** N/A**Business/Organization/Agency**
:**Submission Input :**

I fully support an upgraded bridge that will help solve commuting gridlock. Mass Transit and carpool should be part of this and am open to a toll express lane structure similar to Seattle for HOV. I was a daily commuter for 30 years prior to retirement.

IBR Draft SEIS - RECORD #869 DETAIL**First Name :** Tim**Last Name :** Hayner**Attachments :** DSEIS-869_Hayner_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #869 DETAIL
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Submission Date : 10/21/2024

First Name : Tim

Last Name : Hayner

Business/Organization/Agency :

Submission Input :

The presentation was well done and communicated some useful high-level information. While the "no-build" option is one of the considerations, it is clearly not an option. The existing structure is 100+ years old already, putting off replacement will only increase the cost and increase the risk of failure.

Regarding the contracting process, I think it is imperative that there be a variety of escalation mechanisms in the contract to limit risk for materials, but also for labor. Including a predictable, periodic escalation for crafts will help ensure that contractors working on the early contracts won't lose their work force to the later contracts with higher wages & benefits. This is an issue in typical bid-build work with contracts as short as 12-18 months. The IRB program will be significantly longer and without some sort of labor escalation structure, this is likely to be problematic.

I am concerned that the program leadership will lean toward PLAs on these contracts. While the theory behind these seems viable, they do not always ensure that there will be no labor issues. Similar programs in Washington have experienced the very issues the PLA is supposed to prevent. Beyond this, Oregon has a significantly lower % of union contractor community than Washington. Compelling companies to sign agreements with organized labor is not free enterprise.

IBR Draft SEIS - RECORD #870 DETAIL**First Name :** Thomas**Last Name :** Powell**Attachments :** DSEIS-870_Powell_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #870 DETAIL**Submission Date :** 10/21/2024**First Name :** Thomas**Last Name :** Powell**Business/Organization/Agency**
:**Submission Input :**

I've been waiting for a new bridge for 35 years when they first started talking about it. Why can't people get together on it. I used to commute daily and was able to change my work hours, so I didn't have to sit in traffic. It took me 45 minutes in the morning to get to Tualatin and if I didn't leave there early enough it took me anywhere from 1 1/2 - 3 hrs. to get home. It is long overdue.

IBR Draft SEIS - RECORD #871 DETAIL**First Name :** Adam**Last Name :** Cornille**Attachments :** DSEIS-871_Cornille_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #871 DETAIL
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Submission Date : 10/22/2024

First Name : Adam

Last Name : Cornille

Business/Organization/Agency
:

Submission Input :

Expanding to a 10-lane highway is a massive waste of transportation dollars that will induce demand, increase emissions, and undercut more efficient transit options (including the light rail). This design will lock in a transit, budget, and climate failure for a generation.

IBR Draft SEIS - RECORD #872 DETAIL**First Name :** Lyn**Last Name :** Milner**Attachments :** DSEIS-872_Milner_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #872 DETAIL
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Submission Date : 10/22/2024

First Name : Lyn

Last Name : Milner

Business/Organization/Agency
:

Submission Input :

Why was the bridge construction stopped before and will it actually be constructed this time?

IBR Draft SEIS - RECORD #876 DETAIL**First Name :** Judith**Last Name :** Bice**Attachments :** DSEIS-876_Bice_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #876 DETAIL**Submission Date :** 10/22/2024**First Name :** Judith**Last Name :** Bice**Business/Organization/Agency**
:**Submission Input :**

Please consider a tunnel. Boston has successfully done it. Pedestrian & bike friendly. The 8-lane bridge now planned for under the Fraser River in BC is similar to the-5 bridge. It costs 4.1 billion, no tolls. A boost to the waterfront, save all existing businesses and homes. Also eliminating MAX trains to Vancouver saves 2 billion. Buses vanpools move people efficiently. Thank you for considering this plan.

IBR Draft SEIS - RECORD #877 DETAIL	
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First Name :	Chris
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Last Name :	Smith
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Attachments :	109053_Dseis877_Smith_Original.pdf (350 kb) Pacific-Northwests-Largest-Highway-Project-Ever-Is-in-Deep-Denial-The-Urbanist.pdf (3 mb)
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IBR Draft SEIS - RECORD #877 DETAIL

Submission Date : 10/22/2024

First Name : Chris

Last Name : Smith

Business/Organization/Agency :

Attachments : Pacific-Northwests-Largest-Highway-Project-Ever-Is-in-Deep-Denial-The-Urbanist.pdf (3 mb)

Submission Input :

First Name:

Chris

Last Name:

Smith

Business or Organization:

[REDACTED]

Email:

[REDACTED]

Phone:

[REDACTED]

City:

[REDACTED]

US States:

[REDACTED]

Zip:

[REDACTED]

Topic Area:

Induced Demand

Comment:

Please see the attached article from the Urbanist documenting the failure to seriously analyze induced demand and the fact that this is incongruent with the public statements of leaders like Washington State Secretary of Transportation Roger Millar.

Attachment (maximum one):

Pacific-Northwests-Largest-Highway-Project-Ever-Is-in-Deep-Denial-The-Urbanist.pdf

Pacific Northwest's Largest Highway Project Ever is in Deep Denial

By Ryan Packer - October 22, 2024

Proponents of widening I-5 and replacing the Columbia River bridge are ignoring induced demand, creating faulty traffic models that obscure environmental impacts.

The Interstate Bridge Replacement (IBR) project, the name given to the second attempt to replace and expand I-5 along a five-mile stretch between Washington and Oregon, continues to chug along, even in the face of significant transportation budget crises in both states. After months of delay, the IBR team has finally released its draft environmental review, one of the biggest hurdles left to clear before it can start construction, still targeted for sometime in 2026.

The draft Supplemental Environmental Impact Statement (SEIS) recycles much of the work produced for its predecessor, the failed Columbia River Crossing project that was officially cancelled in 2013, including the longstanding goal of alleviating traffic congestion at the bridge bottleneck between the two states. The SEIS comment periods ends on November 18.

As one of the most well-funded highway projects in the country, the IBR's SEIS is shiny, extensive, and fairly readable, at least as far as hundred-page environmental reviews go. It evaluates the impacts of expanding I-5's six lanes to 10 by adding two "auxiliary" lanes along the length of the highway, rebuilding seven interchanges and extending light rail into Vancouver, Washington for the first time.

However, the shiny new document leaves out an essential consideration when it comes to projecting the future effects of I-5 expansion in this long-constrained corridor, an omission that would have been much less noticed in a decade ago but which sticks out like a sore thumb now. It almost completely sidesteps the concept of induced demand, which posits that additional roadway capacity will prompt more trips as road users seek to take advantage of faster trips, ultimately cancelling out many of the promised benefits that come from adding that new capacity, especially congestion reduction.

Induced demand is a well-documented phenomenon in transportation, which The Urbanist has covered before, for those seeking a primer. Individual projects have demonstrated that this is the case for 60 years, but more recently the data has become hard to ignore. A 2014 study conducted by Daniel Graham of Imperial College London, UK, looked at traffic conditions across 101 US cities from 1982 to 2007 and found that a 10% increase in lane capacity was associated with a 9% increase in traffic, independent of background growth in population

and the economy.

The head of the Washington State Department of Transportation (WSDOT), Roger Millar, cites the fact of induced demand every January when he gives his famous "state of transportation" presentation to the House and Senate transportation committees, noting the immense cost that comes from chasing congestion relief. Millar is not an absolutist when it comes to expanding road capacity, but has advocated time and time again for a new approach to transportation spending, even as the state legislature ultimately makes the final decisions about which projects to fund.

"Addressing congestion through adding lanes to the Interstate system is not financially feasible, it's not economically feasible, it's not environmentally feasible. It's just not going to happen," Millar told the House transportation committee in 2022, months before they approved the Move Ahead Washington transportation package, which includes \$1 billion for the IBR. "We need to think about doing things differently."

The IBR, on the other hand, sticks its head in the sand. "Induced demand" isn't found in the index, and isn't incorporated into the evaluation of different alternatives. The project team predicts that 11,905,000 would be made every weekday through the project area by 2045, whether the highway is widened to include to additional two lanes in each direction or not. If TriMet's MAX Yellow line is extended to Vancouver, as the IBR plans to do, then 12,400 of those trips will be on transit, but the total number of trips isn't expected to change, even as a driving trip during weekday evening rush hour between North Portland and North Vancouver is cut from 42 minutes to 26 minutes.

"If you look at the person trips metric, they have the same number of person trips in the no-build [scenario] as they do in the build scenarios," Chris Smith, a Portland transportation advocate who has been following the IBR project for many years, told The Urbanist/ "So they're just assuming demand is constant."

Earlier this month, at a meeting of the IBR's joint legislative committee, which includes elected officials from both sides of the river, Representative Khanh Pham of Oregon asked the project's managers directly about this issue, noting the models presented show no difference in trips in the corridor for one additional lane on I-5 in each direction compared to two.

"If I'm not mistaken, it does seem like it does appear that induced demand was not factored into the traffic projections, and in fact, in the proposal with the second auxiliary lane, the draft EIS says that the second auxiliary lane will not encourage any additional drive," Pham said.

Yet the answer from the IBR team framed the issue as only having to do with land use. "We do address induced demand - the focus of induced demand in the DSEIS is really looking at land use changes, and currently, our our modeling and the analysis that we've done is addressing the current land use that is there right now," the IBR's Environmental Manager, Chris Regan, replied.

Pham tried to ask a follow up question on the same topic but was shut down by one of the committee's co-chairs, Oregon Rep. Susan McLain, one of the IBR's biggest advocates.

Pawning the issue of induced demand off on surrounding land use is a convenient out for the IBR team, which

is tasked with selling a \$7.5 billion highway expansion project as a positive move for climate emissions. But the IBR will absolutely prompt changes to land use in the coming decades, as it becomes easier for residents in Southwest Washington to be able to commute to the Portland Metro area. With a more rigorous urban growth boundary in effect in Oregon, sprawl has significantly increased in and around Washington's Clark County in recent decades, as highlighted in a 2012 report by the Sightline Institute.

To present the IBR as a climate win, the project team is framing a 23% increase in total traffic as resulting in a net reduction in emissions largely because of a broader transition to electric vehicles that is wholly outside the project's control. But they also cite a reduction in stop-and-go traffic as leading to future emissions reductions, another myth that has been fully refuted for years.

Researchers Alex Bigazzi and Miguel Figliozi, working a stone's throw from the IBR at Portland State University, presented research in 2011 showing that carbon emissions are highly correlated with vehicle miles traveled, and do not appear to be correlated at all with levels of traffic congestion. Of course, this issue is highly tied together with induced demand as well.

"We've seen it since Robert Moses built the Parkways: you create new lanes, and suddenly there's all this demand that didn't exist before, and it just fills up," Smith said.

Beyond changes on the margins, there's likely little stopping the IBR from moving forward, with Senate Transportation Chair Marko Liias telling the Washington State Standard this month that the project is on a "launch trajectory." But by treating the issue of induced demand as irrelevant to the largest highway project that the Pacific Northwest has ever seen, the IBR team is setting a dangerous precedent that all but ensures that future projects will do the same.

JCA comment #: 129

Pacific Northwest's Largest Highway Project Ever Is in Deep Denial

By Ryan Packer - October 22, 2024



The Interstate Bridge Replacement's draft environmental review, released late this summer, is the \$7.5 billion highway project's latest milestone. It includes a huge hole when it comes to calculating the project's impacts. (IBR)

Proponents of widening I-5 and replacing the Columbia River bridge are ignoring induced demand, creating faulty traffic models that obscure environmental impacts.

The Interstate Bridge Replacement (IBR) project, the name given to the second attempt to replace and expand I-5 along a five-mile stretch between Washington and Oregon, continues to chug along, even in the face of significant transportation budget crises in both states. After months of delay, the IBR team has finally released its [draft environmental review](#), one of the biggest hurdles left to clear before it can start construction, still targeted for sometime in 2026.

The draft Supplemental Environmental Impact Statement (SEIS) recycles much of the work produced for its predecessor, the failed Columbia River Crossing project that was officially cancelled in 2013, including the longstanding goal of alleviating traffic congestion at the bridge bottleneck between the two states. The SEIS comment period ends on November 18.

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“auxiliary” lanes along the length of the highway, rebuilding seven interchanges and extending light rail into Vancouver, Washington for the first time.



However, the shiny new document leaves out an essential consideration when it comes to projecting the future effects of I-5 expansion in this long-constrained corridor, an omission that would have been much less noticed in a decade ago but which sticks out like a sore thumb now. It almost completely sidesteps the concept of induced demand, which posits that additional roadway capacity will prompt more trips as road users seek to take advantage of faster trips, ultimately cancelling out many of the promised benefits that come from adding that new capacity, especially congestion reduction.

The five-mile I-5 expansion project that is the Interstate Bridge Replacement will add two lanes to the highway in each direction, supercharge seven interchanges, and add light rail and a new multiuse path across the highway. (IBR)

Induced demand is a well-documented phenomenon in transportation, which [The Urbanist](#) has covered before, for those seeking a primer. Individual projects have demonstrated that this is the case for 60 years, but more recently the data has become hard to ignore. A [2014 study](#) conducted by Daniel Graham of Imperial College London, UK, looked at traffic conditions across 101 US cities from 1982 to 2007 and found that a 10% increase in lane capacity was associated with a 9% increase in traffic, independent of background growth in population and the economy.



The IBR is being presented as a net benefit for emissions, largely because of gains from electric vehicles but also from a reduction in stop and go traffic, long debunked as a myth. (IBR)

The head of the Washington State Department of Transportation (WSDOT), Roger Millar, cites the fact of induced demand every January when he gives his famous “state of transportation” presentation to the House and Senate transportation committees, noting the immense cost that comes from chasing congestion relief. Millar is not an absolutist when it comes to expanding road capacity, but has advocated time and time again for a [new approach to transportation spending](#), even as the state legislature ultimately makes the final decisions about which projects to fund.

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Two light rail stations in Vancouver, along with one on Hayden Island, are set to entice some road users along I 5 to take transit instead, but otherwise the IBR team presents demand as wholly static. (IBR)

"If you look at the person trips metric, they have the exact same number of person trips in the no-build [scenario] as they do in the build scenarios," Chris Smith, a Portland transportation advocate who has been following the IBR project for many years, told *The Urbanist*. "So they're just assuming demand is constant."

Earlier this month, at a meeting of the IBR's joint legislative committee, which includes elected officials from both sides of the river, Representative Khanh Pham of Oregon asked the project's managers directly about this issue, noting the models presented show no difference in trips in the corridor for one additional lane on I-5 in each direction compared to two.

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Yet the answer from the IBR team framed the issue as only having to do with land use. "We do address induced demand — the focus of induced demand in the DEIS is really looking at land use changes, and currently, our our modeling and the analysis that we've done is addressing the current land use that is there right now," the IBR's Environmental Manager, Chris Regan, replied.

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Washington to be able to commute to the Portland Metro area. With a more rigorous urban growth boundary in effect in Oregon, sprawl has significantly increased in and around Washington's Clark County in recent decades, as highlighted in a [2012 report](#) by the Sightline Institute.



A new I-5 is set to rise around seven stories tall near the Vancouver Waterfront, significantly impacting the [rapidly developing mixed-use district that the city has been encouraging in recent years.](#) (IBR)

To present the IBR as a climate win, the project team is framing a 23% increase in total traffic as resulting in a net reduction in emissions largely because of a broader transition to electric vehicles that is wholly outside the project's control. But they also cite a reduction in stop-and-go traffic as leading to future emissions reductions, another myth that has been fully refuted for years.

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Beyond changes on the margins, there's little stopping the IBR from moving forward, with Senate Transportation Chair Marko Liias telling the [Washington State Standard](#) this month that the project is on a "launch trajectory." But by treating the issue of induced demand as irrelevant to the largest highway project that the Pacific Northwest has ever seen, the IBR team is setting a dangerous precedent that all but ensures that future projects will do the same.

[Washington State Is Losing Control of the Columbia Interstate Bridge Replacement Megaproject](#)

[Five Road Widening Myths That Are Delaying Climate Action](#)



Article Author

Ryan Packer

[Website](#)

Ryan Packer lives in the Summit Slope neighborhood of Capitol Hill and has been writing for the *The Urbanist* since 2015. They report on multimodal transportation issues, #VisionZero, preservation, and local politics. They believe in using Seattle's history to help attain the vibrant, diverse city that we all wish to inhabit. Ryan's writing has appeared in *Capitol Hill Seattle Blog*, *Bike Portland*, and *Seattle Bike Blog*, where they also did a four-month stint as temporary editor.

Pacific Northwest's Largest Highway Project Ever Is in Deep Denial

By Ryan Packer - October 22, 2024



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The IBR is being presented as a net benefit for emissions, largely because of gains from electric vehicles but also from a reduction in stop-and-go traffic, long debunked as a myth. (IBR)

The head of the Washington State Department of Transportation (WSDOT), Roger Millar, cites the fact of induced demand every January when he gives his famous “state of transportation” presentation to the House and Senate transportation committees, noting the immense cost that comes from chasing congestion relief. Millar is not an absolutist when it comes to expanding road capacity, but has advocated time and time again for a [new approach to transportation spending](#), even as the state legislature ultimately makes the final decisions about which projects to fund.

“Addressing congestion through adding lanes to the Interstate system is not financially feasible, it’s not economically feasible, it’s not environmentally feasible. It’s just not going to happen,” Millar told the House transportation committee in 2022, months before they approved the [Move Ahead Washington transportation package](#), which includes \$1 billion for the IBR. “We need to think about doing things differently.”

The IBR, on the other hand, sticks its head in the sand. “Induced demand” isn’t found in the index, and isn’t incorporated into the evaluation of different alternatives. The project team predicts that 11,905,000 trips would be made every weekday through the project area by 2045, whether the highway is widened to include to additional two lanes in each direction or not. If TriMet’s MAX Yellow line is extended to Vancouver, as the IBR plans to do, then 12,400 of those trips will be on transit, but the total number of trips isn’t expected to change, even as a driving trip during weekday evening rush hour between North Portland and North Vancouver is cut from 42 minutes to 26 minutes.



Two light rail stations in Vancouver, along with one on Hayden Island, are set to entice some road users along I-5 to take transit instead, but otherwise the IBR team presents demand as wholly static. (IBR)

"If you look at the person trips metric, they have the exact same number of person trips in the no-build [scenario] as they do in the build scenarios," Chris Smith, a Portland transportation advocate who has been following the IBR project for many years, told *The Urbanist*. "So they're just assuming demand is constant."

Earlier this month, at a meeting of the IBR's joint legislative committee, which includes elected officials from both sides of the river, Representative Khanh Pham of Oregon asked the project's managers directly about this issue, noting the models presented show no difference in trips in the corridor for one additional lane on I-5 in each direction compared to two.

"If I'm not mistaken, it does seem like it does appear that induced demand was not factored into the traffic projections, and in fact, in the proposal with the second auxiliary lane, the draft EIS says that the second auxiliary lane will not encourage any additional driving," Pham said.

Yet the answer from the IBR team framed the issue as only having to do with land use. "We do address induced demand — the focus of induced demand in the DEIS is really looking at land use changes, and currently, our our modeling and the analysis that we've done is addressing the current land use that is there right now," the IBR's Environmental Manager, Chris Regan, replied.

Pham tried to ask a follow up question on the same topic but was shut down by one of the committee's co-chairs, Oregon Rep. Susan McLain, one of the IBR's biggest advocates.

Pawning the issue of induced demand off on surrounding land use is a convenient out for the IBR team, which is tasked with selling a \$7.5 billion highway expansion project as a positive move for climate emissions. But the IBR will absolutely prompt changes to land use in the coming decades, as it becomes easier for residents in Southwest

Washington to be able to commute to the Portland Metro area. With a more rigorous urban growth boundary in effect in Oregon, sprawl has significantly increased in and around Washington's Clark County in recent decades, as highlighted in a [2012 report](#) by the Sightline Institute.



A new I-5 is set to rise around seven stories tall near the Vancouver Waterfront, significantly impacting the [rapidly developing mixed-use district that the city has been encouraging in recent years.](#) (IBR)

To present the IBR as a climate win, the project team is framing a 23% increase in total traffic as resulting in a net reduction in emissions largely because of a broader transition to electric vehicles that is wholly outside the project's control. But they also cite a reduction in stop-and-go traffic as leading to future emissions reductions, another myth that has been fully refuted for years.

Researchers Alex Bigazzi and Miguel Figliozzi, working a stone's throw from the IBR at Portland State University, presented [research in 2011](#) showing that carbon emissions are highly correlated with vehicle miles traveled, and do not appear to be correlated at all with levels of traffic congestion. Of course, this issue is highly tied together with induced demand as well.

"We've seen it since Robert Moses built the Parkways: you create new lanes, and suddenly there's all this demand that didn't exist before, and it just fills up," Smith said.

Beyond changes on the margins, there's little stopping the IBR from moving forward, with Senate Transportation Chair Marko Liias telling the [Washington State Standard](#) this month that the project is on a "launch trajectory." But by treating the issue of induced demand as irrelevant to the largest highway project that the Pacific Northwest has ever seen, the IBR team is setting a dangerous precedent that all but ensures that future projects will do the same.

[Washington State Is Losing Control of the Columbia Interstate Bridge Replacement Megaproject](#)

[Five Road Widening Myths That Are Delaying Climate Action](#)



Article Author

Ryan Packer

[Website](#)

Ryan Packer lives in the Summit Slope neighborhood of Capitol Hill and has been writing for the *The Urbanist* since 2015. They report on multimodal transportation issues, #VisionZero, preservation, and local politics. They believe in using Seattle's history to help attain the vibrant, diverse city that we all wish to inhabit. Ryan's writing has appeared in *Capitol Hill Seattle Blog*, *Bike Portland*, and *Seattle Bike Blog*, where they also did a four-month stint as temporary editor.

IBR Draft SEIS - RECORD #879 DETAIL**First Name :** MARY**Last Name :** LOCKE**Attachments :** DSEIS_879_Locke_Original.pdf (8 kb)

IBR Draft SEIS - RECORD #879 DETAIL**Submission Date :** 10/22/2024**First Name :** MARY**Last Name :** LOCKE**Business/Organization/Agency :****Submission Input :**

First Name:

MARY

Last Name:

LOCKE

Email:

Phone:

City:

US States:

Zip:

Topic Area:

Transportation

Comment:

I'm writing today to express my concern over the planned reconstruction of the Interstate Bridge. At present, I believe the plan involves widening lanes under the guise of decreasing congestion. I ask what proof there is that this will happen? More lanes lead to more traffic, not less. Look at Los Angeles, look at Houston. Moreover, where you're planning to needlessly and dangerously expand the bridge is directly over my family's home. This design puts my mother and her husband at even greater health risks due to the exposure to the increased

levels of pollution. What right do you have to do that? What right do you have to make them sick?

JCA comment #: 128

IBR Draft SEIS - RECORD #880 DETAIL
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First Name : Diane

Last Name : Meisenhelter

Attachments : DSEIS_880_Meisenhelter_Original.pdf (11 kb)

IBR Draft SEIS - RECORD #880 DETAIL

Submission Date : 10/22/2024
First Name : Diane
Last Name : Meisenhelter
Business/Organization/Agency : Extinction Rebellion PDX

Submission Input :

First Name:
Diane

Last Name:
Meisenhelter

Business or Organization:

[REDACTED]

Email:

[REDACTED]

Phone:

[REDACTED]

City:

[REDACTED]

US States:

[REDACTED]

Zip:

[REDACTED]

Topic Area:
Transportation

Comment:

This is testimony on behalf of XRPDX, a 1500 member climate justice organization that is part of a global

climate movement. We have no argument with the supplemental environmental impact statement (EIS) in terms of the importance of such a project for seismic resilience, upgrading public light rail transit (LRT), improvements for active transportation, and the additional express bus transit options on shoulder options during peak periods. We also agree with working on some sort of equitable variable congestion pricing designed with the expressed goal of reducing vehicle miles traveled (VMT) (not ONLY paying back the construction bonds). That said, this project should be a right-sized bridge replacement not a \$7.5 billion proposal (possibly to be made worse given the draft geotechnical report). We also oppose significant widening for extra and auxiliary lanes.

Having followed ODOT's state transportation plan, we're painfully aware of the numerous, critical needs for future-focused transportation systems and addressing transportation safety issues statewide AND the current crisis in funding. A right-sized bridge would help bring costs down. Relying on tolling for funding seems risky (the sad story of the SR99 tunnel), and thus along with other groups we would like to see an Investment Grade Analysis prior to a funding commitment by the State. Oregon's share of this project is not funded and could take away critical monies for other state priorities as well as transportation plan priorities. We are greatly concerned that currently there is not funding for the LRT or express bus public transit which we view as key to supporting this project. ODOT has a problem with chronic cost overruns and we want to ensure that monies are prioritized for public transit. We are also concerned that the steep grades and height being proposed for the fixed bridge design could be a barrier to active transportation and want more work done on addressing that issue.

As a climate justice organization, we are worried about the seemingly cavalier dismissal in this EIS of the likelihood of mitigation measures being able to contain warming to even 2 degrees centigrade and non-attention to how this project might contribute to that outcome. Furthermore, the whole way the issue of VMT is treated in this project by ODOT is unacceptable from it's definition to not recognizing the growing body of research linking highway expansions to induced demand, to virtually ignoring the critical timeframe we have to reduce driving in the US by at least 15% as part of the strategy to cut greenhouse gases (GHGs) in half by 2030, and the fact that even 8 new lane miles will likely result in 41-62 million additional VMT annually along with those added emissions. Furthermore, we are concerned about the equity and climate justice issues given that 80% of commuters are Clark County residents, but North and NE Portland residents have disproportionately been affected by toxic air pollution, noise, and the neighborhood impacts of this freeway, not to mention its' history of dividing Black neighborhoods and displacing residents. The displacement of residents and businesses is again on the table and a smaller footprint might lessen the need for as many as are being projected.

We have concerns about some of the data presented in these models. We were surprised to see the 180K vehicles estimate for the no-build option for 2045 when that same estimate number was utilized in an earlier model for 2028. Does the forecast for 30K less vehicles than the bridge carries today come from transit and active transportation or what other factors go into that modeling? If it anticipates moving significant traffic counts of vehicles to I 205 crossing due to tolling, that is a problem (especially since the model without real evidence seems to minimize that possibility). Forecast modeling has been problematic, for example ODOT's 2005 prediction of 1.3% growth whereas in reality there has been almost negligible (more like .3%) overall growth in traffic counts from that time to the near present, including some times of actual decline. Logically, the claim of having very little difference in VMT whether it is one or two auxiliary lanes does not make sense, but

given what we are seeing in data presented on a number of fronts including GHG reductions, a second auxiliary lane should definitely not be included in any final plan. We were puzzled by the variable time toll rates increasing southbound peak hour bus travel in the mornings in 2045 compared to the no build model, but now realize that is because a significant part of congestion is actually from the I5/I405 split and with that not resolved this project will not reduce southbound morning congestion or reduce “stop and go” emissions with the backups still predicted to Mill Plain. It also seems like ODOT needs to work with PBOT and Trimet to address how LRT capacity is likely to be constrained at the Rose Quarter.

Finally, we are concerned about mitigating the impacts of this project on the river ecosystem, endangered migratory fish species, and the life cycles of other fish and water species. The US Corps of Engineers places limits on various types of construction to a November-February timeframe, but this project is proposing Sept.15-April 15 for impact pile driving during the salmon migratory season. It also has a gigantic loophole exception for “diver-assisted removal of specific individual pieces of debris or large rip rap necessary to place a drilled shaft” being conducted at any time of the year. Similarly, there are no other restrictions on other activities such as vibratory hammers or oscillators from use in year-round construction. We are concerned by the lack of details or data on how these practices and their deviations from project norms could impact fish or other species.

In short, we favor a right-sized, more affordable bridge replacement project focused not on lane expansions but on seismic upgrades, additional light rail and express bus public transit, active transportation and with congestion pricing to reduce VMTs.

JCA comment #: 127

IBR Draft SEIS - RECORD #881 DETAIL**First Name :** Karen**Last Name :** Embry**Attachments :** DSEIS_881_Embry_Original.pdf (2 kb)

IBR Draft SEIS - RECORD #881 DETAIL
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Submission Date : 10/21/2024

First Name : Karen

Last Name : Embry

Business/Organization/Agency :

Submission Input :

I would like to submit public commentary in regards to the redesign on the i5 Interstate bridge.

I have seen some proposed architectural drawings with possible desdesigns for this bridge that are similar to the current I-205 bridge in structure and design.

I would like to encourage the planners on this project to preserve the safety of the current bridge design which has enclosed sides--cars cannot slide off the bridge in an accident or icy conditions, as we have--unfortunately--seen with the current I-205 structure.

Even though these accidents might be a rare occurrence and not enough of a deterrent for planners to select a bridge design with sides that replicates the current structure, I want to emphasize that the bridge design is not only about safety in those rare occurrences of accidents and cars going over the side of the bridge--an equally important issue is the anxiety drivers face when crossing these bridges.

Currently, people with anxiety produced by driving over bridges have the option to take the enclosed I-5 bridge and avoid the I-205 bridge--as I and others I know with driving anxiety do. If the new bridge replicated the current I-205 structure, we will have no Interstate Bridge option that alleviates the anxiety of traveling over these types of bridges.

Please do not forget the absolutely 100% preventable death of Amaro Lopez on the I-205 bridge back in 2022. We can prevent future tragedies like this through smart design and engineering.

IBR Draft SEIS - RECORD #882 DETAIL**First Name :** Barb**Last Name :** Robison**Attachments :** DSEIS_882_Robison_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #882 DETAIL
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Submission Date : 10/21/2024

First Name : Barb

Last Name : Robison

Business/Organization/Agency
:

Submission Input :

I own a home on G street. I do want the noise abatement wall installed. Also, a vast amount of plants that absorb pollution. There is not a day I don't inhale exhaust from the freeway. Laurel hedges are the best plant to place near a freeway for pollution and noise. They are easy to maintain once established. Thank you.

IBR Draft SEIS - RECORD #883 DETAIL**First Name :** Linda**Last Name :** Curry**Attachments :** DSEIS_833_Curry_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #883 DETAIL
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Submission Date : 10/21/2024

First Name : Linda

Last Name : Curry

Business/Organization/Agency
:

Submission Input :

I'm hoping the new bridge will have enough lanes to accommodate all the traffic going over it in the future. I also, hope it will be high enough for all ships, boats and barges to go under it without it having to be raised to allow for their height. It needs to be modern enough to look to the future both in durability and congestion.

Thank you for considering my suggestions.

Linda Curry

IBR Draft SEIS - RECORD #884 DETAIL**First Name :** Tanner**Last Name :** Machala**Attachments :** DSEIS-884_Machala_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #884 DETAIL
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Submission Date : 10/22/2024

First Name : Tanner

Last Name : Machala

Business/Organization/Agency
:

Submission Input :

It is scary to think that in this day and age legislators are still pushing the automobile agenda regardless of the number of studies showing the environmental and social consequences of widening highways. The models used to determine future demand in the SEIS set a dangerous precedent for future highway improvement projects in the Northwest by ignoring the impacts of expanded highway access on neighboring land uses. The assumption that intensity of land uses will stay static and demand will be unchanged is misguided and false. If the people, including myself, are to pay for this with our tax dollars then I will need to see an objective analysis of all the impacts including correct projections for carbon emissions and future levels of car traffic. Ensure that induced demand is well documented for this 7 billion dollar price tag

IBR Draft SEIS - RECORD #885 DETAIL
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First Name : Lawrence

Last Name : Goldman

Attachments : DSEIS-885_Goldman_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #885 DETAIL**Submission Date :** 10/22/2024**First Name :** Lawrence**Last Name :** Goldman**Business/Organization/Agency**
:**Submission Input :**

I am concerned that this bridge replacement has become a highway expansion. And the EIS doesn't consider induced demand, so the estimates about the impact of future usage of the bridge/highway are likely too low and the environmental impact will be larger than is reported here. I encourage you to consider a lower impact alternative to the project that replaces the bridge without overly expanding the highway itself.

IBR Draft SEIS - RECORD #886 DETAIL
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First Name : Jon

Last Name : Mathison

Attachments : DSEIS-886_Mathison_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #886 DETAIL

Submission Date : 10/22/2024
First Name : Jon
Last Name : Mathison
Business/Organization/Agency : WSPE Seattle Chapter President

Submission Input :

Induced demand is well-studied and documented and it is ignored in the SEIS. The SEIS fails to study how induced demand will affect vehicle trip miles, traffic, and create additional gridlock for the public. Additional roadway capacity gives rise to additional vehicle trips. For each of the alternatives in this document the induced demand requires calculation and confirmation based on historic data. Postulating reduced drive times by ignoring induced demand is a great disservice to the public. Ignoring induced demand in the SEIS is an engineering fabrication, a lie. This induced demand cannot be ignored or wished away nor can the resulting gridlock and greater vehicle miles traveled. This is a fatal flaw in the SEIS and requires rectification prior to proceeding.

IBR Draft SEIS - RECORD #887 DETAIL**First Name :** Patrick**Last Name :** White**Attachments :** DSEIS-887_White_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #887 DETAIL**Submission Date :** 10/22/2024**First Name :** Patrick**Last Name :** White**Business/Organization/Agency**
:**Submission Input :**

The traffic findings of the study are completely wrong and need to be redone. More lanes does not ease congestion or improve safety, it actually has the opposite effect. You know this, stop lying to the people.

IBR Draft SEIS - RECORD #888 DETAIL**First Name :** Robert**Last Name :** Cowan**Attachments :** DSEIS-888_Cowan_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #888 DETAIL
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Submission Date : 10/22/2024

First Name : Robert

Last Name : Cowan

Business/Organization/Agency
:

Submission Input :

There should be NO Tolls; however, if they are required, then only on the new I-5 and NOT I-205. If tolls need to be done, then only toll until bridge is paid off and then remove tolls. As for who should collect tolls it should be Washington and Washington ONLY!!

Washington already has a working toll system in place for the Narrows bridge, the floating Bridge, and the toll HOV lanes, so it would be easy for it to just add the I-5 Bridge without the cost of a study. Plus, if oregon got the tolls, they would mis-use the funds and would raise the tolls and not pay off the bridge. Take the I-205 bridge as an example. Washington paid and constructed for over half of that bridge and was never recompensated for it and the bridge was named after an oregonian. The bridge had been built by Washington almost to Government Island before oregon even started their actual approach and pilings. The only fatality was on the Washington side when a crane fell, and instead of calling the bridge a memorial to him, it was named after that damn oregonian who dragged his foot getting it built in the first place.

WASHINGTON BEWARE!!! Build the bridge but look out for oregon's dirty tricks!!! Do Not Toll, but if you do have Washington in charge NOT oregon, and remove the toll after the bridge is paid off!

IBR Draft SEIS - RECORD #889 DETAIL
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First Name : Andrew

Last Name : Jungkuntz

Attachments : DSEIS-889_Jungkuntz_Original.pdf (2 kb)

IBR Draft SEIS - RECORD #889 DETAIL
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Submission Date : 10/22/2024
First Name : Andrew
Last Name : Jungkuntz
Business/Organization/Agency :

Submission Input :

Please do not move forward with the IBR as currently planned! We will regret this widening in 20 years. In an era where many cities are seeking to remove or lid their highways, the fact that we are still considering a highway expansion is incredibly disheartening. I understand the need to replace and modernize aging infrastructure. However, we need to use this as an opportunity to move us toward our state and national climate goals, not lock us further into automobile dependency. The SEIS does not consider the induced automobile demand this will create. This is a once-in-a-generation piece of infrastructure and the next generation increasingly wants to travel by rail, bus, bike, and foot. We do not want to be locked into traveling by automobile. WADOT and ODOT (I cannot emphasize this enough) NEED to be leading the charge with local jurisdictions on how to move trips out of private automobiles and into existing and new forms of public transit. I understand that the current plan calls for expanding capacity for lightrail between Vancouver and Portland. That is excellent and sorely needed! But please do not spend money on additional vehicle capacity. WADOT and ODOT should be doing everything in their power to make this a transit, bike, and pedestrian accessible bridge as it is upgraded. If vehicle demand exceeds capacity, WADOT and ODOT should be collaborating with local jurisdictions to flip these trips out of the car. I know this is beyond the official scope of your agency's work. I'm a civil servant, I know how hard it can 'step outside your lane' but this situation demands it. Please, do not saddle us with another piece of mega-automobile infrastructure that the planners and engineers 50 years from now are going to have to figure out how to tear down or retrofit. Please design for the future we want and deserve now. I believe in you, I know it's possible, please don't go with the status quo here. Please consider a better alternative.

IBR Draft SEIS - RECORD #890 DETAIL**First Name :** Blue**Last Name :** Frauenglass**Attachments :** DSEIS-890_Frauenglass_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #890 DETAIL
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Submission Date : 10/22/2024
First Name : Blue
Last Name : Frauenglass
Business/Organization/Agency :

Submission Input :

The draft EIS does not take into account induced demand in daily trips. This absence is extremely noticeable, given repeated studies in recent years showing how expanding roadway capacity seldom results in any improvement to congestion once increased usage is taken into account. [1]

It also cite a reduction in stop-and-go traffic as leading to future emissions reductions, a myth which has been fully debunked for years. [2] Reducing congestion is not correlated with reduced emissions; only VMT is correlated.

The draft EIS also includes emission reductions from an expected transition to electric vehicles; this future change has nothing to do with the project itself, and including it in the environmental projections is misleading.

My ignoring a major contribution to congestion (newly created trips), using bad science and claiming credit for changes outside its control, the draft EIS heavily oversells the benefits of the project and undersells the costs both financial and environmental.

1 -

2 -

IBR Draft SEIS - RECORD #891 DETAIL**First Name :** Vikas**Last Name :** Arun**Attachments :** DSEIS-891_Arun_Original.pdf (2 kb)

IBR Draft SEIS - RECORD #891 DETAIL
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Submission Date : 10/22/2024

First Name : Vikas

Last Name : Arun

Business/Organization/Agency :

Submission Input :

As someone who goes back and forth between Seattle and Portland often, we need to be more realistic about the impacts of this project. We cannot keep pretending the vehicle demand will stay the same when we almost double the capacity of the freeway.

Adding more lanes won't reduce congestion, it never does. We cannot be wasting 7.5 billion just to say "oops, the congestion didn't get better". Just like adding frequency to a bus line increases its usage, adding lanes to a freeway increase its usage. As two states with ambitious climate goals, WA and OR can do better to invest in efficient ways to move people between the growing cities of Vancouver and Portland.

This money is much better invested in adding the light rail extension across the bridge and investing in regional rail between Vancouver and Portland as well as investing in the Amtrak Cascades between Seattle and Portland.

7.5 billion is way too much money to be spending on a solution that decades of research proves will not work. If we need to replace the bridge, fine, but widening to 5 lanes won't help. Just look up north to I-5 in downtown Seattle. Adding light rail was equivalent to adding 6 lanes of freeway and much better use of space. Meanwhile I-5 remains congested despite being 10 lanes wide.

Please do a real analysis of alternative options, and one that acknowledges induced demand! Thank you!

IBR Draft SEIS - RECORD #892 DETAIL**First Name :** Paul**Last Name :** Greiner**Attachments :** DSEIS-892_Greiner_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #892 DETAIL
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Submission Date : 10/22/2024

First Name : Paul

Last Name : Greiner

Business/Organization/Agency
:

Submission Input :

Thank you for the time and support.

Please eliminate the tolls, as a middle income family, I struggle to pay my current household expenses. As Portland data indicates a household income needs \$130K to afford the median home today. Additionally the tolls will create side streets to be more congested. Build has many lanes as possible and bridge to Hayden Island is helpful.

IBR Draft SEIS - RECORD #893 DETAIL

First Name : Shannon

Last Name : Nickelsen

Attachments : DSEIS-893_Nickelsen_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #893 DETAIL
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Submission Date : 10/22/2024
First Name : Shannon
Last Name : Nickelsen
Business/Organization/Agency : Radiant Farms

Submission Input :

I vote No on this ridicules plan!

To build a bridge that decreases vehicle travel is completely foolish.

The traffic entering Vancouver from Portland must be addressed & the buses blocking the traffic lanes is also going to cause traffic congestion & accidents.

No Tolls & No mandates forcing citizens into electric cars that explode & catch fire much too often. Let us decide what we want to drive!

Stop letting outside forces like dementia incompetent Biden mandate anything upon us!

Stop wasting tax dollars on this problem bridge & instead build a 3rd bridge. Troutdale to the westside of Camas & east of Brady road, or perhaps downstream from 1-5.

Intelligent engineers ought to know the best option for a 3rd Bridge.

This plan is too costly & inefficient for the traffic & the growth Clark County is experiencing!

The people voted "No on light rail!"

Please stop wasting our tax dollars on plans that are unrealistic, too expensive & that will create a traffic nightmare! Fifteen years to build a new bridge? No Way!

IBR Draft SEIS - RECORD #894 DETAIL
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First Name : Katherine

Last Name : Culligan

Attachments : DSEIS-894_Culligan_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #894 DETAIL**Submission Date :** 10/22/2024**First Name :** Katherine**Last Name :** Culligan**Business/Organization/Agency**
:**Submission Input :**

I think it all seems OK, except I think the auxiliary lanes definitely need to be included. The gains are worth little if we keep the same three lanes each way that we have now.

IBR Draft SEIS - RECORD #895 DETAIL**First Name :** Quinn**Last Name :** Kelly**Attachments :** DSEIS-895_Kelly_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #895 DETAIL
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Submission Date : 10/22/2024

First Name : Quinn

Last Name : Kelly

Business/Organization/Agency
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Submission Input :

I appreciate all the work that has been done here. I am thrilled to see the plans for light rail and upgrades to walking and biking facilities.

However, I am disappointed by the failure to consider how adding more lanes will create more motor vehicle trips, which goes against local and state goals around VMT reduction and climate action. Please consider induced demand in your traffic analysis. More general purpose vehicle lanes are not the answer. Rather than investing in highways, we need more frequent and reliable transit, not just light rail but also intercity rail and Bus Rapid Transit.

IBR Draft SEIS - RECORD #896 DETAIL
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First Name : Laurie L

Last Name : Creager

Attachments : DSEIS-896_Creager_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #896 DETAIL
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Submission Date : 10/22/2024

First Name : Laurie L

Last Name : Creager

Business/Organization/Agency
:

Submission Input :

Please complete this bridge project. We need the updated bridge crossing on this interstate. I was so frustrated when it didn't happen the last time.

IBR Draft SEIS - RECORD #897 DETAIL

First Name : Laurie L

Last Name : Creager

Attachments : DSEIS-897_Creager_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #897 DETAIL
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Submission Date : 10/22/2024

First Name : Laurie L

Last Name : Creager

Business/Organization/Agency
:

Submission Input :

Please complete this bridge project. We need the updated bridge crossing on this interstate. I was so frustrated when it didn't happen the last time.

IBR Draft SEIS - RECORD #898 DETAIL**First Name :** NK**Last Name :** AG**Attachments :** DSEIS-898_AG_Original.pdf (4 kb)

IBR Draft SEIS - RECORD #898 DETAIL**Submission Date :** 10/22/2024**First Name :** NK**Last Name :** AG**Business/Organization/Agency**
:**Attachments :** DSEIS_898_AG_20241022_Original.pdf (1 kb)**Submission Input :**

Do not waste so much land to add additional lanes. Please talk about induced demand. Shared use path should be made wider and safer. Adding lanes creates a lot more noise and pollution. Idling electric cars don't create pollution. Cars driving fast creates a lot more pollution than slow/stop and go traffic.

IBR Draft SEIS - RECORD #899 DETAIL
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First Name : Martin

Last Name : Gustafson

Attachments : DSEIS-899_Gustafson_Original.pdf (5 kb)

IBR Draft SEIS - RECORD #899 DETAIL**Submission Date :** 10/22/2024**First Name :** Martin**Last Name :** Gustafson**Business/Organization/Agency :****Attachments :** DSEIS_899_Gustafson_20241022_Original.pdf (2 kb)**Submission Input :**

I adamantly oppose including light-rail transit (LRT), as the cost per mile to build and operate is significantly higher than Bus Rapid Transit (BRT). Additionally, the use of BRT provides flexibility to add additional/increased services as necessary, and to alter routes and bus stops at a significantly lower cost than LRT. Elimination of LRT from consideration would allow for a greater approach angles of the roadway, thereby shortening the land needed to complete the project, thereby lowering land acquisition and development costs.

LRT would entail expanding the Ruby Junction maintenance base in Gresham which is absolutely unnecessary, and is better named as pork barrel spending. Likewise, the purchase of 19 light-rail vehicle (LRV) is not justified by such a short rail extension. Inclusion of more than two or three LRV's is nothing more than pork barrel spending.

Another compelling argument AGAINST LRT is that if LRT is incorporated into the project the residents of Clark County, WA would then be subject to taxation to support Oregon-based TriMet. This must be avoided at all costs. Clark County citizens should not be taxed to support the wasteful activities of TriMet, which are plainly evident in all existing TriMet light rail operations.

IBR Draft SEIS - RECORD #900 DETAIL**First Name :** Kian**Last Name :** Bradley**Attachments :** DSEIS-900_Bradley_Original.pdf (5 kb)

IBR Draft SEIS - RECORD #900 DETAIL
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Submission Date : 10/22/2024

First Name : Kian

Last Name : Bradley

Business/Organization/Agency :

Attachments : DSEIS_900_Bradley_20241022_Original.pdf (2 kb)

Submission Input :

Hi, I'm surprised by the demand modeling used here. The EIS assumes that demand will grow 35% over the next 20 years, leading to stop-and-go traffic "15 hours daily if no improvements are made".

And yet, the report does not consider the fact that adding extra lanes will itself grow the demand. "Induced demand" is a very well understood concept in which the increase of supply of a good itself leads to further demand for the good; that is, users may be opting not to drive at certain times now due to traffic conditions, but an increase in roadway capacity will encourage more trips to be taken in total.

At the Monday Oct 14 2024 Legislative Committee meeting on the IBR, in response to a comment regarding this omission, the team dismissed this as being a land use issue. This comes off as dodging the question, as there will clearly be some change in demand as the capacity increases significantly.

Please adjust your modeling to compensate for the change in demand as a result of greater lane capacity. There is a wealth of data on the before/after of freeway expansion in America; the general trend is to see an increase in traffic speeds in the short term, followed by a return to the previous level of traffic in the long term, as the community adjusts habits to use this newly available capacity. The fact that the report anticipates we'll have the same demand even with a second auxiliary lane seems like a glaring issue.

Given the environmental impact of cars, even as they transition to electric, it's imperative we get the demand modeling correct here.

Thanks!

IBR Draft SEIS - RECORD #901 DETAIL

First Name : Chris

Last Name : Smith

Attachments : DSEIS-901_Smith_Original.pdf (8 kb)

IBR Draft SEIS - RECORD #901 DETAIL

Submission Date : 10/23/2024

First Name : Chris

Last Name : Smith

Business/Organization/Agency : Just Crossing Alliance

Attachments : DSEIS_902_Smith_20241023_Original.pdf (2 kb)

Submission Input :

First Name:

Chris

Last Name:

Smith

Business or Organization:

personal comment

Email:

[REDACTED]

Phone:

[REDACTED]

City:

[REDACTED]

US States:

[REDACTED]

Zip:

[REDACTED]

Topic Area:

Cumulative Effects

Comment:

The cumulative effects section fails to discuss the likelihood that IBR construction will overlap construction on the Rose Quarter project as well as Superfund cleanup projects in the Portland Harbor. The possibility of cumulative travel delays for travelers in the corridor is not analyzed nor is the possibility of excessive heavy vehicle activity in North Portland from the combined construction projects.

JCA comment #: 133

IBR Draft SEIS - RECORD #902 DETAIL
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First Name : Chris

Last Name : Smith

Attachments : DSEIS-902_Smith_Original.pdf (8 kb)

IBR Draft SEIS - RECORD #902 DETAIL

Submission Date : 10/23/2024

First Name : Chris

Last Name : Smith

Business/Organization/Agency : Just Crossing Alliance

Attachments : DSEIS_902_Smith_20241023_Original.pdf (2 kb)

Submission Input :

First Name:

Chris

Last Name:

Smith

Business or Organization:

personal comment

Email:

[REDACTED]

Phone:

[REDACTED]

City:

[REDACTED]

US States:

[REDACTED]

Zip:

[REDACTED]

Topic Area:

Transportation

Comment:

The IBR DSEIS uses the 2018 RTP as the basis for traffic modeling (p. 3.1-18). Given that the DSEIS was released more than 9 months after the adoption of the 2023 RTP this is an unsupportable choice, particularly egregious in that it means the Regional Mobility Pricing Project (RMPP), which was first adopted into the 2023 RTP, is not part of the modeling. RMPP has the potential to significantly change travel behavior through the corridor and should be factored into analysis of IBR.

JCA comment #: 132

IBR Draft SEIS - RECORD #903 DETAIL**First Name :** Chris**Last Name :** Smith**Attachments :** DSEIS-903_Smith_Original.pdf (8 kb)

IBR Draft SEIS - RECORD #903 DETAIL

Submission Date : 10/23/2024

First Name : Chris

Last Name : Smith

Business/Organization/Agency : Just Crossing Alliance

Attachments : DSEIS_903_Smith_20241023_Original.pdf (2 kb)

Submission Input :

First Name:

Chris

Last Name:

Smith

Business or Organization:

personal comment

Email:

[REDACTED]

Phone:

[REDACTED]

City:

[REDACTED]

US States:

[REDACTED]

Zip:

[REDACTED]

Topic Area:

Transportation

Comment:

In the CRC EIS (p. 3-3) congestion is defined as speeds below 30mph. In the IBR EIS congestion is defined as speeds below 45mph (p. 3.1-6). This is an egregious case of "moving the goal posts" and skews the analysis of the project benefits.

JCA comment #: 131

IBR Draft SEIS - RECORD #904 DETAIL**First Name :** Peter**Last Name :** Kokopeli**Attachments :** DSEIS-904_Kokopeli_Original.pdf (9 kb)

IBR Draft SEIS - RECORD #904 DETAIL

Submission Date : 10/22/2024
First Name : Peter
Last Name : Kokopeli
Business/Organization/Agency : Just Crossing Alliance

Attachments : DSEIS_904_Kokopeli_20241022_Original.pdf (2 kb)

Submission Input :

First Name:
Peter

Last Name:
Kokopeli

Email:

[REDACTED]

Phone:

[REDACTED]

City:

[REDACTED]

US States:

[REDACTED]

Zip:

[REDACTED]

Topic Area:
Transportation

Comment:

I am writing in opposition to the proposed Interstate Bridge Replacement (IBR) given the information in the EIS released last month. In a time when the focus should be on sustainable transportation, notably transit, walking and cycling, the IBR project will spend \$7 billion dollars and in some cases actually increase traffic and

congestion.

- 1) The whack-a-mole approach of planners, i.e., fixing a bottleneck in one spot thereby creating a new bottleneck just down the road, does not address the root causes of congestion.
- 2) The matter of induced demand is all but ignored.
- 3) Transit times for express buses would actually get worse under several scenarios in this proposal.
- 4) The climate impact of the IBR is barely offset by using green construction techniques. The SEIS acknowledges that 94% of the GHG footprint is from traffic. Given that transportation nationally is the fastest growing share of GHG emissions the IBR project takes us in the wrong direction.

JCA comment #: 130

IBR Draft SEIS - RECORD #905 DETAIL

First Name : Paula

Last Name : Person

Attachments : DSEIS-905_Person_Original.pdf (6 kb)

IBR Draft SEIS - RECORD #905 DETAIL**Submission Date :** 10/22/2024**First Name :** Paula**Last Name :** Person**Business/Organization/Agency :****Attachments :** DSEIS_905_Person_20241022_Original.pdf (1 kb)**Submission Input :**

I stopped by your tent Saturday and had a good conversation with Robert on the possible effect of construction on the Esther Short Neighborhood. I also attended the presentation at the Esther Short Neighborhood Association meeting Monday evening.

There will be a big impact on this neighborhood so I am pleased that there are opportunities to keep up with the plans as we move forward.

I am an Esther Short neighbor and a former ESNA president.

Paula Person [REDACTED]

IBR Draft SEIS - RECORD #906 DETAIL

First Name : Richard

Last Name : Piacentini

Attachments : DSEIS-906_Piacentini_Original.pdf (7 kb)

IBR Draft SEIS - RECORD #906 DETAIL**Submission Date :** 10/18/2024**First Name :** Richard**Last Name :** Piacentini**Business/Organization/Agency :****Attachments :** DSEIS-906_Piacentini_20241018_Original.pdf (2 kb)**Submission Input :**

From: Richard Piacentini <[REDACTED]>

Sent: Friday, October 18, 2024 4:23 PM

To: Marissa Dagenais <[REDACTED]>

Subject: RE: "Draft SEIS public comment" [REDACTED]

Hi Marissa,

I have looked at the drawing you provided and some of the technical report, but it is difficult to understand what the proposals actually mean for Hayden Island. I have not been informed that our property would require acquisition. It sounds like that is what you see as well. Please confirm.

I am trying to understand how the proposal would affect the following:

Vehicle access to and from Hayden Island and I-5 in both directions. For example, it appears that direct access to I-5 from Hayden Island would be eliminated and that access would be via the arterial bridge going to North Portland and Marine Drive. Is that right and how?

Changes to the streets on Hayden Island and to the flow of traffic on Hayden Island. For example where do the vehicles from that arterial enter and exit Hayden Island and what is the purpose of the new street, Tomahawk Island Drive?

Changes to N. Hayden Island Drive and whether those changes might affect ingress/egress to our property. For example, are barriers on N. Hayden Island drive being considered and might they limit movements into and out of our property?

Please let me know the best way to obtain this information.

Thanks,

Richard

IBR Draft SEIS - RECORD #907 DETAIL

First Name : Timothy
Last Name : Shepski
Attachments : D1_907_Shepski_20241023_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #907 DETAIL
--

Submission Date : 10/23/2024
First Name : Timothy
Last Name : Shepski
Business/Organization/Agency :

Submission Input :

If we could avoid tolls, then we should avoid tolls. They are very expensive and difficult for lower and middle income people to afford. If we are going to have tolls, then you should toll the I-5 bridge and 205 bridge. Because if you only toll the I-5 bridge, then everyone is going to move over to 205. It will Not be a bridge... it will be a Parking Lot. Traffic will be at a standstill for hours. Drivers will travel to 205 to avoid paying the tolls. In addition, I would have a backup option of 2-3 ferries. These projects always take longer than expected, and cost more than planned. A couple ferries will help move freight and traffic, and ease congestion. I know this is an added cost, but I think it would be a good back up plan, when eventually something does not go according to plan. Thank you.

IBR Draft SEIS - RECORD #908 DETAIL**First Name :** Robert**Last Name :** Blanche**Attachments :** D1_908_Blanche_20241023_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #908 DETAIL
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Submission Date : 10/23/2024

First Name : Robert

Last Name : Blanche

Business/Organization/Agency
:

Submission Input :

Need to fast track bridge completion. This is the highest priority.

Single level concrete bridge is more aesthetic and much preferred compared to a multilevel and steel bridge.

Local arterial bridge to Hayden Island is a critical! It should be aesthetic too.

MAX Light Rail is essential and should have stop at Hayden Island and in Vancouver with park and ride at end of route.

There needs to be an extension of Bridgeton Road west for bicyclists and pedestrian use only. This would provide active users a dedicated path to access the bridge path. Currently users head west on N Bridgeton Rd and then turn south on N Gantenbein to access the busy and narrow Marine Drive.

Keep tolls rates a minimum, especially off peak times.

IBR Draft SEIS - RECORD #909 DETAIL**First Name :** Monica**Last Name :** Tubberville**Attachments :** A00_909_Tubberville_20241023_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #909 DETAIL

Submission Date : 10/23/2024

First Name : Monica

Last Name : Tubberville

Business/Organization/Agency : CITY OF VANCOUVER

Submission Input :

NA

IBR Draft SEIS - RECORD #910 DETAIL**First Name :** Melinda**Last Name :** Cordasco**Attachments :** D1_0910_Cordasco_20241023_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #910 DETAIL
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Submission Date : 10/23/2024
First Name : Melinda
Last Name : Cordasco
Business/Organization/Agency :

Submission Input :

Good Morning,

For the IBR draft EIS commenting period I am requesting the TNM files for the Technical Noise Report. These files can be sent to this email address as a zipped folder, to include the Existing, No-Build, and Build models as well as the noise validation models and all wall modeling files. If they cannot be sent as a zipped folder please supply a download link or let me know where I can find these folders online. I have extensive experience using TNM and have both TNM 2.5 and TNM 3.2.

All the best,

Melinda

IBR Draft SEIS - RECORD #911 DETAIL**First Name :** Evan**Last Name :** Seidl**Attachments :** DSEIS-911_Seidl_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #911 DETAIL
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Submission Date : 10/23/2024

First Name : Evan

Last Name : Seidl

Business/Organization/Agency
:

Submission Input :

Choosing an option with light rail and tolling will drastically increase the cost to the average resident. In addition, light rail will benefit very few residents, while raising taxes for all to pay for the additional infrastructure. The goal of this project should be to create better infrastructure with a reasonable price to users. It should not be a project which adds never ending tolls, pushing traffic to I-205 and SR14. It should not include expensive light rail options that add to middle and lower class tax burdens and vehicle registration fees like in King County.

IBR Draft SEIS - RECORD #912 DETAIL**First Name :** Yuhan**Last Name :** Wang**Attachments :** DSEIS-912_Wang_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #912 DETAIL
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Submission Date : 10/23/2024

First Name : Yuhan

Last Name : Wang

Business/Organization/Agency
:

Submission Input :

The bridge could be quite congested during traffic hours and hopefully the new bridge can improve travel time

IBR Draft SEIS - RECORD #913 DETAIL

First Name : Jason

Last Name : Dalbey

Attachments : DSEIS-913_Dalbey_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #913 DETAIL
--

Submission Date : 10/23/2024

First Name : Jason

Last Name : Dalbey

Business/Organization/Agency :

Submission Input :

Of the proposed bridge options we would like to voice our concerns regarding the 'Movable' style. This would absolutely not be a step forward in addressing current or future traffic challenges.

Additionally, we are opposed to continuation of the light rail into downtown Vancouver, given the incredible costs involved and short distance of extension. Theoretically those funds could be saved or reallocated to bolster other areas of the program. Given the proposed improvements for bus, bicycle, and pedestrian accommodation, accessing the Delta Park light rail location should be even easier than it is now.

IBR Draft SEIS - RECORD #914 DETAIL**First Name :** Aiden**Last Name :** Moreno**Attachments :** DSEIS-914_Moreno_Original.pdf (3 kb)

IBR Draft SEIS - RECORD #914 DETAIL
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Submission Date : 10/23/2024

First Name : Aiden

Last Name : Moreno

Business/Organization/Agency :

Submission Input :

To be very clear, the project as proposed at this time is simply unacceptable for the following reasons:

- The project relies on faulty traffic modeling to advocate for the significant widening of the freeway project. By the logic of your own growth models, traffic will forever increase, meaning this project will not be enough in a few decades. It completely ignores the real impact that modal shift can have on reducing VMT
- As a result of this bloated modeling, the project adds lane capacity that will only induce demand and increase congestion and emissions, while also further degrading and destroying the surrounding neighborhoods with noise and pollutants
- The project laughably claims it will reduce emissions by lessening traffic. WSDOT & ODOT, have you ever looked back at any of your previous projects and proven that to be true? Like seriously, adding more lanes only makes more congestion, see the widening of I-405 in Bellevue, WA as an example
- The project provides transit and multimodal access as an after thought, with discussions of even omitting it or running BRT instead of rail
- Because project costs are so bloated, the states can only afford to build an ugly utilitarian structure
- Public opinion is largely against the giant interchanges you are proposing. The authority must evaluate ways to eliminate massive cloverleaf and other styled interchanges and replace them with much smaller interchanges
- The removal of any additional vehicle lanes or auxiliary lanes. We are in the middle of a climate crisis, adding highway capacity is not an option
- This plan should be strictly about replacing seismically vulnerable infrastructure and expanding multimodal and transit options while reducing expensive overbuilt infrastructure
- The project plans to double the width of the freeway in most areas. This is not what Oregonians or Washingtonians want
- Far too many lanes in the North Vancouver section. This area is rarely busy outside of rush hour. We should not be devoting significant assets to something in use only a few hours a day

What I believe needs to happen in order for this project to improve and to not be the subject of scorn and lawsuits is as follows:

- Maintain the existing number of lanes in the interstate bridge crossing and reduce the size of interchanges and approach ramps to neighborhood scale
- Reaffirm the commitment to providing multimodal and MAX infrastructure on the bridge, and not as an after thought. These elements should be high quality and well connected on either end of the project
- Park & rides should not be an aspect of this project. Any land not used for this project should be devoted to affordable mixed use housing
- Bus elements to the project should be maintained IN ADDITION to MAX improvements
- Tolling must be implemented with exemptions for low-income, small business, and ADA drivers
- Study and implement the removal of existing auxiliary lanes
- Plan for capacity to add a passenger rail connection to the bridge at a future time (like SR-520 in Seattle)

- Maintain arterial bridge to Hayden Island with only 1 vehicle lane in each direction, protected and separated bicycle infrastructure, and wide sidewalks
- The removal of the C St & 5th St ramps. They have no place in an urban downtown environment where they encourage speeding and take up a significant amount of valuable land
- Support a non-moveable bridge option so as not to disrupt transit and future passenger rail connections
- Extend multimodal improvements further into Vancouver
- Additional light rail stations at Mill Plain and Clark College should be added with strict planning for future expansion in mind
- Consider expandability of the Expo Center overnight facility for future MAX capacity increases
- Seismic resilience, transit, walking, biking, and reduction in VMT should be the goals of this project, not LOS

Frankly, this project needs a complete overhaul to be much less auto-oriented and needs to not be rushed through planning just because federal dollars might dry up. I'd much rather you design a much cheaper and smaller project and have to pay for it through only state dollars than have a polluting and poorly planned project that we are stuck with for generations to come.

IBR Draft SEIS - RECORD #915 DETAIL**First Name :** Vikas**Last Name :** Arun**Attachments :** DSEIS-915_Arun_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #915 DETAIL
--

Submission Date : 10/23/2024

First Name : Vikas

Last Name : Arun

Business/Organization/Agency
:

Submission Input :

This analysis makes the flawed and consistently disproved assumption that traffic demand will not change when the number of freeway lanes is almost doubled. This analysis is used to make the claim that this project is environmentally friendly because there will be reduced emissions for reduced traffic.

It is a consistently documented fact that more lanes == more freeway usage. The net result is consistently that, within a few weeks, congestion will be back to where it normally was, but just with 5 lanes worth of cars.

For a 7.5 billion dollar investment, if our goal is to reduce the amount of congestion and the commute time between Southern WA and Northern OR, there are numerous other options. We can invest more trips between Vancouver or Kelso and Portland, similar to Sounder in WA state. Sound Transit purchased permanent rights for the S line for \$180 million, way cheaper than the proposed project.

We obviously need to upgrade this bridge for modern day seismic standards, but if we are evaluating freeway expansion, lets at least make reasonable assumptions about its usage, and pit these choices against alternate options, especially at this price tag.

IBR Draft SEIS - RECORD #916 DETAIL
--

First Name : DENISE

Last Name : LA CROIX

Attachments : DSEIS-916_LaCroix_Original.pdf (6 kb)

IBR Draft SEIS - RECORD #916 DETAIL**Submission Date :** 10/23/2024**First Name :** DENISE**Last Name :** LA CROIX**Business/Organization/Agency**
:**Submission Input :**

I'm having trouble identifying my property on these maps. I would like to know if my property is among the homes included in the list of those to be taken for the I5 project. [REDACTED]

IBR Draft SEIS - RECORD #917 DETAIL**First Name :** Seth**Last Name :** Tuttle**Attachments :** DSEIS-917_Tuttle_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #917 DETAIL
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Submission Date : 10/23/2024

First Name : Seth

Last Name : Tuttle

Business/Organization/Agency
:

Submission Input :

While I do support replacing the crossing, it is absolutely necessary, it obviously should not be replaced by such a monstrously expanded highway. But personally even more important, please do not stymie the LRT expansion by saddling it next to the highway.

Do right by Vancouver and run LRT it to its actual downtown, where people are and want to be.

IBR Draft SEIS - RECORD #918 DETAIL
--

First Name : Benjamin

Last Name : Bierman

Attachments : DSEIS-918_Bierman_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #918 DETAIL
--

Submission Date : 10/23/2024

First Name : Benjamin

Last Name : Bierman

Business/Organization/Agency :

Submission Input :

Excellent work.

I would gladly pay a toll to ensure the final bridge includes a bike and pedestrian path, ideally in the 2-level design where such traffic is separated from the roar of motor vehicles moving at highway speeds.

I frequently bike over the 205 bridge, and it's not a pleasant experience. Also, the light rail is a must, once incorporated, it will reduce traffic on the bridge and provide lower cost access to Portland for commuters.

IBR Draft SEIS - RECORD #919 DETAIL

First Name : Bridget

Last Name : Bayer

Attachments : DSEIS_919_Bayer_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #919 DETAIL
--

Submission Date : 10/24/2024

First Name : Bridget

Last Name : Bayer

Business/Organization/Agency : Bridgeton Neighborhood Association

Submission Input :

Have a public process on the bridge type selection. Hire a world class talent bridge designer to lead bridge type and design process.

IBR Draft SEIS - RECORD #920 DETAIL

First Name : Bobby

Last Name : Grube

Attachments : DSEIS_920_Grube_Original.pdf (8 kb)

IBR Draft SEIS - RECORD #920 DETAIL

Submission Date : 10/24/2024

First Name : Bobby

Last Name : Grube

Business/Organization/Agency
:

Submission Input :

The traffic on I5 is absolute dog [REDACTED] and the state should be sued for their negligence in highway improvements. absolute [REDACTED] 20 mile drive each way and it takes between 1 hour to 2 [REDACTED] hours and I am [REDACTED] sick of this [REDACTED] sue them to fix the [REDACTED] highway!

IBR Draft SEIS - RECORD #921 DETAIL
--

First Name : John

Last Name : Vincent

Attachments : DSEIS_921_Vincent_Original.pdf (2 kb)

IBR Draft SEIS - RECORD #921 DETAIL
--

Submission Date : 10/24/2024

First Name : John

Last Name : Vincent

Business/Organization/Agency :

Attachments : DSEIS_920_Grube_Original.pdf (1 kb)

Submission Input :

Hello, when is the next in-person public hearing on the ibr?

IBR Draft SEIS - RECORD #920 DETAIL**Submission Date :** 10/24/2024**First Name :** Bobby**Last Name :** Grube**Business/Organization/Agency**
:**Submission Input :**

The traffic on I5 is absolute dog shit and the state should be sued for their negligence in highway improvements. absolute bullshit. 20 mile drive each way and it takes between 1 hour to 2 fucking hours and I am fucking sick of this bullshit. sue them to fix the fucking highway!

IBR Draft SEIS - RECORD #922 DETAIL**First Name :** Bridgeton**Last Name :** Neighborhood**Attachments :** DSEIS_922_BridgetonNeighborhood_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #922 DETAIL
--

Submission Date : 10/24/2024
First Name : Bridgeton
Last Name : Neighborhood
Business/Organization/Agency :

Submission Input :

Include new signage for "North Waterfront." This area includes both sides of North Portland Harbor, (north and south sides of Hayden Island, north edge of Portland proper including Expo, East Columbia, and Bridgeton neighborhoods.

Thank you,

Bridget Bayer, Board Chair

Bridgeton Neighborhood Association <<http://www.livebridgeton.com/>>

IBR Draft SEIS - RECORD #923 DETAIL**First Name :** Bridgeton**Last Name :** Neighborhood**Attachments :** DSEIS_923_BridgetonNeighborhood_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #923 DETAIL
--

Submission Date : 10/24/2024
First Name : Bridgeton
Last Name : Neighborhood
Business/Organization/Agency :

Submission Input :

Develop a unified urban design for the area impacted by the new I-5 bridges, on both sides of North Portland Harbor, for the entire North Waterfront area.

Thank you,

Bridget Bayer, Board Chair

Bridgeton Neighborhood Association <<http://www.livebridgeton.com/>>

IBR Draft SEIS - RECORD #924 DETAIL**First Name :** Bridgeton**Last Name :** Neighborhood**Attachments :** DSEIS_924_BridgetonNeighborhood_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #924 DETAIL
--

Submission Date : 10/24/2024
First Name : Bridgeton
Last Name : Neighborhood
Business/Organization/Agency :

Submission Input :

Design of the local bridge from Mainland to Hayden Island matters. This bridge does not have a height constraint and can be a beautiful and an iconic structure.

Thank you,

Bridget Bayer, Board Chair

Bridgeton Neighborhood Association <<http://www.livebridgeton.com/>>

IBR Draft SEIS - RECORD #925 DETAIL

First Name : Bridget

Last Name : Bayer

Attachments : DSEIS_925_Bayer_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #935 DETAIL
--

Submission Date : 10/24/2024

First Name : Bridget

Last Name : Bayer

Business/Organization/Agency :

Submission Input :

Single level main bridge should have multi-use path on the same level as vehicle lanes for maximum user safety.

Thank you,

Bridget Bayer, Board Chair

Bridgeton Neighborhood Association

IBR Draft SEIS - RECORD #926 DETAIL**First Name :** Bridgeton**Last Name :** Neighborhood**Attachments :** DSEIS_926_BridgetonNeighborhood_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #926 DETAIL
--

Submission Date : 10/24/2024
First Name : Bridgeton
Last Name : Neighborhood
Business/Organization/Agency :

Submission Input :

Build MLK Jr. Blvd. under-crossing from Vancouver Ave to Hayden Meadows Dr. to make a complete intersection.

Thank you,

Bridget Bayer, Board Chair

Bridgeton Neighborhood Association <<http://www.livebridgeton.com/>>

IBR Draft SEIS - RECORD #927 DETAIL**First Name :** Bridgeton**Last Name :** Neighborhood**Attachments :** DSEIS_927_BridgetonNeighborhood_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #927 DETAIL
--

Submission Date : 10/24/2024
First Name : Bridgeton
Last Name : Neighborhood
Business/Organization/Agency :

Submission Input :

Exit 307 ramps connecting Bridgeton & East Columbia neighborhood to MLK Jr. Blvd. needs to be redesigned for a two-lane entry.

Thank you,

Bridget Bayer, Board Chair

Bridgeton Neighborhood Association <<http://www.livebridgeton.com/>>

IBR Draft SEIS - RECORD #928 DETAIL**First Name :** Bridgeton**Last Name :** Neighborhood**Attachments :** DSEIS_928_BridgetonNeighborhood_Original - Copy.pdf (1 kb)

IBR Draft SEIS - RECORD #928 DETAIL
--

Submission Date : 10/24/2024
First Name : Bridgeton
Last Name : Neighborhood
Business/Organization/Agency :

Submission Input :

Multi-use path on local bridge needs a direct connection to 40 Mile Loop Trail.

Thank you,

Bridget Bayer, Board Chair

Bridgeton Neighborhood Association <<http://www.livebridgeton.com/>>

IBR Draft SEIS - RECORD #929 DETAIL

First Name : Bridget

Last Name : Bayer

Attachments : DSEIS_929_Bayer_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #929 DETAIL
--

Submission Date : 10/24/2024

First Name : Bridget

Last Name : Bayer

Business/Organization/Agency :

Submission Input :

Light Rail bridge from Expo to Hayden Island needs a pedestrian corridor on it for direct connect to proposed sports center at Expo.

IBR Draft SEIS - RECORD #930 DETAIL

First Name : Bridget

Last Name : Bayer

Attachments : DSEIS_930_Bayer_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #930 DETAIL
--

Submission Date : 10/24/2024

First Name : Bridget

Last Name : Bayer

Business/Organization/Agency :

Submission Input :

Increase tourism: Local bridge needs wide sidewalk and belvederes on the east side for pedestrians & bikers to appreciate the views of North Portland Harbor and Mt Hood.

IBR Draft SEIS - RECORD #931 DETAIL

First Name : Bridget

Last Name : Bayer

Attachments : DSEIS_931_Bayer_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #931 DETAIL
--

Submission Date : 10/24/2024

First Name : Bridget

Last Name : Bayer

Business/Organization/Agency
:

Submission Input :

Connect the Vancouver loop ramps from multi-use path to the elevators provided for light rail station so there are many options for people to go up and down.

IBR Draft SEIS - RECORD #932 DETAIL

First Name : Bridget

Last Name : Bayer

Attachments : DSEIS_932_Bayer_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #932 DETAIL
--

Submission Date : 10/24/2024

First Name : Bridget

Last Name : Bayer

Business/Organization/Agency :

Submission Input :

High loop bike ramps on Vancouver side need to be redesigned. Need protection from bikes descending ramps too fast. Add rest spaces to ascend ramps.

If stack bridge option is selected, then lower multi-use path needs to be regularly patrolled by police for user safety and to stop people from camping on lower deck of bridge.

IBR Draft SEIS - RECORD #933 DETAIL

First Name : Bridget

Last Name : Bayer

Attachments : DSEIS_933_Bayer_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #933 DETAIL
--

Submission Date : 10/24/2024

First Name : Bridget

Last Name : Bayer

Business/Organization/Agency :

Submission Input :

No lift span on new main bridge.

Thank you,

Board Chair

Bridgeton Neighborhood Association <<http://www.livebridgeton.com/>>

IBR Draft SEIS - RECORD #934 DETAIL

First Name : Bridget

Last Name : Bayer

Attachments : DSEIS_934_Bayer_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #934 DETAIL
--

Submission Date : 10/24/2024

First Name : Bridget

Last Name : Bayer

Business/Organization/Agency :

Submission Input :

If stack bridge option is selected, then lower multi-use path needs to be regularly patrolled by police for user safety and to stop people from camping on lower deck of bridge.

Thank you,

IBR Draft SEIS - RECORD #935 DETAIL

First Name : Bridget

Last Name : Bayer

Attachments : DSEIS_935_Bayer_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #935 DETAIL
--

Submission Date : 10/24/2024

First Name : Bridget

Last Name : Bayer

Business/Organization/Agency :

Submission Input :

Single level main bridge should have multi-use path on the same level as vehicle lanes for maximum user safety.

Thank you,

Bridget Bayer, Board Chair

Bridgeton Neighborhood Association

IBR Draft SEIS - RECORD #936 DETAIL**First Name :** Lynn**Last Name :** Simpson**Attachments :** DSEIS_936_Simpson_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #936 DETAIL**Submission Date :** 10/24/2024**First Name :** Lynn**Last Name :** Simpson**Business/Organization/Agency**
:**Submission Input :**

I live and work in the greater Longview area. If there is a toll on the new bridge, I will avoid it whenever I can and will take I-205 or the Rainier bridge. Seems likely that tolls will cause excessive traffic on I-205. I don't want the west coast to be like the east coast with all the toll roads and bridges.

IBR Draft SEIS - RECORD #937 DETAIL	
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First Name :	Michael
---------------------	---------

Last Name :	Broadway
--------------------	----------

Attachments :	DSEIS_937_Broadway_Original.pdf (1 kb)
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IBR Draft SEIS - RECORD #937 DETAIL

Submission Date : 10/24/2024
First Name : Michael
Last Name : Broadway
Business/Organization/Agency : Always Better Services LLC

Submission Input :

Hi , i ve read plans, Concerns, scope, but I just wanted to add my thought on traffic, congestion and location... so my thoughts are, and maybe you've thought about this too, but in my opinion, the best, most practical location to add a bridge or new bridge, would be to connect 181st Ave across the river to wasgougal,wa. Given thought into this, pilings would be perfect to settle across, no underwater lines, the current road and infrastructure is kinda already set up for it.. you got the width no problem, then it connect to I 84, and SR 14 with ease.... just wanted to make sure this idea gets heard if not already considered. Thank you for allowing us to comment. Don't hesitate to call with comments or questions. Thanks- Mike

IBR Draft SEIS - RECORD #938 DETAIL**First Name :** Katherine**Last Name :** Bax Michalakakis**Attachments :** DSEIS-938_Bax Michalakakis_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #938 DETAIL
--

Submission Date : 10/24/2024
First Name : Katherine
Last Name : Bax Michalakakis
Business/Organization/Agency :

Submission Input :

The Interstate Bridge project as currently envisioned justifies an immense highway expansion project with outdated and incorrect assumptions about vehicle emissions, and fails almost entirely to address the concerns about induced demand. I am not a frequent user of the corridor between Portland and Vancouver, but my taxes have gone in part to funding this. The solutions presented by this EIS disappoint me and do not inspire confidence in the two states' DOTs' commitment to addressing congestion and emissions, especially in light the comments made by their own staff and leadership.

IBR Draft SEIS - RECORD #939 DETAIL**First Name :** Bridget**Last Name :** Bayer**Attachments :** DSEIS-938_BridgetonNeiborhood_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #939 DETAIL
--

Submission Date : 10/24/2024
First Name : Bridgeton
Last Name : Neighborhood
Business/Organization/Agency :

Submission Input :

Include a redesigned intersection at NE 6th Street and Marine Drive to handle vehicles accessing I-5 north & south ramps.

Thank you,

Bridget Bayer, Board Chair

Bridgeton Neighborhood Association <<http://www.livebridgeton.com/>>

IBR Draft SEIS - RECORD #940 DETAIL**First Name :** N/A**Last Name :** N/A**Attachments :** DSEIS-940_NA_Original.pdf (2 kb)
grasshopper_Unknown_10_23_2024_224694583.mp3 (472 kb)

IBR Draft SEIS - RECORD #940 DETAIL**Submission Date :** 10/23/2024**First Name :** N/A**Last Name :** N/A**Business/Organization/Agency :****Submission Input :**

New Grasshopper Voicemail

Caller: Unknown

Extension: 701 - SEIS - English Translation

Grasshopper #: (866) 427-7347

Timestamp: 10/23/2024 6:46:36 PM Eastern Daylight Time

Read Your Voicemail" Yeah, I see that a speaker, Brian Stebbins, I don't know what he does in the project, but he is going to be Thursday at the Vancouver Heights Neighborhood Association in Vancouver to give updates on the Interstate Bridge Replacement Program. And I have looked over the stuff on the computer, the draft, and I guess all I've got to say is it seems like there's a lot of big holes to drive through, like the Coast Guard stuff. And my personal feeling is, what was it, 20 years ago? Wasted \$200 million, and here we are again, and I don't think it'll ever be built. I know it won't be built in my lifetime, so I guess that's just what I wanted to leave was, and you figure out what the holes are, you know what they are. Like the Coast Guard approval, They wanted higher, the light rail, the people have voted several times, don't want light rail coming here and from the way it appears to be built, it's going to come in up above, I don't know, but I'll never ride it. So, and I'll probably never see it because I had read in the paper several weeks ago that we're going to start building on it on in 2025."

Play this voicemail on your mobile phone or online

Sign in to your account

Find us on Twitter & Facebook

Love Grasshopper? Tell a Friend & spread the word!

IBR Draft SEIS - RECORD #943 DETAIL**First Name :** Michelle**Last Name :** Smith**Attachments :** DSEIS-943_Smith_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #943 DETAIL
--

Submission Date : 10/24/2024

First Name : Michelle

Last Name : Smith

Business/Organization/Agency
:

Submission Input :

The proposed tolls will unfairly burden workers in SW who must work in Oregon. There are not employment opportunities in Washington nor are the housing opportunities in Oregon viable for many people to live/survive/sustain on. The limits for tolls should be re-evaluated and reduced to accommodate low income workers who are already food or shelter insecure.

IBR Draft SEIS - RECORD #944 DETAIL

First Name : Chris

Last Name : Smith

Attachments : DSEIS-944_Smith_Original.pdf (240 kb)

IBR Draft SEIS - RECORD #944 DETAIL

Submission Date : 10/24/2024

First Name : Chris

Last Name : Smith

Business/Organization/Agency : Just Crossing Alliance

Attachments : Just-Crossing-Alliance-Traffic-Modeling-Press-Release.pdf (231 kb)

Submission Input :

First Name:

Chris

Last Name:

Smith

Business or Organization:

Just Crossing Alliance

Email:

[REDACTED]

Phone:

[REDACTED]

City:

[REDACTED]

US States:

[REDACTED]

Zip:

[REDACTED]

Topic Area:

Transportation

Comment:

Please see attached the press release with Just Crossing Alliance member reactions to problems with traffic modeling documented in our prior comment #134

Attachment (maximum one):

Just-Crossing-Alliance-Traffic-Modeling-Press-Release.pdf

JCA comment #: 135



Press Release and Press Conference

**Embargoed until 3pm on
Wednesday, October 23rd,
2024**

Media Contact:
Je Amaechi
JCA Organizer
Je@justcrossing.org
971-227-5092

Independent Review of IBR Traffic Modeling Questions Analysis of Congestion Points and Comparative Impacts of Build vs. No-build Scenarios

Portland OR / Vancouver WA:

The Just Crossing Alliance (JCA) has commissioned national traffic modeling expert Norman Marshall to conduct an independent review of the traffic modeling for the Interstate Bridge Replacement project, using data from the Draft Supplemental Environmental Impact Statement (DSEIS) as well as public data and data obtained via public records requests.

Mr. Marshall will present his findings and be available for questions at a virtual press conference at **2pm on October 23rd**. Zoom access is available to media at

<https://us02web.zoom.us/j/88316438985?pwd=xvburpke3SYPadQ3kd0NarMfxaVhBv.1>

Meeting ID: 883 1643 8985

Passcode: 505317

The report is attached (embargoed until 3pm on October 23rd).

Top line findings include:

- Analysis of existing traffic data clearly shows that the Interstate Bridge is not the I-5 bottleneck. Rather, I-5 has two separate bottlenecks, at N. Lombard for AM (southbound) traffic and at N. Victory Boulevard for PM (northbound) traffic.
- Widening the bridge would do nothing to improve I-5 congestion and could make it worse, because expanded bridge capacity will funnel even more traffic into these actual, unresolved bottlenecks.
- The regional model grossly exaggerates future traffic growth because it uses an outdated “static traffic assignment” methodology that ignores the metering effects of sequential bottlenecks. The DSEIS modeling is useless for understanding future traffic conditions because it overstates future traffic growth and fails to account for capacity limitations.
- The existing I-5 freeway could carry much higher vehicle throughput at much higher speeds without widening if oversaturated flow could be prevented through more effective ramp metering and/or tolling. Existing I-5 ramp meters are poorly calibrated and do nothing to prevent the regular “hyper-congestion” that causes slow speeds and low traffic throughput on I-5.

Implementing system-wide tolling on I-5 would actually address the I-5 congestion that the IBR project falsely claims to address. ODOT’s Regional Mobility Pricing Project analysis found that system-wide tolling would improve speeds, and increase throughput.

JCA members reacted to the analysis:

Joe Cortright of City Observatory: “Marshall’s analysis shows that the DSEIS relies on an unrealistic “lemmings” model of traffic that creates the false impression that traffic will continually increase whether the roadway is expanded or not. These exaggerated forecasts are used to paint a false picture of future congestion, and to conceal the negative environmental effects of freeway expansion. And because the IBR doesn’t fix the real bottleneck--which is south of the project area--it will only make congestion worse.”

Joseph Stenger of MCAT (Mobilizing Climate Action Together): “The DSEIS attempts to portray the project as roughly carbon neutral. With over-inflated no-build numbers it’s clear this is not a valid claim.”

Nakisha Nathan, co-Director of Neighbors for Clean Air: “The air quality and health impacts of this project are directly related to the level of traffic. We need accurate data to confidently assess these impacts..”

Chris Smith, co-founder of the No More Freeways campaign: “The DSEIS shows increased travel time for express buses in the Modified Locally Preferred Alternative (MLPA). That was a tip-off that something didn’t make sense in the congestion reduction claims. Now we have some insight into why. The problem isn’t even Rose Quarter (which the IBR modeling assumes will be built), it’s the area between IBR and Rose Quarter. We can’t continue to pursue this model of managing mobility unless we’re committed to continuous freeway expansion forever.”

Sarah Iannarone, Executive Director of The Street Trust: “In HB2017, the Oregon Legislature asked us to look into using congestion pricing in this corridor. This report shows why we need to start managing traffic with congestion pricing and more frequent transit options as soon as possible, and definitely before adding more lanes for cars.”

Mr. Marshall is president of Smart Mobility, a consulting firm based in Thetford Center, Vermont founded in 2001 that offers advanced transportation modeling and planning services. We have worked on significant modeling projects throughout the United States including being the prime contractor with a \$250,000 project with the California Air Resources Board to review advanced travel demand models and land use models.

Mr. Marshall specializes in analyzing the relationships between the built environment and travel behavior and doing planning that coordinates multi-modal transportation with land use and community needs. He has managed transportation projects in over 30 U.S. states including projects for the U.S. government, state transportation departments, Metropolitan Planning Organizations, cities, and public interest groups. Areas where Mr. Marshall’s travel demand modeling expertise is nationally recognized include Dynamic Traffic Assignment (“DTA”) accounting for induced travel, and modeling non-motorized trips.

Mr. Marshall has presented his innovative modeling work at many national conferences, including the Transportation Research Board’s Planning Applications conferences in Portland (2019) and Raleigh (2017) and the Transportation Research

Board's Tools of the Trade Conference for Transportation Planning in Small and Medium-Sized Communities in Kansas City (2018).

The Just Crossing Alliance comprises 36 environmental, land use, transportation and environmental justice organizations seeking the most equitable and sustainable outcomes possible from the IBR project. To learn more about the Just Crossing Alliance, please visit justcrossing.org

IBR Draft SEIS - RECORD #945 DETAIL**First Name :** Chris**Last Name :** Smith**Attachments :** DSEIS-945_Smith_Original.pdf (2 mb)

IBR Draft SEIS - RECORD #945 DETAIL

Submission Date : 10/24/2024

First Name : Chris

Last Name : Smith

Business/Organization/Agency : Just Crossing Alliance

Attachments : Marshall_SDEIS_Modeling_Review_October2024.pdf (2 mb)

Submission Input :

First Name:

Chris

Last Name:

Smith

Business or Organization:

Just Crossing Alliance

Email:

[REDACTED]

Phone:

[REDACTED]

City:

[REDACTED]

US States:

[REDACTED]

Zip:

[REDACTED]

Topic Area:

Transportation

Comment:

Attached is the independent review of IBR Traffic Modeling conducted by Norman Marshall of Smart Mobility.

Two critical findings:

- No build traffic is grossly overestimated, beyond the physical capacity of the roadway (the same error is seen in the CRC modeling)
- The actual critical bottlenecks in the corridor are south of the project area. While there are hints of this in the DSEIS (express bus delay for example), this is obscured by measure auto travel times between freeways rather than actual trip origins/destinations.

IBR should re-do it's modeling, including using the 2023 RTP and the Regional Mobility Pricing Project and careful study of Induced Demand in order to accurately portray differences between the no-build and build scenarios.

Attachment (maximum one):

Marshall_SDEIS_Modeling_Review_October2024.pdf

JCA comment #: 134

Review of Interstate Bridge Replacement Project Draft Supplemental Environmental Impact Statement (“DSEIS”)

Prepared by Norman Marshall, President Smart Mobility, Inc.

October 2024



Executive Summary

I have reviewed the Interstate Bridge Replacement Project Draft Supplemental Environmental Impact Statement (“DSEIS”). I make the following findings:

- 1) Analysis of existing traffic data clearly shows that the Interstate Bridge is not the I-5 bottleneck. Rather, I-5 has two separate bottlenecks, at N. Lombard for a.m. (southbound) traffic and at N. Victory Boulevard for p.m. (northbound) traffic.
 - a. In the morning peak period, southbound bridge congestion is caused by traffic spillback from significantly more congested I-5 segments to the south centered on N. Lombard.
 - b. In the afternoon peak period, extreme I-5 northbound congestion south of N. Marine Drive, centered at Victory Boulevard causes the bridge to operate in an intermediate queue discharge condition as traffic flow begins to return to normal flow conditions that are achieved just north of the bridge.
- 2) Widening the bridge would do nothing to improve I-5 congestion and could make it worse, because expanded bridge capacity will funnel even more traffic into the actual, unresolved bottlenecks.
- 3) The DSEIS relies on invalid traffic forecast metrics derived from a series of two classes of traffic models:
 - a. The regional model grossly exaggerates future traffic growth because it uses an outdated “static traffic assignment” methodology that ignores the metering effects of sequential bottlenecks.
 - b. The more detailed VISSIM microsimulation operations models used to create “heat maps” of congestion rely directly on exaggerated forecasts from the regional model and translate them into unrealistic travel speed and travel time estimates, i.e. “garbage in – garbage out.”
- 4) The DSEIS modeling is useless for understanding future traffic conditions because it overstates future traffic growth and fails to account for capacity limitations.
- 5) Transit investments could help address I-5 congestion, but the SDEIS models are not reliable in evaluating transit alternatives.
- 6) The I-5 corridor could carry much higher vehicle throughput at much higher speeds without widening if oversaturated flow could be prevented through more effective ramp metering and/or tolling. Existing I-5 ramp meters are poorly calibrated and do nothing to prevent the regular “hyper-congestion” that causes slow speeds and low traffic throughput on I-5.
- 7) The existing ramp metering system should be audited to determine why it is functioning so poorly, and operations should be improved. Better ramp timing could improve freeway traffic flow and reduce waiting lines at ramp signals, producing a win-win at low cost.
- 8) Implementing system-wide tolling on I-5 would actually would address the I-5 congestion that the IBR project falsely claims to address. ODOT’s Regional Mobility Pricing Project analysis (September 11, 2023) found that system-wide tolling would improve speeds, and increase throughput.

Smart Mobility, Inc.

Smart Mobility is a consulting firm based in Thetford Center, Vermont founded in 2001 that offers advanced transportation modeling and planning services. We have worked on significant modeling projects throughout the United States including being the prime contractor with a \$250,000 project with the California Air Resources Board to review advanced travel demand models and land use models.

Norman Marshall, President, specializes in analyzing the relationships between the built environment and travel behavior and doing planning that coordinates multi-modal transportation with land use and community needs. He has managed transportation projects in over 30 U.S. states including projects for the U.S. government, state transportation departments, Metropolitan Planning Organizations, cities, and public interest groups. Areas where Mr. Marshall's travel demand modeling expertise is nationally recognized include Dynamic Traffic Assignment ("DTA") accounting for induced travel, and modeling non-motorized trips.

Mr. Marshall has presented his innovative modeling work at many national conferences, including the Transportation Research Board's Planning Applications conferences in Portland (2019) and Raleigh (2017) and the Transportation Research Board's Tools of the Trade Conference for Transportation Planning in Small and Medium-Sized Communities in Kansas City (2018).

The DSEIS Traffic Analysis Misrepresents Present Traffic Conditions

When stuck in traffic, it is natural to think that the traffic throughput is very high. However, that is not the case. The *Highway Capacity Manual* (“HCM”) describes three different operations regimes. The highest speed and the highest throughput are achieved together in undersaturated flow conditions. In *oversaturated* (congested) conditions, both speed and traffic throughput are significantly lower. The third regime, *queue discharge flow*, is a transitional stage when traffic flow gradually returns from oversaturated to undersaturated flow conditions. The HCM descriptions of the three traffic flow regimes are:

- 1) Undersaturated Flow – Traffic flow during an analysis period (e.g. 15 min) is specified as undersaturated when the following conditions are satisfied: (1) the arrival flow rate is lower than the capacity of a point or segment, (b) no residual queue remains from a prior breakdown of the facility, and (c) traffic flow is unaffected by downstream conditions.

Uninterrupted-flow facilities operating in a state of undersaturated flow will typically have travel speeds within 10% to 20% of the facility’s free-flow speed, even at high flow rates, under base conditions (e.g., level grades, standard lane widths, good weather, no incidents). Furthermore, no queues would be expected to develop on the facility.

- 2) Oversaturated Flow – Traffic flow during an analysis period is characterized as *oversaturated* when any of the following conditions is satisfied: (a) the arrival flow rate exceeds the capacity of a point or segment, (b) a queue created from a prior breakdown of a facility has not yet dissipated, or (c) traffic flow is affected by downstream conditions.

On uninterrupted-flow facilities, oversaturated conditions result from a bottleneck on the facility. During periods of oversaturation, queues form and extend backward from the bottleneck point. Traffic speeds and flows drop significantly as a result of turbulence, and they can vary considerably, depending on the severity of the bottleneck. . . . On freeways, vehicles move slowly through a queue, with periods of stopping and movement. Even after the demand at the back of the queue drops, some time is required for the queue to dissipate because vehicles discharge from the queue at a slower rate than they do under free-flow conditions. Oversaturated conditions persist within the queue until the queue dissipates completely after a period of time during which demand flows are less than the capacity of the bottleneck.

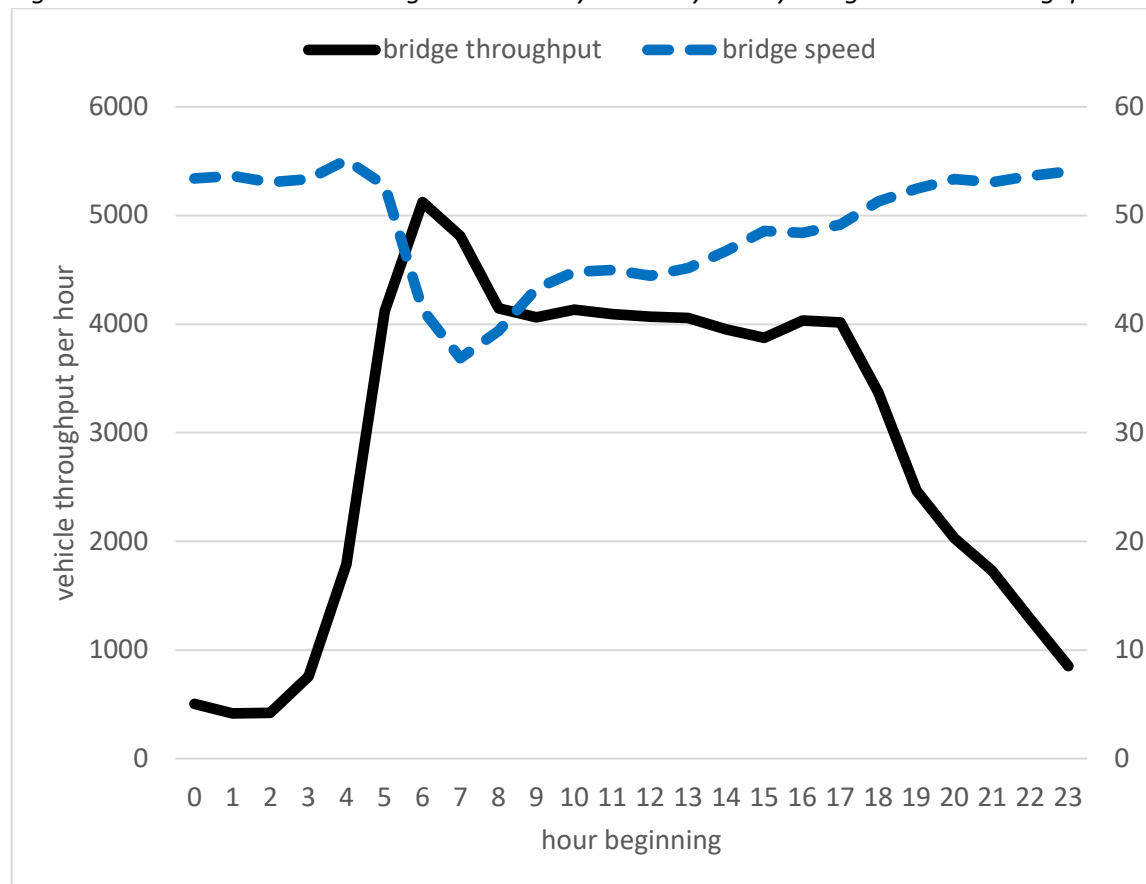
- 3) Queue Discharge Flow – Queue discharge flow represents traffic flow that has just passed through a bottleneck and, in the absence of another bottleneck downstream, is accelerating back to the facility’s free-flow speed. Queue discharge flow is characterized by relatively stable flow as long as the effects of another bottleneck downstream are not present.

On freeways, this flow type is typically characterized by speeds ranging from 35 mi/h up to the free-flow speed of the freeway segment. Lower speeds are typically observed just downstream of the bottleneck. Depending on horizontal and vertical alignments, queue discharge flow usually accelerates back to the facility’s free-flow speed within 0.5 to 1 mi. downstream of the

bottleneck. The queue discharge flow rate from the bottleneck is lower than the maximum flows observed before the breakdown.¹

Understanding I-5 traffic congestion requires understanding the three traffic flow regimes. Figure 1 shows average non-holiday weekday hourly vehicle throughput and speed for the southbound bridge based on data from all 2023 non-holiday weekdays.

Figure 1: 2023 Southbound Average Non-Holiday Weekday Hourly Bridge Vehicle Throughput and Speed²



The time periods for the different traffic flow regimes are:

- Undersaturated flow – 6 p.m. – 5 a.m. (hours beginning 0-4 and 18-23)
- Saturated flow – 5 a.m. – 5 p.m. (hours beginning 5-16)
- Queue discharge flow – 5 p.m. – 6 p.m. (hour beginning 17)

¹ Transportation Research Board. Highway Capacity Manual, 7th Edition, 2022, p. 2-14 – 2-15.

² Vehicle throughput from ODOT automatic traffic recorder; speed from Regional Integrated Transportation Information System (RITIS).

Note that these the traffic patterns in these periods match the descriptions in the HCM.

- Undersaturated flow – Throughput is higher at the end of the undersaturated flow period (hours 6 and 7) than at any other time of the day
- Saturated flow – as the HCM states: “Traffic speeds and flows drop significantly.”
- Queue discharge flow –. as HCM states: The queue discharge flow rate from the bottleneck is lower than the maximum flows observed before the breakdown.”

The key planning question is: what is the cause of the “breakdown” to oversaturated flow conditions?

The HCM identifies three possibilities:

- a) the arrival flow rate exceeds the capacity of a point or segment,
- b) a queue created from a prior breakdown of a facility has not yet dissipated, or
- c) traffic flow is affected by downstream conditions.

Capacity (a) is not the issue here. This question is addressed in more detail in a subsequent section. Prior breakdown (b) relates primarily to incidents including crashes, and these would have only a minor affect on the annual averages. Southbound morning congested (saturated flow) conditions result from downstream bottleneck conditions.

Figure 2 shows that I-5 southbound downstream of the bridge is much more congested than the bridge during the peak morning hours. The slowest a.m. Southbound speeds are reported from N. Victory Boulevard to N. Lombard, areas well south of the Interstate Bridge.

Figure 2: 2023 Non-Holiday Weekday Average Southbound Speed – 7-8 a.m. and 8-9 a.m. -
The Bottleneck is North of North Lombard Street



In Figure 2, the slowest speed/most congested segment is the 19 mph section shown in purple in the 8-9 a.m. hour which is north of North Lombard Street. Figure 3 adds the speeds for this bottleneck section to the data included in Figure 1.

Figure 3: 2023 Southbound Average Non-Holiday Weekday Hourly Bridge Vehicle Throughput and Speed and Speed at Bottleneck North of North Lombard St.³

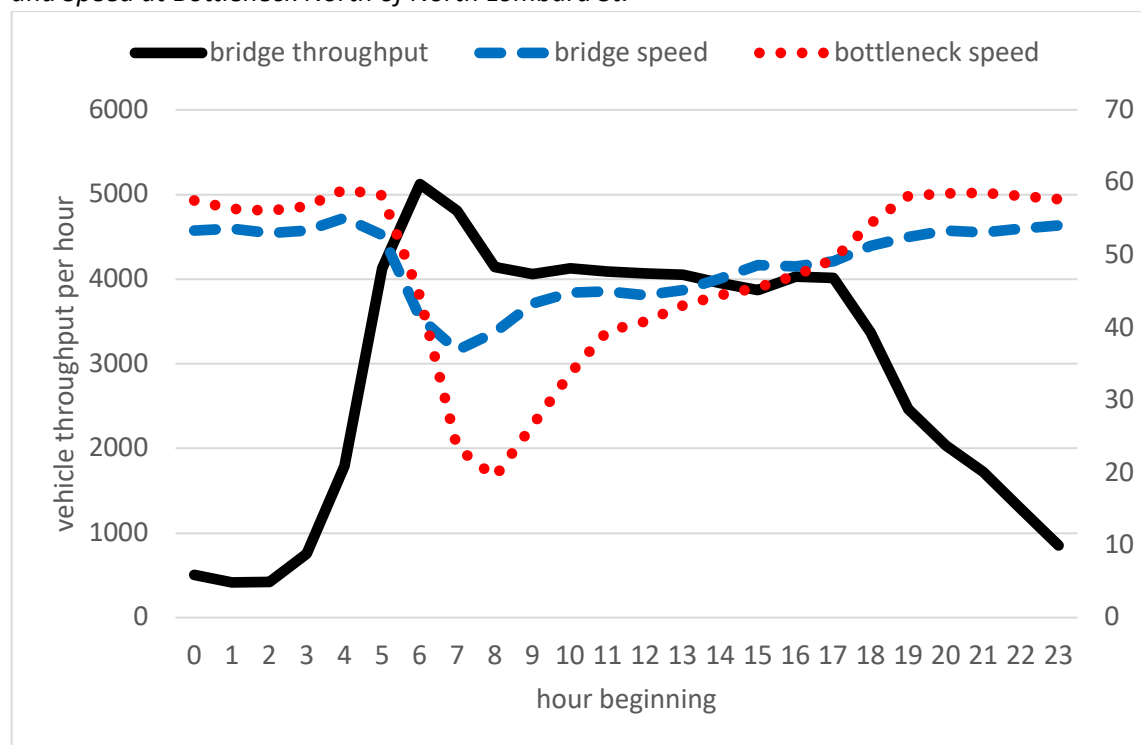


Figure 3 shows the same diurnal pattern of traffic flow regimes at the bottleneck location as on the bridge:

- Undersaturated flow – 6 p.m. – 5 a.m. (hours beginning 0-4 and 18-23)
- Saturated flow – 5 a.m. – 5 p.m. (hours beginning 5-16)
- Queue discharge flow – 5 p.m. – 6 p.m. (hour beginning 17)

However, the speed at the N. Lombard bottleneck is much lower than on the bridge. As is discussed below, this lower speed also indicates lower throughput than on the bridge. This lower throughput represents a temporary capacity constraint that limits upstream I-5 traffic throughput, including the southbound bridge. Reiterating the description in the HCM: “During periods of oversaturation, queues form and extend backward from the bottleneck point.” This is why the southbound bridge is congested in the morning, queues are extending backward from the N. Lombard bottleneck point.

Widening the bridge would not increase either speed or vehicle throughput in the study area because throughput is metered by the downstream bottleneck at N. Lombard.

³ The RITIS data that is the source for the speed data also includes throughput estimates. However, these throughput numbers are estimates based on a sample of vehicle, and are less reliable than the speed data. Therefore, I am only using throughput data from the ODOT and WSDOT automatic traffic recorders.

As shown in Figure 4, p.m. peak northbound congestion in the I-5 corridor is significantly worse than southbound congestion, but the extreme congestion is south of the bridge. The worst segment is near the N. Victory Boulevard exist, just south of N. Marine Drive.

Figure 4: 2023 Non-Holiday Weekday Average Northbound Speed – 3-4 p.m. and 4-5 p.m.

The Bottleneck is near the N. Victory Boulevard exist, just south of N. Marine Drive

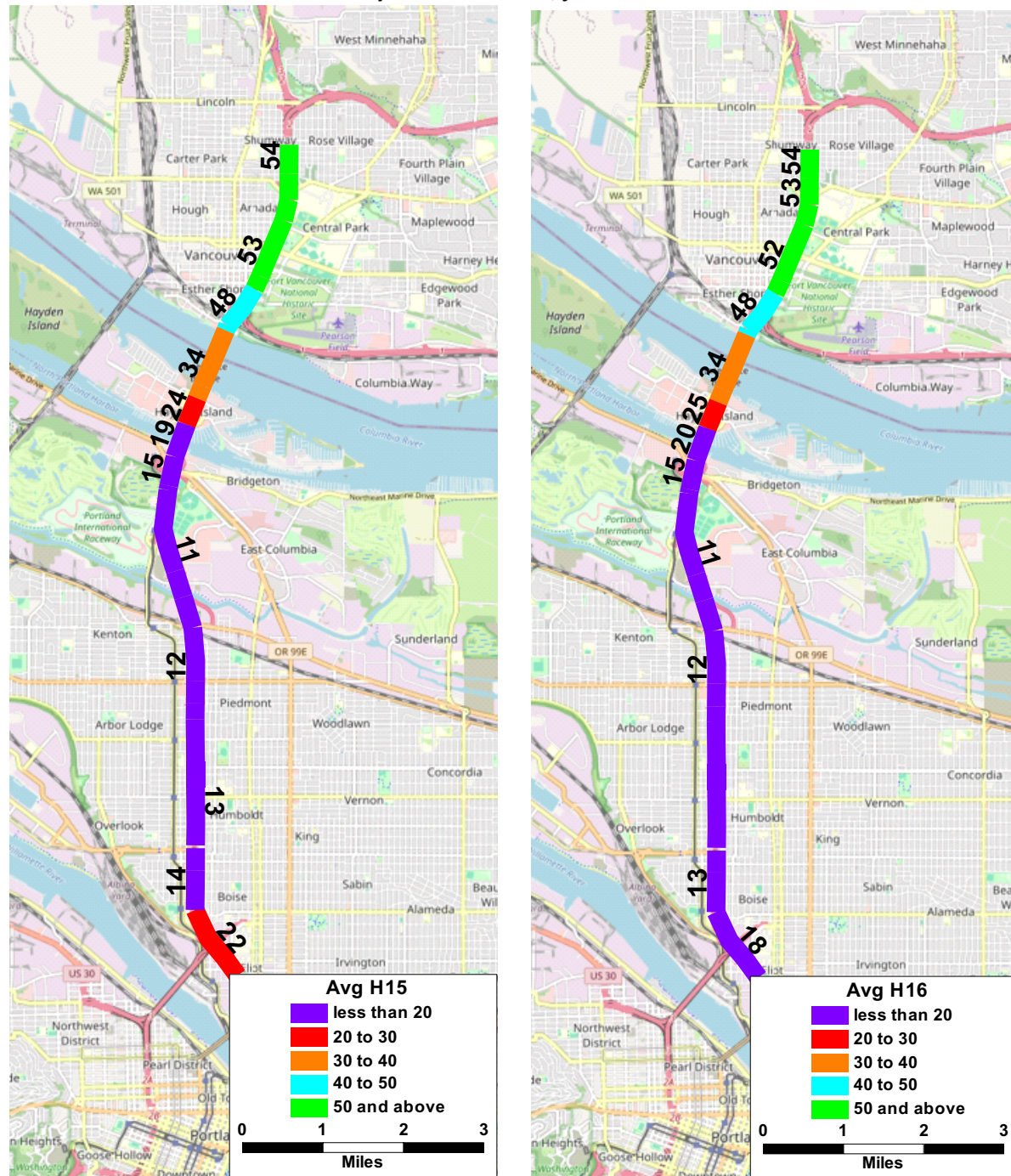
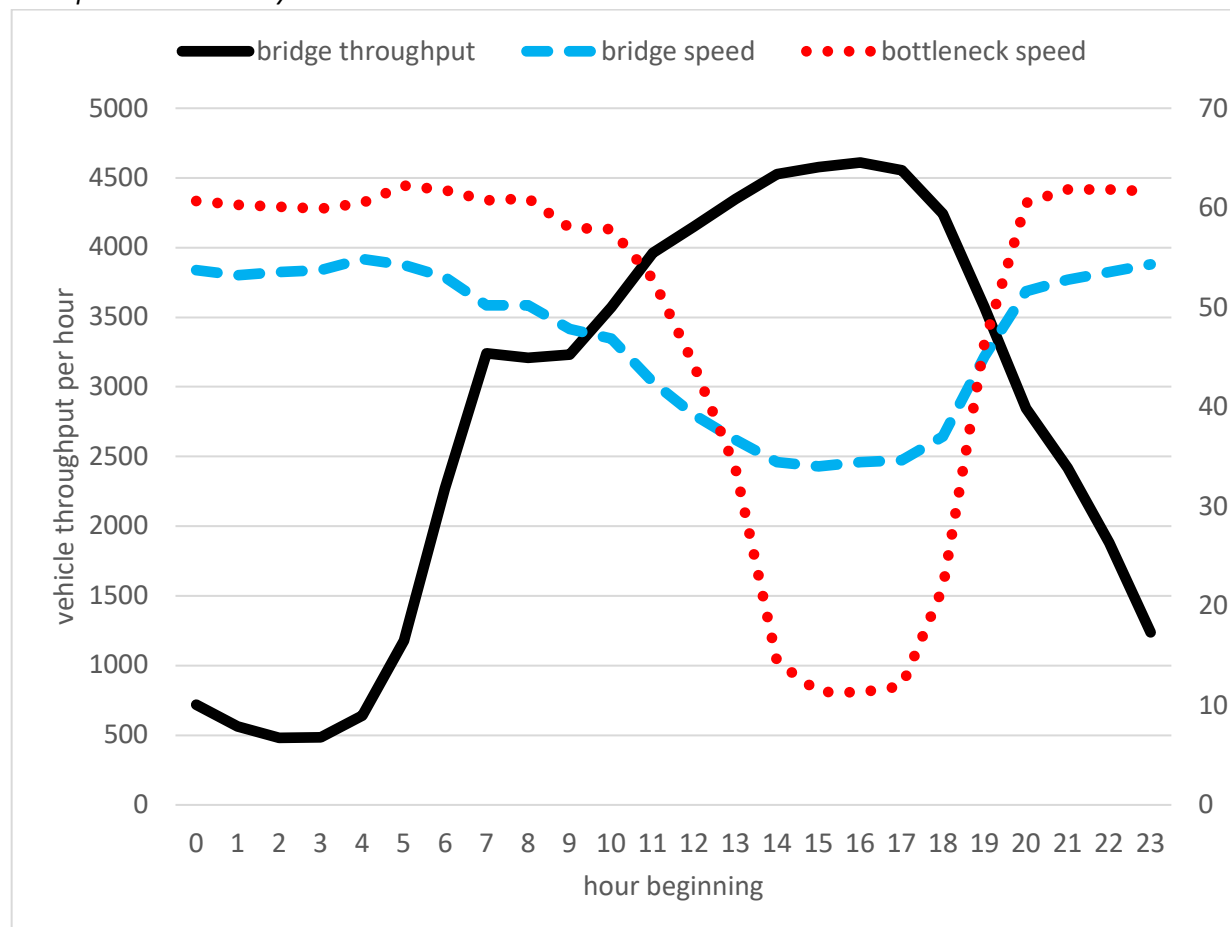


Figure 5 shows average non-holiday weekday hourly vehicle throughput and speed for the northbound bridge and the speed at the bottleneck at N. Victory Boulevard.

Figure 5: 2023 Southbound Average Non-Holiday Weekday Hourly Bridge Vehicle Throughput and Speed and Speed at N. Victory Boulevard Bottleneck



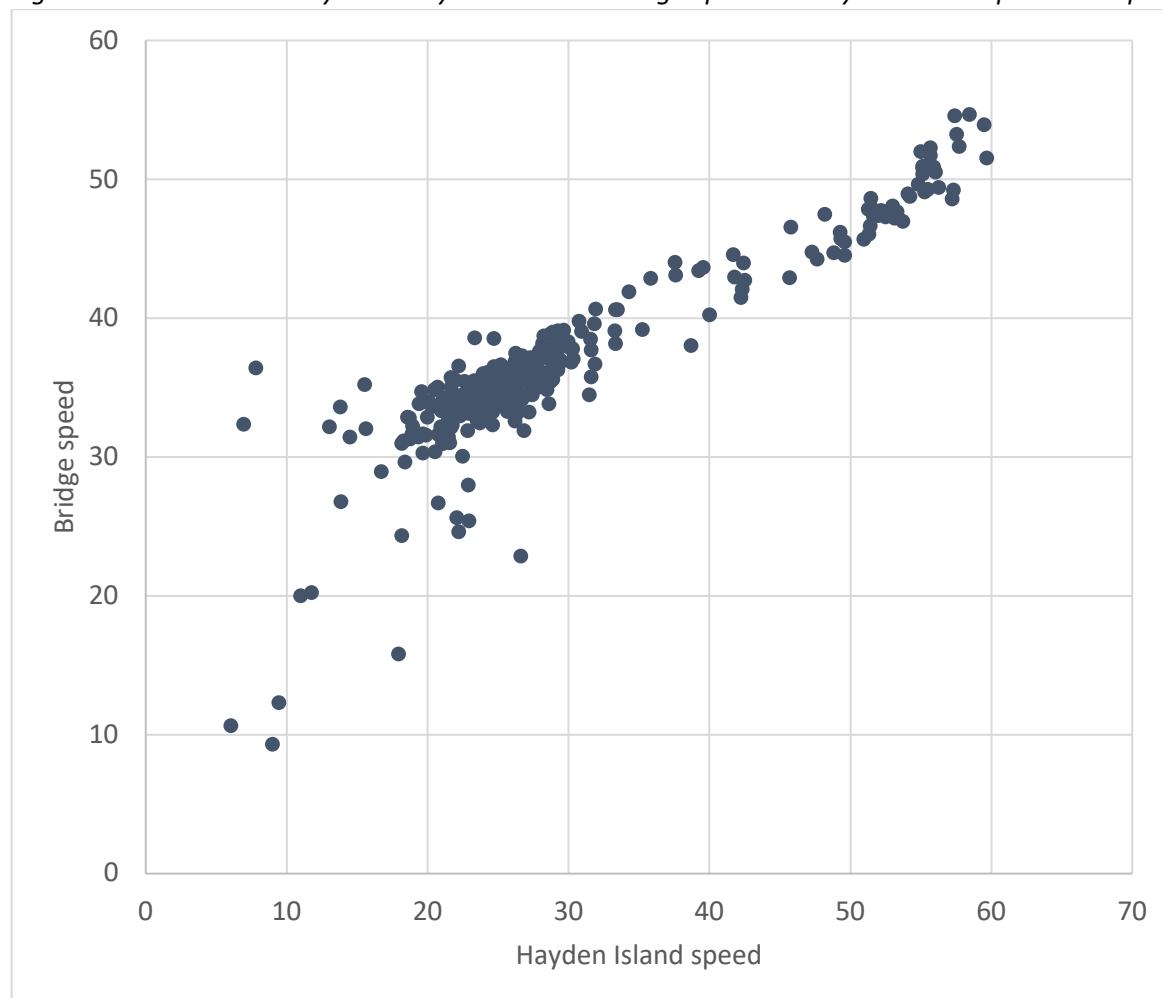
Focused first on the speeds at the N. Victory Boulevard bottleneck, the three traffic flow regimes are clearly visible:

- Undersaturated flow – 8 p.m. – 9 a.m. (hours beginning 0-8 and 20-23)
- Saturated flow – 9 a.m. – 6 p.m. (hours beginning 9-17)
- Queue discharge flow – 6 p.m. – 8 p.m. (hours beginning 18-19)

While the N. Victory Boulevard bottleneck experiences oversaturated flow, the Interstate Bridge does not appear to have significant oversaturated flow periods. Instead, there is a long period of queue discharge flow during which traffic flow recovers from speeds as low as 11 mph at the bottleneck to 34 mph over the approximately one mile distance between the N. Victory Boulevard bottleneck and the bridge, and then to 48 mph just north of the bridge in both the 4-5 p.m. and 5-6 p.m. hours.

The afternoon northbound queue discharge flow regime begins on Hayden Island. Figure 6 graphs data from Hayden Island and the bridge together for individual afternoon peak period hours. It shows the northbound speed on the bridge in the afternoon peak period is about 10 mph faster than the upstream road segment on Hayden Island.

Figure 6: 2023 Non-Holiday Weekday Northbound Bridge Speed vs. Hayden Island Speed – 3-4 p.m.

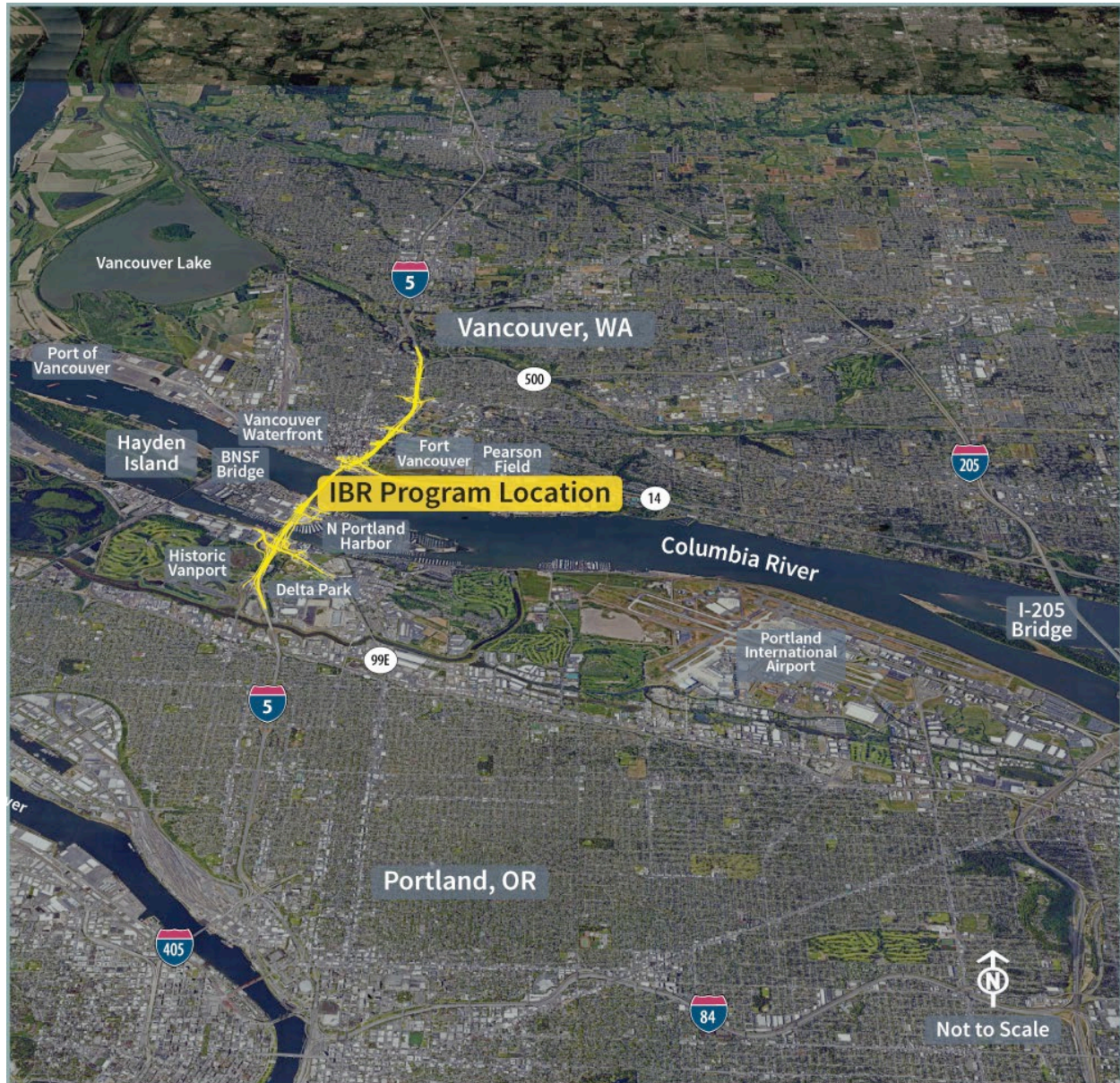


The largest cluster of data points in Figure 6 is for hours where the Hayden Island speed is between 20 mph and 30 mph, and the bridge speed is 10 mph higher, i.e., between 30 mph and 40 mph. The increase in speed on the bridge is even greater than 10 mph because vehicles are accelerating from the slower start on Hayden Island. As shown in Figure 4 above, the average speed on the first Washington segment is 14 mph faster than the average bridge speed. This suggests that the speed increase on the bridge from beginning to end is over 20 mph. The bridge is not the bottleneck; it is the road segment after a series of bottlenecks where better traffic flow resumes. This is consistent with the HCM description of queue discharge flow which states: “queue discharge flow usually accelerates back to the facility’s free-flow speed within 0.5 to 1 mi. downstream of the bottleneck.”

Widening the bridge could speed up this queue discharge process slightly by letting vehicles spread out over more lanes, but it would not increase vehicle throughput because vehicle throughput on the bridge is metered by the upstream bottleneck at N. Victory Boulevard.

The DSEIS takes a myopic view of the project as shown in DSEIS Figure 1-1 reproduced here as Figure 7. This myopic view apparently prevents a full understanding of traffic flow in the larger I-5 corridor.

Figure 7: DSEIS Figure 1-1 Program Vicinity (DSEIS p. 1-2)



Regarding p.m. northbound congestion in the study area, the DSEIS states:

In the northbound direction, the main bottleneck originates at the Interstate Bridge and lasts for 8.75 hours between 11:15 a.m. and 8 p.m. The congestion extends south from the Interstate Bridge and influences traffic flows south of the study area, back to I-405 and I-84. (DSEIS p. 3.1-7)

This is simply wrong. As demonstrated above, the bottleneck does not originate at the Interstate Bridge. It ends about a mile south of the bridge, just past the N. Victory Boulevard bottleneck. Queue discharge flow conditions are present on the bridge due to the extreme upstream congestion, but the queue discharge is mostly completed by the north end of the bridge.

The DSEIS fundamentally misrepresents existing northbound traffic conditions in the I-5 corridor and, in doing so, creates an erroneous “need” for the project.

The DSEIS also misrepresents a.m. southbound congestion when it states:

In the southbound direction, the Interstate Bridge experiences 3 hours of congestion between 6 and 9 a.m. . . The congestion is caused by approaching traffic that is above the bridge’s limited capacity, limited sight distance, substandard shoulders, short merge and diverge locations north and south of the bridge, heavy on-and off-ramp flows north of the river, and heavy truck volumes. (DSEIS p. 3.1-6)

Southbound travel in the study area is also affected by backups from regional bottlenecks such as the I-5/I-405 split in north Portland, which results in 6.5 hours of congestion between 6:30 a.m. and 1 p.m. that can extend north and combine with the Interstate Bridge bottleneck. Another southbound regional bottleneck is at the Rose Quarter, where congestion occurs for 12.5 hours from 7:15 a.m. to 2 7:45 p.m. where I-5 is reduced from three to two travel lanes. (DSEIS p. 3.1-6 – 3.1-7)

The DSEIS acknowledges that southbound congestion is worse south of the study area, with up to 12.5 hours of congestion vs. the 3 hours on congestion on the bridge, but fails to acknowledge that the congestion to the south is the cause of the congestion on the bridge.

The DSEIS fundamentally misrepresents existing southbound traffic conditions in the I-5 corridor and, in doing so, creates an erroneous “need” for the project. Southbound morning congestion on I-5 is not caused by a bottleneck at the Interstate Bridge, but rather by the bottleneck at N. Lombard, which is not addressed by the IBR project.

The DSEIS Traffic Modeling Cannot Represent Existing Traffic Conditions Accurately

The DSEIS Transportation Technical Report (“TTR”) describes a series of two classes of traffic models: Metro’s regional travel demand model (EMME), and operations models (VISSIM, Synchro, SimTraffic). (TTR, p. 441). The regional travel demand model estimates the origins, destinations and volume of vehicle traffic for the entire metropolitan area. The operations models take the estimates of vehicle volumes from the regional Metro model, and use these volumes as inputs to the operations models. The operation model claims (shown as heat maps of travel speeds) depend entirely on the accuracy of the regional travel demand model. The regional travel demand model cannot represent existing traffic conditions described in the section above accurately, and is even less capable of forecasting future traffic conditions accurately. The more detailed operations models can be used to model *existing* traffic conditions, but the operations models rely on erroneous regional model forecasts, and this makes all of the *future* operations modeling invalid.

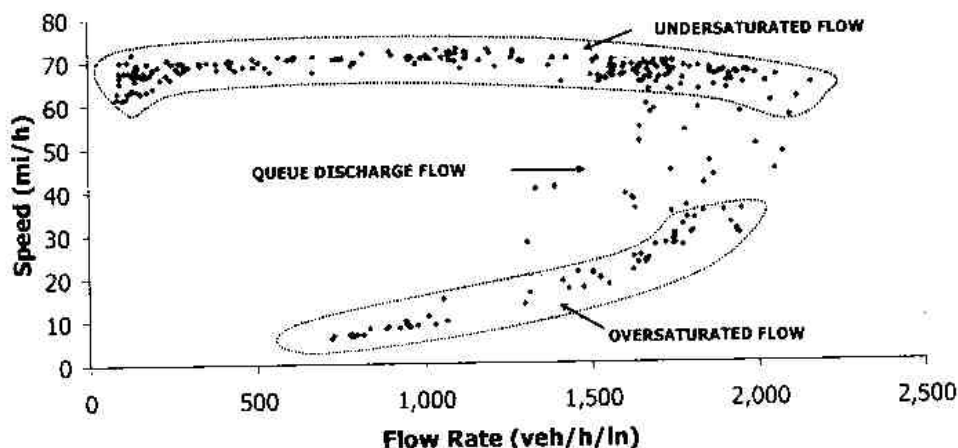
Metro’s regional travel demand model uses a static traffic assignment (“STA”) process. The STA algorithm was standardized in the 1960s and 1970s when computers had less processing power than today’s cellphones. (More accurate Dynamic Traffic Assignment (“DTA”) algorithms are discussed in a later section.) This outdated STA algorithm has two fatal flaws that prevent its outputs being useful for evaluating the DSEIS alternatives:

- 1) STA treats every roadway segment as independent; there is no queueing behind bottlenecks in the model. In the STA model, traffic that backs up on one section of roadway doesn’t affect speed or volumes on other segments of roadway, a plainly unrealistic assumption.
- 2) STA cannot model the three different traffic flow regimes discussed above. At best, it tries to represent some average condition of all three, and this fails to accurately represent any of the traffic flow regimes.

Treating every roadway segment as independent (#1) causes the regional model to exaggerate the benefits of widening individual segments because it assumes that traffic throughput can grow on road segments even where traffic growth is prevented by upstream and downstream bottlenecks.

For each individual roadway segment, STA assumes that higher vehicle throughput translates directly into lower speed (#2). As discussed above, this is wrong. In general, undersaturated flow conditions have high throughput and high speed, and oversaturated flow conditions have low throughput and low speed as shown in Figure 8 reproduced from the HCM.

Figure 8: HCM Exhibit 12-3 Three Types of Flow on a Basic Freeway Segment

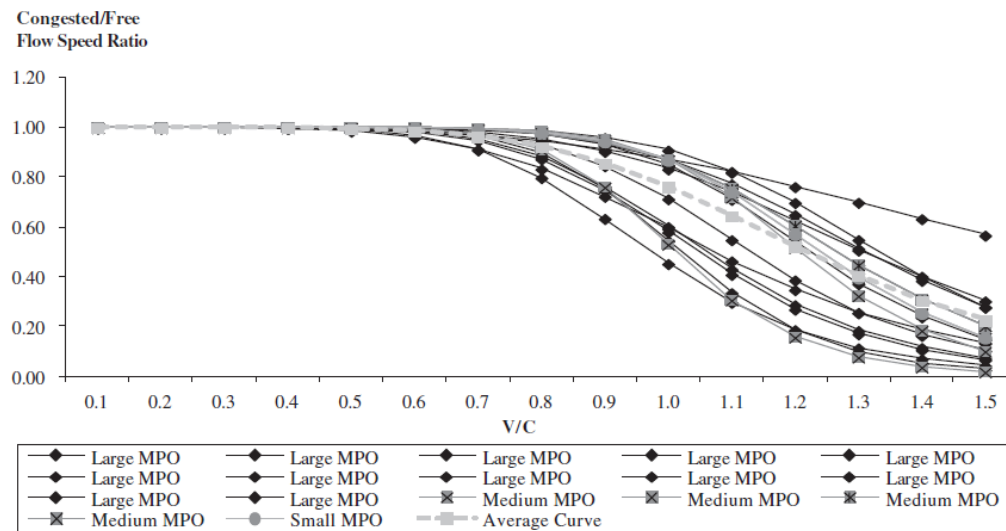


Source: California Department of Transportation, 2008.
 Note: I-405, Los Angeles, California.

Instead of modeling the three traffic flow regimes properly, STA models unrealistically assume that higher vehicle throughput always translates into lower speed. This relationship is expressed in the form of a volume delay function with a “capacity” (most often set to maximum possible throughput), and two or more parameters depending on the mathematical function that is embedded in the model.

The DSEIS does not document the STA parameters in the regional model volume delay functions. Figure 9 below shows representative volume-delay functions from a set of regional models reproduced from a modeling reference.

Figure 9: Freeway Congested/Free-Flow Speed Ratios Based on BPR Functions⁴



Source: MPO Documentation Database.

Figure 4.6. Freeway congested/free-flow speed ratios based on BPR functions.

⁴ Cambridge Systematics et. al. Travel Demand Forecasting Parameters and Techniques, National Demand Cooperative Highway Research Program (NCHRP) Report 716, 2012, p 76..

What is most striking about the functions graphed in Figure 9 is how varied they are. Some of the functions assume that traffic will continue to move swiftly when volumes reach 150% of capacity, i.e. one and a half times the theoretical maximum volume. Others predict a steeper decline in speed as a result of increased traffic volume. If there was a true simple relationship between volume and speed, the functions would be more similar. Different regions apply widely different functions because none of them work across all three traffic regimes, and some regions stress one regime or another in the function applied. The less steep functions do a fair job of representing undersaturated flow conditions, but fail badly in representing oversaturated flow conditions – predicting high speeds at impossibly high vehicle throughput. The steeper functions attempt to prevent impossibly-high throughput but underestimate speeds for most undersaturated traffic flow conditions (and exaggerate calculated “vehicle hours of delay”) while still being unable to represent the lower speeds associated with oversaturated flow conditions

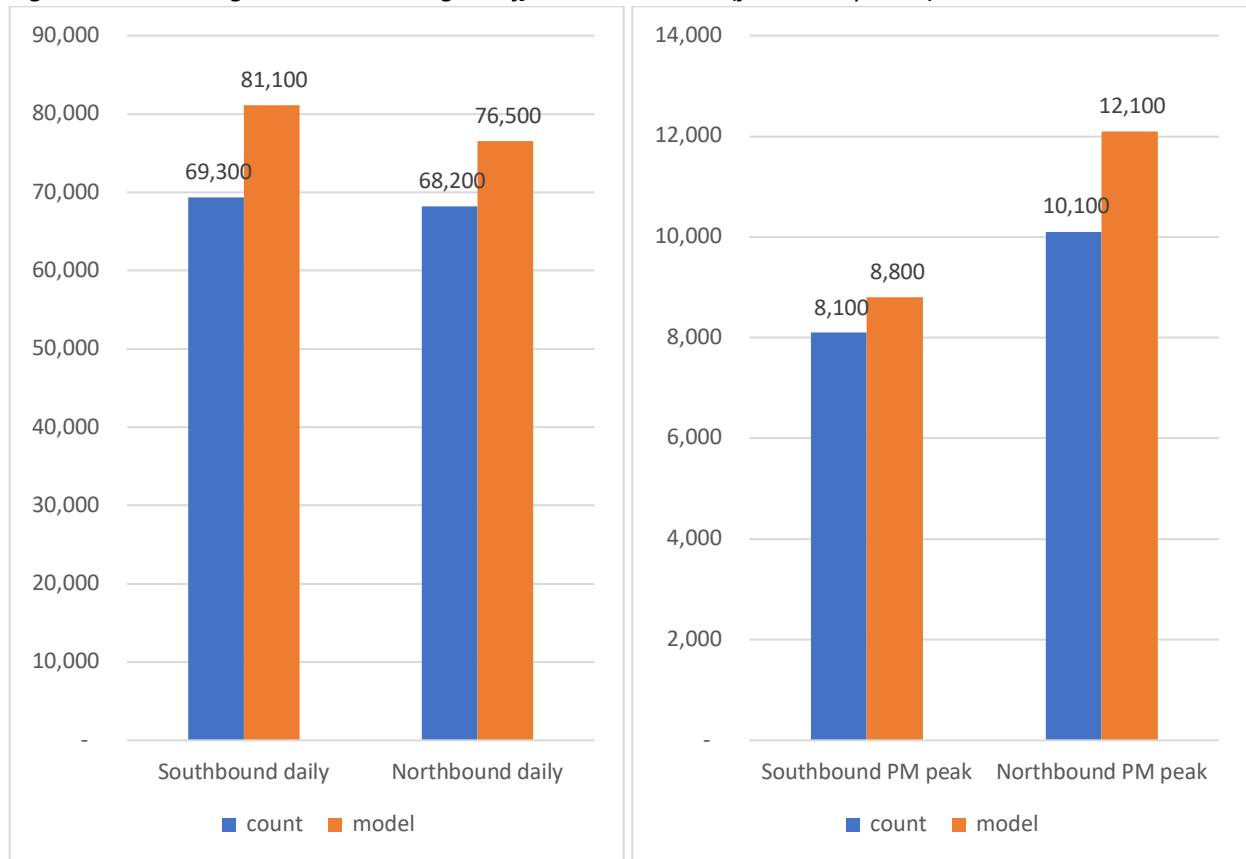
STA models generally routinely overestimate future traffic growth on congested urban freeways because they fail to constrain modeled vehicle throughput to realistic levels. In my peer-reviewed journal article: *Forecasting the impossible: The status quo of estimating traffic flows with static traffic assignment and the future of dynamic traffic assignment*⁵, I document these problems and demonstrate that replacing STA with Dynamic Traffic Assignment (“DTA”) addresses the STA problems described above, i.e.,

- 1) DTA models queueing behind bottlenecks in the model, and
- 2) DTA models all three traffic flow regimes.

In the DSEIS, the STA model overestimates bridge traffic volumes significantly, even in the model base year, 2015 as shown in Figure 10. The model used to predict future traffic cannot even accurately predict current traffic levels.

⁵ <https://www.sciencedirect.com/science/article/pii/S2210539517301232?via%3Dihub>

Figure 10: 2015 Regional Model Bridge Traffic Volume Errors (from TTR p. 616)



The errors reported in the DSEIS are:

- Daily southbound +17%
- Daily northbound +12%
- PM peak southbound 9%
- PM peak northbound 19%

The model performs worst in the afternoon peak period northbound, the most congested time/direction. This suggests that higher congestion results in poorer model fit. The model cannot properly account for congested conditions and therefore, is useless for evaluating DSEIS alternatives.

STA's problems with over-assigning traffic volumes in congested conditions and the DTA solution to are well known to ODOT and Metro. In 2019, I co-led a DTA Development and Application Workshop with Peter Bosa of Metro at the Transportation Research Board's Planning Applications Conference held in Portland. A DTA model was used in ODOT's I-205 Toll Project Environmental Assessment. In that project, the *Modeling Methodology and Assumptions for Environmental Assessment* (February 2023) states:

In comparison to a static model, a DTA model will generate traffic and speed estimates that more closely align with observed traffic during congested times. Table 2 shows how the DTA model improves the match of modeled results with observed peak period volumes along I-205. The results show that the subarea DTA model estimates more closely align with observed volumes at these locations, and that the RTDM [Metro's

regional travel demand model] tends to over-assign volumes along I-205 during the peak periods.

As shown in Figure 11 which reproduces Table 2 from the I-205 report, Metro's STA model over-predicted traffic on every segment analyzed in both the morning and afternoon peak periods and in both directions, with the errors being as great as 37%. Substituting the DTA model reduced the individual errors to no greater than 7% and provided a much more valid basis for analyzing the I-205 project than if the Metro STA regional model had been relied on.

Figure 11: Table 2 from I-205 Toll Project Modeling Methodology and Assumptions for EA

Table 2. RTDM and DTA Model Peak Period Base Year Volumes on I-205 Compared to Observed Volumes

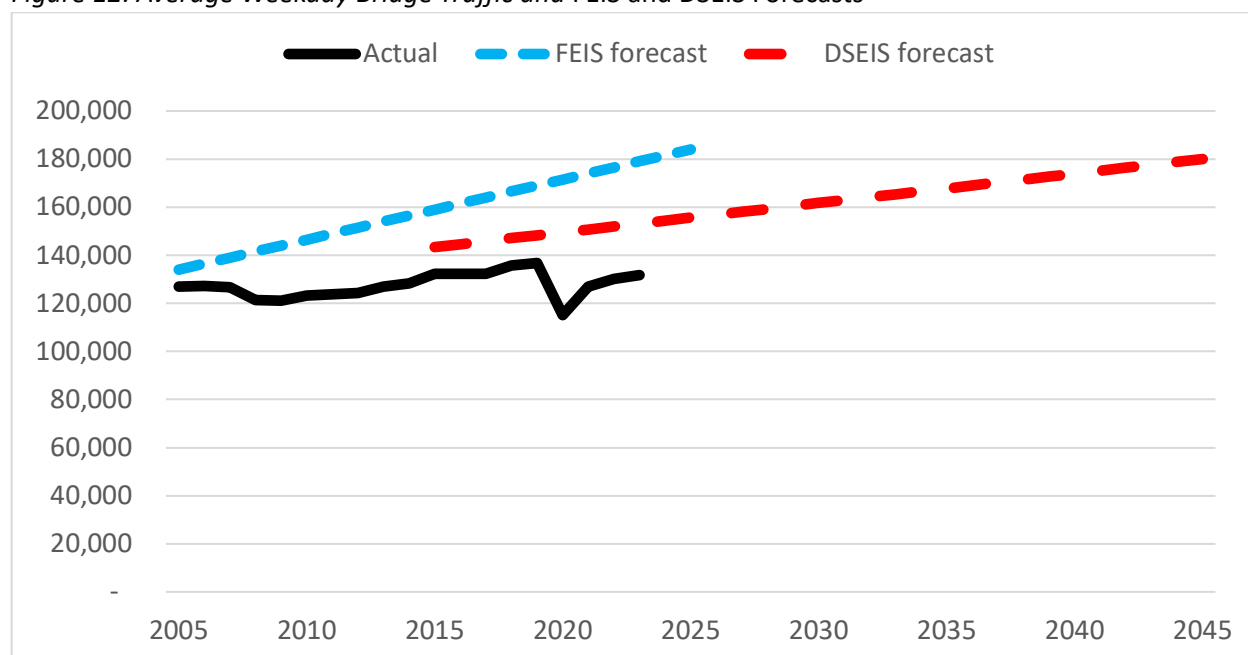
RTDM Results	Bi-Directional				Northbound				Southbound				DTA
	2015 2-Hr Peak RTDM Volumes	2015 2-Hr Peak Counts	Difference RTDM - Counts	% Δ from Counts	2015 2-Hr Peak RTDM Volumes	2015 2-Hr Peak Counts	Difference RTDM - Counts	% Δ from Counts	2015 2-Hr Peak RTDM Volumes	2015 2-Hr Peak Counts	Difference RTDM - Counts	% Δ from Counts	
AM Peak Period - 7-9 AM													
I-205 Mainline													
Between I-5 and Stafford Rd	13,327	11,931	1,396	12%	5,728	5,500	229	4%	7,599	6,431	1,167	18%	
Abernethy Bridge	17,547	14,713	2,834	19%	8,607	7,455	1,152	15%	8,940	7,258	1,682	23%	
Between OR 213 and SE 82nd Dr	22,441	18,744	3,697	20%	12,011	11,148	863	8%	10,430	7,596	2,834	37%	
Group Summary:	53,315	45,388	7,927	17%	26,346	24,103	2,243	9%	26,969	21,285	5,683	27%	
PM Peak Period - 4-6 PM													
I-205 Mainline													
Between I-5 and Stafford Rd	13,474	11,918	1,557	13%	7,193	5,984	1,209	20%	6,282	5,934	348	6%	
Abernethy Bridge	18,310	14,976	3,334	22%	9,315	7,671	1,644	21%	8,995	7,305	1,690	23%	
Between OR 213 and SE 82nd Dr	22,987	21,858	1,129	5%	10,836	10,468	368	4%	12,151	11,390	761	7%	
Group Summary:	54,771	48,752	6,020	12%	27,344	24,123	3,221	13%	27,428	24,629	2,799	11%	
DTA Model Results	Bi-Directional				Northbound				Southbound				
	2015 2-Hr Peak DTA Volumes	2015 2-Hr Peak Counts	Difference DTA - Counts	% Δ from Counts	2015 2-Hr Peak DTA Volumes	2015 2-Hr Peak Counts	Difference DTA - Counts	% Δ from Counts	2015 2-Hr Peak DTA Volumes	2015 2-Hr Peak Counts	Difference DTA - Counts	% Δ from Counts	
AM Peak Period - 7-9 AM													
I-205 Mainline													
Between I-5 and Stafford Rd	12,931	12,248	683	6%	5,957	5,591	366	7%	6,974	6,657	317	5%	
Abernethy Bridge	15,517	14,713	804	5%	8,009	7,455	554	7%	7,508	7,258	250	3%	
Between OR 213 and SE 82nd Dr	19,148	18,744	404	2%	11,438	11,148	290	3%	7,710	7,596	114	2%	
Group Summary:	47,596	45,705	1,891	4%	25,404	24,194	1,210	5%	22,192	21,511	681	3%	
PM Peak Period - 4-6													
I-205 Mainline													
Between I-5 and Stafford Rd	11,321	11,792	-471	-4%	5,269	5,872	-603	-10%	6,052	5,920	132	2%	
Abernethy Bridge	15,440	14,976	464	3%	8,167	7,671	496	6%	7,273	7,305	-32	0%	
Between OR 213 and SE 82nd Dr	21,355	21,858	-503	-2%	10,510	10,468	42	0%	10,845	11,390	-545	-5%	
Group Summary:	48,116	48,626	-510	-1%	23,946	24,011	-65	0%	24,170	24,615	-445	-2%	

Even more importantly, the DTA model much more realistically constrains future traffic growth to capacity relative to the regional model. A DTA model should have replaced the STA model in the IBR DSEIS alternatives analyses.

Without true capacity constraint, the STA model relied on in the DSEIS forecasts ridiculously high traffic in the 2045 forecast year. The DSEIS claims that Average Weekday Daily Traffic (AWDT) on the I-5 and I-205 bridges will grow by 28% from 313,000 in 2015 to 400,000 in 2045 in the No Build alternative. (DSEIS, Table 3.11, p. 3.21 and many other instances). This is absurd and repeating it doesn't make it any more plausible.

There has been no traffic growth on the I-5 bridge over the past 20 years, and traffic forecasts have been consistently wrong. Figure 12 shows the Columbia River Crossing FEIS (2011) and IBR DSEIS (2024) forecasts along with the actual average weekday daily traffic volume.

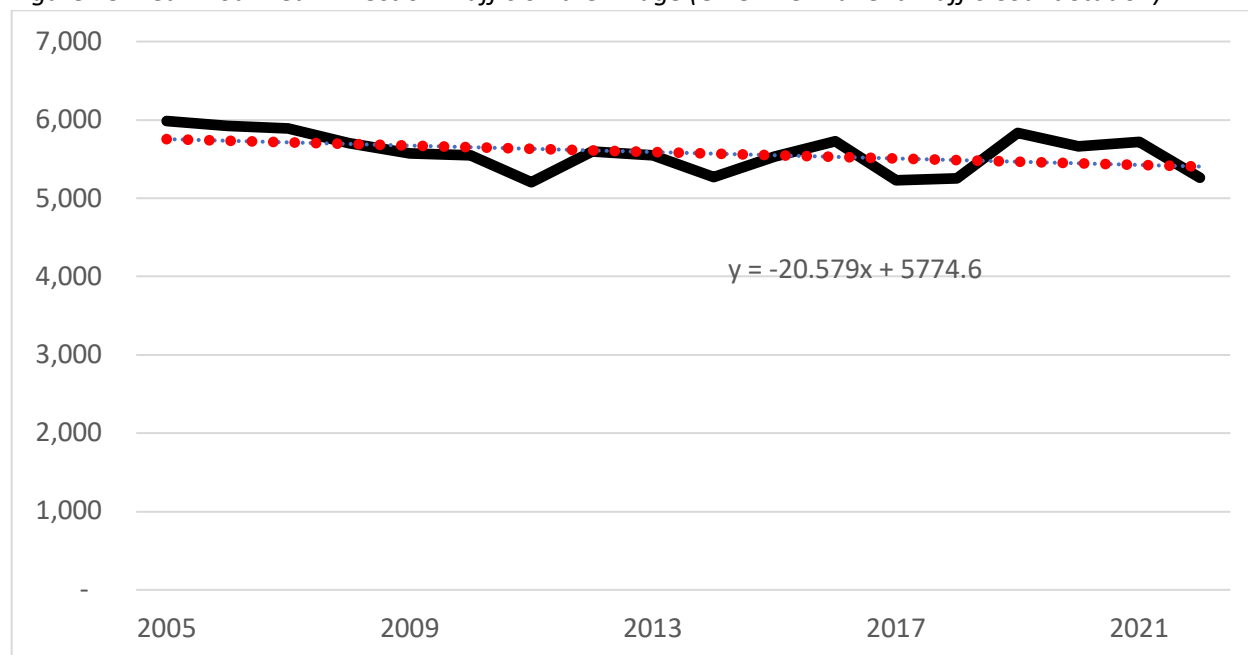
Figure 12: Average Weekday Bridge Traffic and FEIS and DSEIS Forecasts



Note that the FEIS forecast (finalized in 2011) also forecast 180,000 vehicles per day on the bridge in the horizon year – but that forecast said that the 180,000 vehicles total would be achieved by now – not 20 years from now. The STA model always will show this sort of traffic growth over the next 20 years – no matter what the base model year is. This is evidence that the STA model is wrong.

Daily traffic is illustrative of the flaws in the STA model but is not a critical metric for traffic analysis. What is important is peak period – peak direction traffic. Using the values given by ODOT for DHV-30 (the 30th highest hour of the year) and D% (directional split for DHV-30), there has been no growth in peak hour-peak direction traffic since 2005.

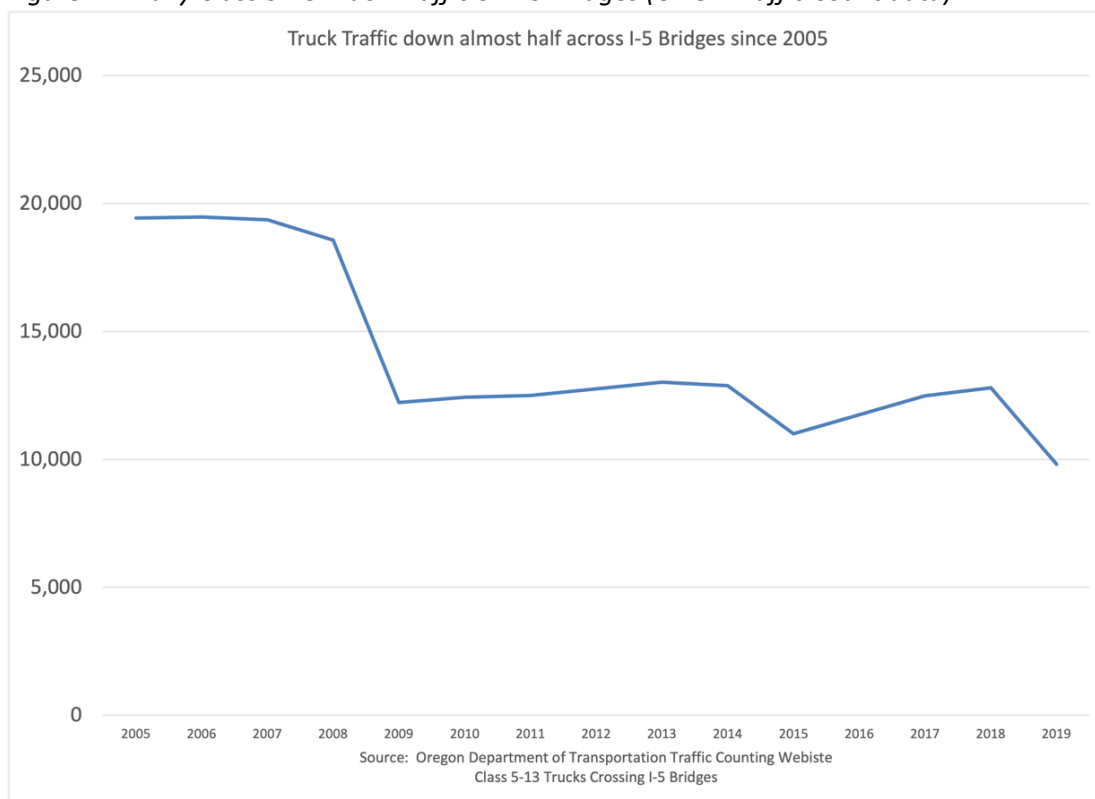
Figure 13: Peak Hour Peak Direction Traffic on the Bridge (ODOT Permanent Traffic Count Station)



As shown in Figure 13, the fitted (dotted) line is sloped downward, i.e. it shows a small decline since 2005. Peak hour peak direction traffic on the bridge has not grown because it cannot grow due to bottlenecks to the south in both the morning and afternoon peak periods. Without peak period traffic growth, traffic can only grow at all through additional peak spreading. The 28% daily traffic growth shown in the SDEIS table for the No Build alternative is preposterous. This problem demonstrates that all of the DSEIS traffic forecasts and analyses are invalid even without looking under the hood at the modeling details.

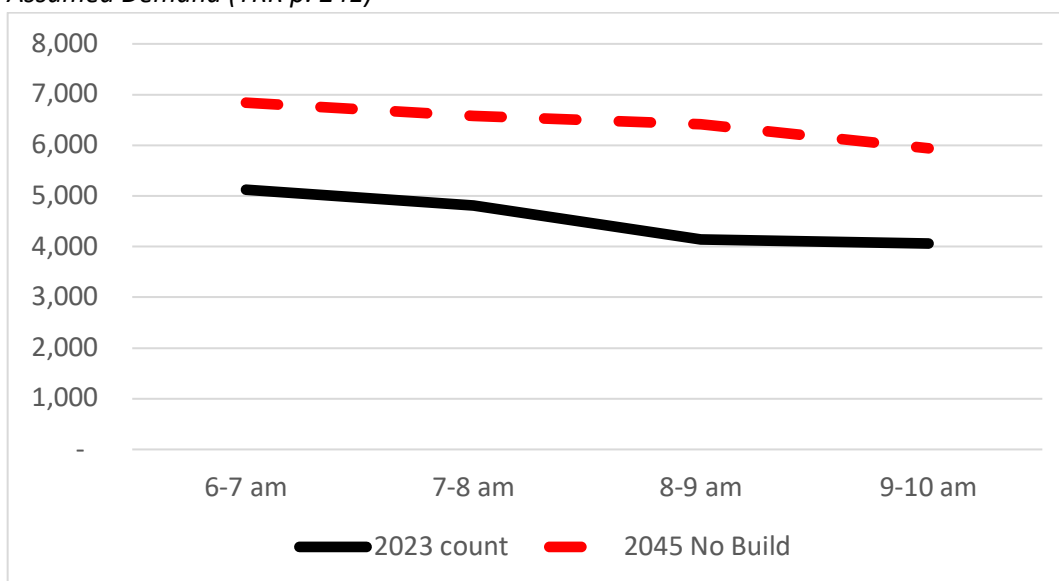
The truck traffic growth assumed in the DSEIS also is invalid. Although this growth is reported as a model output (DSEIS p. 3.1-31), the truck forecast is exogenous to the regional model, and the “outputs” simply restate the inputs, and have no separate meaning. Figure 14 shows that truck traffic has actually declined since 2005.

Figure 14: Daily Class 5-13 Truck Traffic on I-5 Bridges (ODOT Traffic Count data)



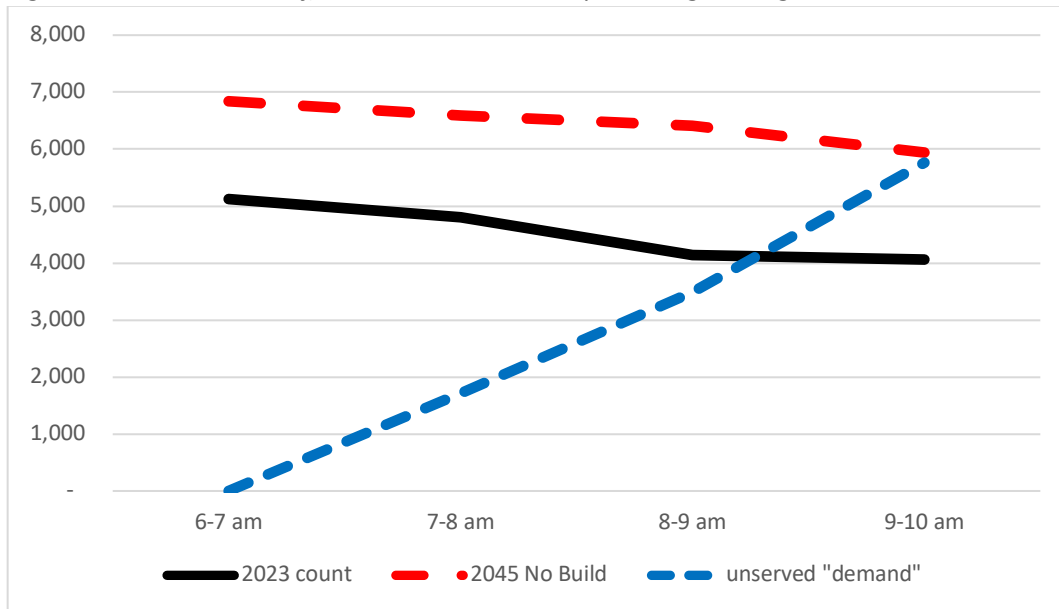
The attempts in the DSEIS to take this preposterous traffic growth through detailed operations modeling highlight the inherent absurdity. Figure 15 shows the hourly graphic growth assumed for the southbound bridge during the morning peak period in the 2045 No Build alternative compared to the 2023 traffic counts documented above.

Figure 15: Average 2013 Weekday Southbound Morning Peak Period Bridge Traffic Counts and DSEIS Assumed Demand (TRR p. 241)



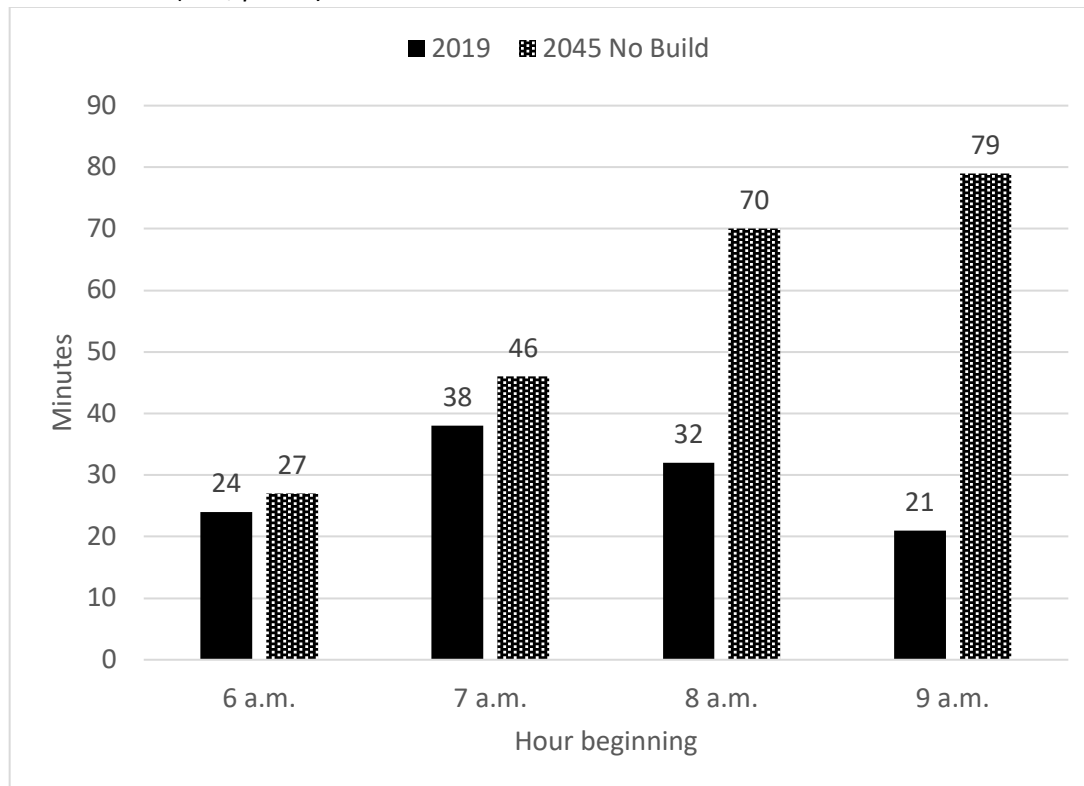
This cannot happen. As is documented above, in the morning peak period, once queues have formed to the south of the study area, southbound traffic is in the saturated flow regime, and is stuck at about 4,100 vehicles per lane per hour throughout much of the day. Unless something is done to eliminate the bottlenecks to the south, the assumed “demand” that exceeds throughput would accumulate over time as “unserved demand” as shown in Figure 16.

Figure 16: Unrealistic Traffic Demand in DSEIS Implies Lengthening Queues



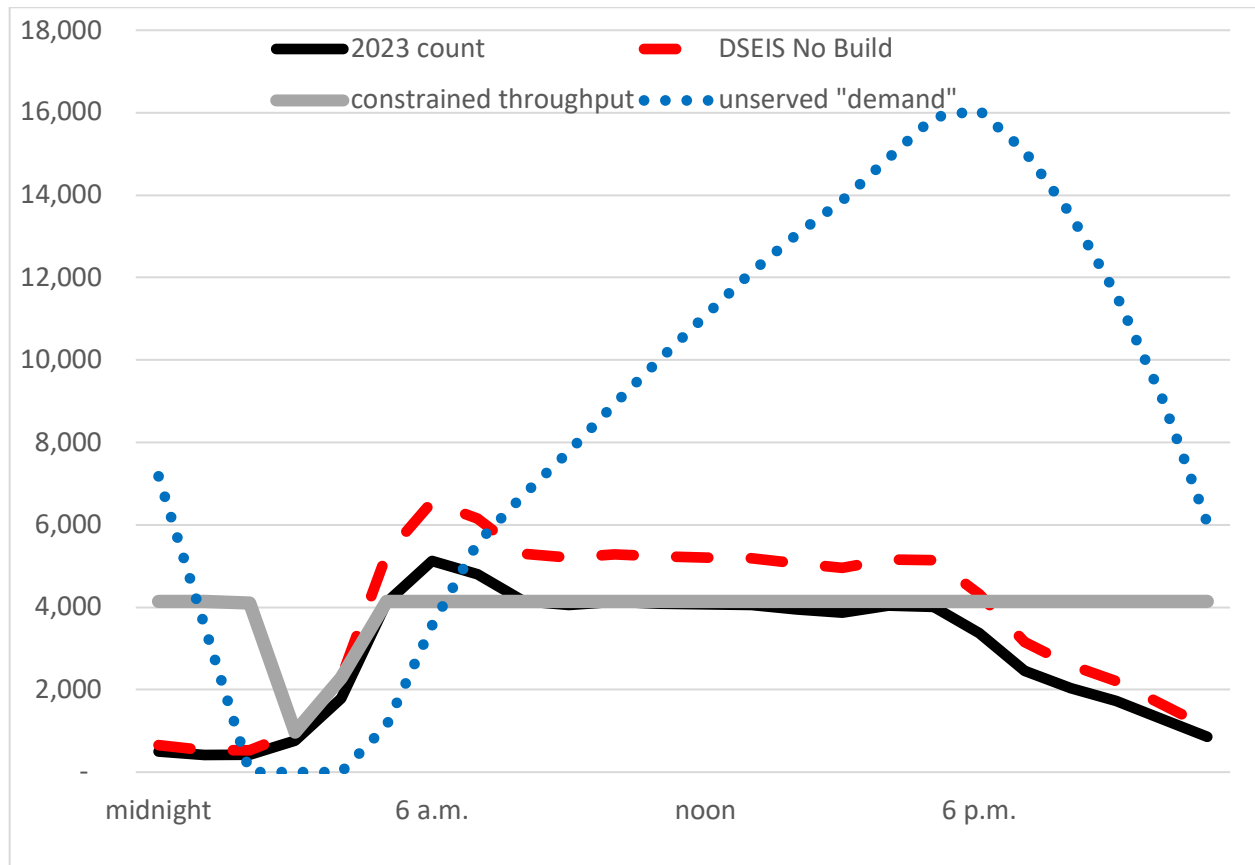
Unlike the regional STA model, the VISSIM operations model captures the three traffic flow regimes discussed above, and has been calibrated to match base year throughput. Therefore, it translates the lengthening queues shown in Figure 16 into lengthening corridor travel times (Figure 17) as queues spillback through the corridor.

Figure 17: VISSIM Model Translates Lengthening Queues into Lengthening Travel Times Southbound from I-205 to I-405 (TTR, p. 264)



The VISSIM morning peak period modeling metrics graphed in Figure 16 end at 10 a.m., but given the traffic growth assumed in the DSEIS, model queues would continue to lengthen after 10 a.m., peaking around 6 p.m. when the queue would represent about 4 hours of congested vehicle throughput. As shown in Figure 18, the queues that began to form in the beginning of the morning commute would not clear until the early morning hours the following day.

Figure 18: VISSIM Model Translates Lengthening Queues into Lengthening Travel Times Southbound from I-205 to I-405 (TTR, p. 264)



This is clearly ridiculous. Taking unrealistic STA outputs and inputting them into the more realistic VISSIM model is a classic case of “garbage in – garbage out.” The STA outputs input into the VISSIM model are invalid, and the VISSIM model results are invalid.

In summary, the SDEIS forecast metrics are unrealistic, and cannot be relied on for planning. In addition, while transit investments could help address I-5 congestion, the SDEIS models are not reliable in evaluating transit alternatives either.

Induced Traffic from the Proposed Project Would Increase Vehicle Miles Traveled (VMT) and Greenhouse Gas Emissions

Extensive research has demonstrated that expanding congested urban freeways induces traffic growth. A review of the induced travel research by Handy and Boarnet (2014) concluded that induced travel is real, and that the magnitude is enough to prevent capacity expansion from reducing congestion:

Thus, the best estimate for the long-run effect of highway capacity on VMT [vehicle miles traveled] is an elasticity close to 1.0, implying that in congested metropolitan areas, adding new capacity to the existing system of limited-access highways is unlikely to reduce congestion or associated GHG [greenhouse gas] in the long-run.⁶

The Rocky Mountain Institute has developed the SHIFT Calculator⁷ to estimate the induced VMT impacts of roadway expansion based on the California-specific Induced Travel Calculator developed by the National Center for Sustainable Transportation (“NCST”) and the University of California, Davis. The SHIFT Calculator uses the elasticity of 1.0 cited above. In the Portland-Vancouver-Hillsboro, OR-WA region, the SHIFT Calculator estimates that each addition lane mile of freeway capacity will result in 5 to 8 million additional VMT/year.

Most of the underlying data supporting the elasticity estimate of 1.0 is from roadways without tolls, and it is possible that tolling could affect induced travel. However, the current state of research suggests there may not be significant differences. In 2022, Volker and Handy wrote:

Overall, the available empirical evidence suggests that new HOV and HOT lanes might have similar induced travel effects as general-purpose lane expansions. Furthermore, because HOT lanes allow more vehicles than HOV lanes (high-occupancy vehicles plus drivers willing to pay to use the lane), they would logically have at least as large induced travel effects as HOV lanes. Pure toll lanes, on the other hand, could have lower elasticities.⁸

For pure toll lanes, the induced travel effects would depend on the magnitude of the tolls. However, if the roadway is expanded, and the tolls are set to allow increased throughput relative to the base year, there clearly would be induced travel.

California’s Senate Bill 743 requires highway expansion projects to mitigate their VMT impacts. It is understood that the regional travel demand models cannot be relied on for accurate estimates of induced travel. Therefore, unless the travel demand models can be shown to adequately account for induced travel, California requires that the NCST Calculator be applied.⁹ The SHIFT Calculator should be applied to estimate the induced travel impacts of the IBRP.

⁶ Handy, Susan and Marlon G. Boarnet. Impact of Highway Capacity and Induced Travel on Passenger Vehicle Use and Greenhouse Gas Emissions: Policy Brief prepared for California Air Resources Board, September 30, 2014.

⁷ <https://shift.rmi.org/>

⁸ Volker, James M. B. and Susan L. Handy. Updated the Induced Travel Calculator. UC Davis Research Reports, September 1, 2022.

⁹ Caltrans. Transportation Analysis Framework First Edition: Evaluating Transportation Impacts of State Highway System Projects (September 2020).

Effective Approaches to Addressing Congestion in the I-5 Corridor

The first step in effectively addressing congestion in the I-5 corridor is rejecting the misinformation that the underlying problem is lack of capacity at the bridge. This simply is not true. The congestion is caused by bottlenecks to the south—at N. Lombard in the southbound a.m. peak and at Victory Boulevard in the p.m. northbound peak--and there is no possibility that widening the bridge can address those problems. Instead, widening the bridge likely would worsen the bottlenecks to the south while doing nothing to improve traffic flow on the bridge.

The second step in effectively addressing congestion in the I-5 corridor is recognizing that these bottlenecks are largely caused by the failure to manage I-5 efficiently. I-5 has more physical capacity than is currently being used; vehicle throughput in both directions is much lower than would be possible with better management.

The DSEIS recognizes that vehicle throughput is well below theoretical capacity when it states:

The Highway Capacity Manual (HCM) outlines a process for estimating the capacity of a freeway segment. The process begins by assuming an ideal capacity of 2,400 passenger cars per hour per lane (pc/h/ln), and then applies factors based on free-flow speed, freight mix as well as geometric elements including lane and shoulder widths, percentage of commuter drivers (understanding of the area), and interchange spacing. The application of these factors decreases the ideal capacity below 2,400 pc/h/ln. Applying the HCM process to roadways in the IBR Program Area results in estimated capacities between 2,100–2,200 pc/h/ln, approximately 10 to 15 percent less than the ideal capacity.

However, the highest throughput across the Interstate Bridge (the primary bottleneck in the study area) as well as the ramp terminals just north and south of the Interstate Bridge ranges between 1,550 and 1,850 pc/h/ln. This indicates that the capacity of the Interstate Bridge is near 1,550 to 1,850 pc/h/ln. The HCM capacity estimates of 2,100 to 2,200 pc/h/ln are 20 to 30 percent higher than the capacity of the Interstate Bridge, indicating that the HCM model is not an appropriate analysis tool in this case. The HCM process is not accounting for factors that would further reduce the ideal capacity. Some possible contributing factors not accounted for by the HCM process include the influence of limited sight distance across and approaching the Interstate Bridge, closely spaced interchanges, short merge, diverge, and weaving distances. (TTR, p. 446)

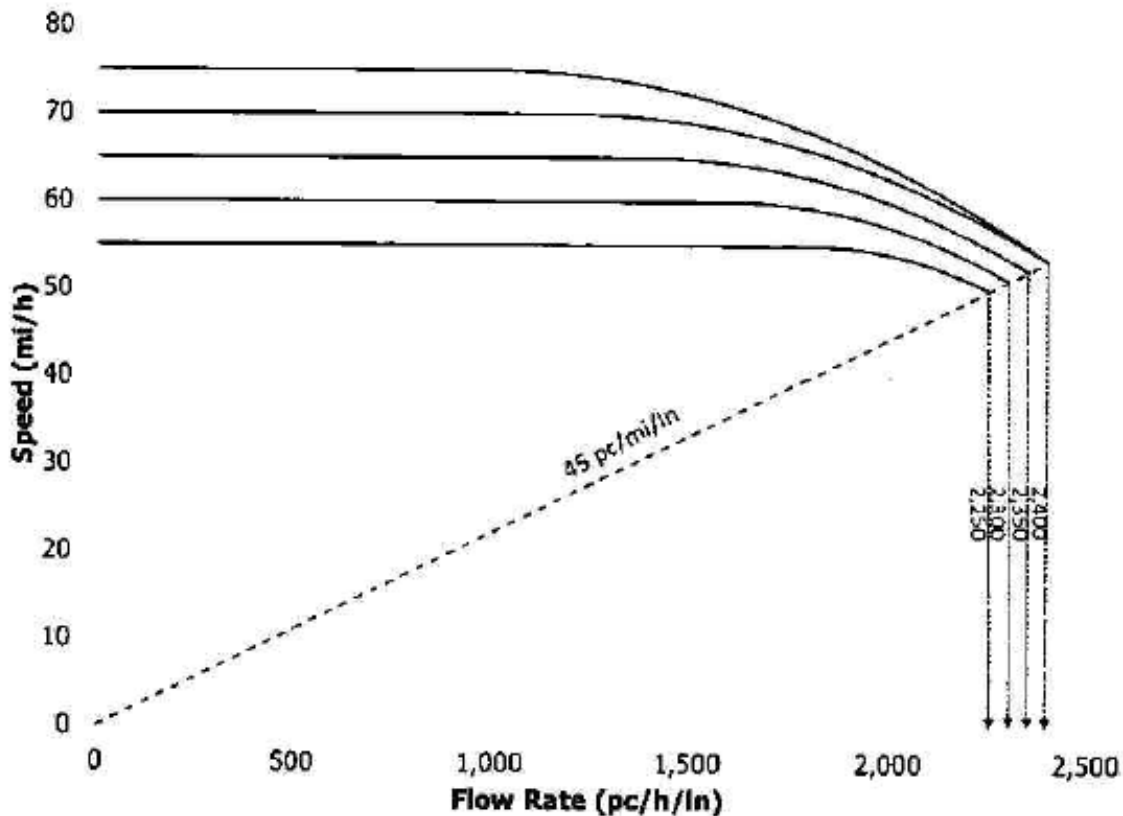
There are multiple issues with this excerpt:

- 1) As is demonstrated above, the Interstate Bridge is not “the primary bottleneck in the study area” unless the “study area” is defined narrowly as just the bridge (the SDEIS makes it clear that the study area is much larger).
- 2) The excerpt fails to acknowledge that throughput on the bridge is affected by upstream and downstream bottlenecks, apparently treating the STA assumption that each freeway segment is independent of every other as representative of reality.

- 3) The excerpt fails to acknowledge that there are three different traffic flow regimes. What it refers to as “capacity” is only relevant to the undersaturated flow state, and the range given is lower than free-flow capacity.
- 4) On the other hand, the 1,550 – 1,850 pc/h/ln [passenger car equivalents per hour per lane] range exaggerates the actual throughput in the corridor, because the corridor is chronically oversaturated due to the non-bridge bottlenecks and poor ramp metering.

The HCM provides a model that covers both undersaturated and oversaturated flow conditions (Figure 19). The solid lines at the top represent undersaturated flow for different free-flow speeds. With undersaturated flow shown in the horizontal lines in the top of the figure, the speed declines with higher traffic volumes by only a small amount for 55 mph freeways, and by a somewhat larger amount for higher-speed freeways.

Figure 19: HCM Exhibit 12-7 Speed-Flow Curves for Basic Freeway Segments

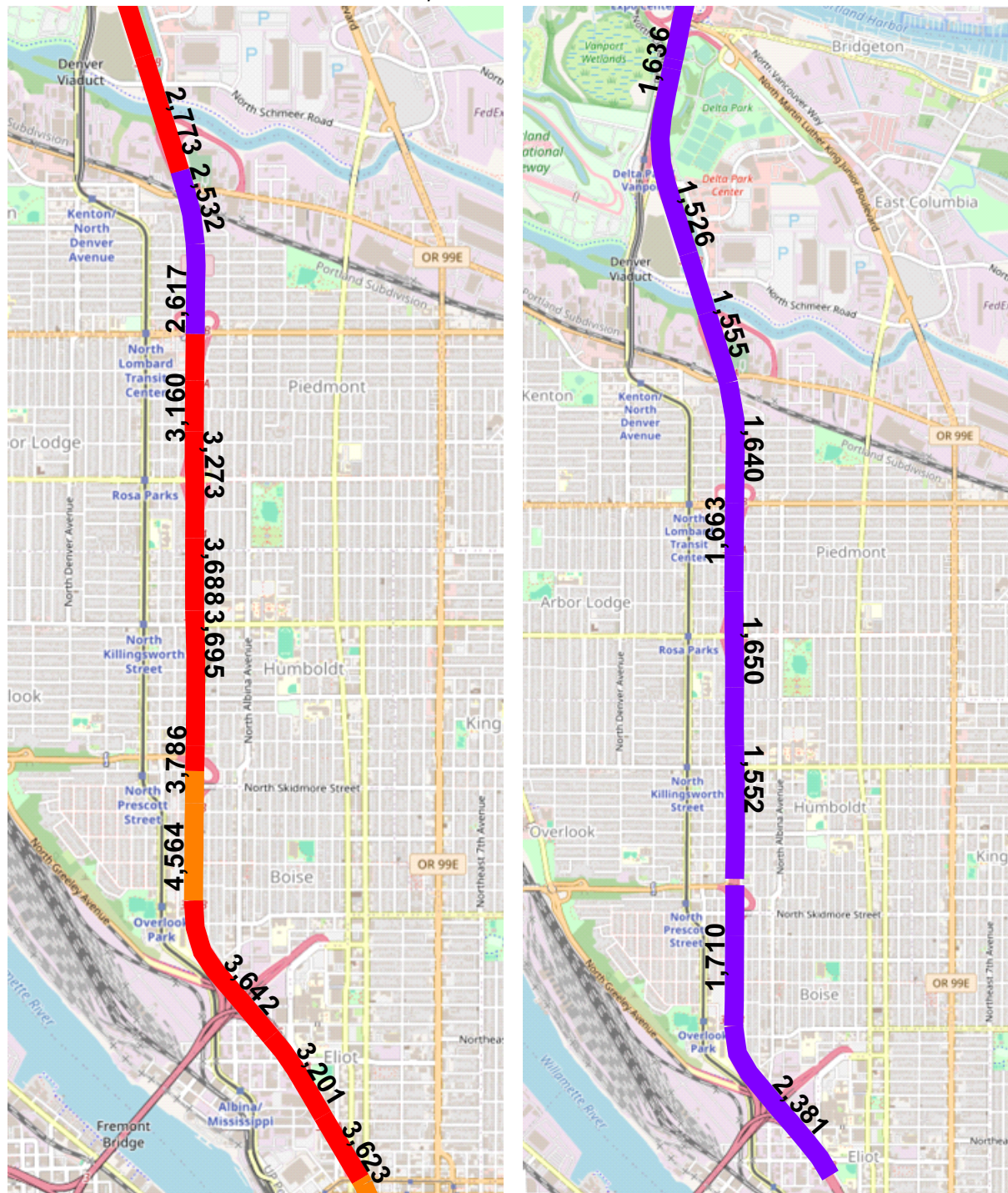


The dashed line represents oversaturated flow. The value of 45 pc/mi/ln (passenger cars per mile per lane) is the density given in the HCM for the threshold between a congested level of service (“LOS”) E condition and a failed LOS F (oversaturated) condition. At a speed of 0 mph traffic is stalled and the flow rate is also 0. At a speed of 50 mph, the flow is $45 \times 50 = 2,250$ for the 55-mph speed case. The intermediate values are all included on the dashed line. The estimated speed for a traffic flow of 1000 vehicles per lane is about 22 mph.

The capacity numbers given in the DSEIS excerpt above, 1,550 – 1,850 vehicles per lane per hour, are consistent with speeds of 30-40 mph in the HCM model (Figure 23) but are much higher than the values for the speeds observed in the bottleneck areas to the south of the bridge in both the morning and afternoon peak periods.

Figure 20 applies the HCM model shown in Figure 19 to the 2023 travel speed data mapped in Figures 2 and 4. The values shown are total for the three travel lanes in each direction. In the 8-9 a.m. hour, most of the values are less than 3,900, i.e. 1,300 per lane per hour in the peak (Southbound) direction. In the 4-5 p.m. hour, most of the values are less than 1,800, i.e. 600 per lane per hour in the peak (Northbound) direction.

Figure 20: 2023 Non-Holiday Weekday Hourly Volume Estimated from HCM Exhibit 12-7
Southbound 8-9 a.m. and Northbound 4-5 p.m.



The HCM model applied above is very simple and may underestimate vehicle throughput on some segments. However, it is very clear that the long periods of recurring oversaturated conditions represent a major failure where the I-5 system is carrying many fewer vehicles than it could during peak periods and doing so at extremely low speeds. Efficient management of I-5 requires that the roadway operate in the undersaturated flow regime rather than in this saturated flow regime. The HCM states:

Uninterrupted-flow facilities operating in a state of undersaturated flow will typically have travel speeds within 10% to 20% of the facility's free-flow speed, even at high flow rates, under base conditions (e.g., level grades, standard lane widths, good weather, no incidents). Furthermore, no queues would be expected to develop on the facility.

I-5 could operate "within 10% to 20% of the facility's free-flow speed," i.e., greater than equal to 45 m.p.h. "even at high flow rates" as long as breakdown to oversaturated flow is prevented. Oversaturated flow can be prevented by a) ramp metering, and/or b) tolling.

In theory, aggressive ramp metering would be sufficient to assure undersaturated flow. There are practical challenges including managing queue vehicles waiting to enter the facility, and there also are equity issues concerning how ramp wait times are distributed to different subareas. However, as I-5 has ramp meters, it should be operating better than it is. Paradoxically, constraining vehicle entrance more aggressively than is done presently would improve vehicle throughput significantly, and this would, in turn, decrease ramp meter wait times – a win-win. The ramp metering system should be audited to determine why it is functioning so poorly, and operations should be improved.

The ramp meter system can be improved, but it likely will be impractical to rely solely on ramp metering to achieve uninterrupted undersaturated flow on I-5. Variable tolling certainly can achieve uninterrupted flow on I-5. The sum of the monetary value of the resulting time savings would be far greater than the out-of-pocket toll expenses, and equity issues could be addressed through investments in non-auto travel modes and with targeted rebates.

ODOT's Regional Mobility Pricing Project analysis of three different options (September 11, 2023) confirms that variable pricing would improve both throughput and travel speeds on I-5. It found:

- All options result in average speeds near 45 mph and through-trip travel time savings with comparable trip costs.
- All options show reductions in vehicle miles traveled (VMT) and vehicle hours traveled (VHT) and mode shifts at the regional level, but option 1 shows the greatest mode shift.
- All options show limited diversion on a regional scale to non-tolled highways and arterials/collectors. Option 2a shows the least amount of total VMT increase on arterials and collectors.
- All options result in decreased freight traffic on local roads (tolling improves present-day freight diversion onto arterials).¹⁰

Implementing system-wide tolling on I-5 would be a game changer that actually would address the I-5 congestion that the IBR project falsely claims to address. It should be the centerpiece of one or more IBR alternatives.

¹⁰ https://www.oregon.gov/odot/tolling/Documents/RMPP_covermemo_9-2023.pdf

Resume

NORMAN L. MARSHALL, PRESIDENT

nmarshall@smartmobility.com

EDUCATION:

Master of Science in Engineering Sciences, Dartmouth College, Hanover, NH, 1982

Bachelor of Science in Mathematics, Worcester Polytechnic Institute, Worcester, MA, 1977

PROFESSIONAL EXPERIENCE: (37 Years, 23 at Smart Mobility, Inc.)

Norm Marshall helped found Smart Mobility, Inc. in 2001. Prior to this, he was at RSG for 14 years where he developed a national practice in travel demand modeling. He specializes in analyzing the relationships between the built environment and travel behavior and doing planning that coordinates multi-modal transportation with land use and community needs.

Regional Land Use/Transportation Scenario Planning

Portland Area Comprehensive Transportation System (PACTS) – the Portland Maine Metropolitan Planning Organization. Updating regional travel demand model with new data (including AirSage), adding a truck model, and multiclass assignment including differentiation between cash toll and transponder payments.

Loudoun County Virginia Dynamic Traffic Assignment – Enhanced subarea travel demand model to include Dynamic Traffic Assignment (Cube). Model being used to better understand impacts of roadway expansion on induced travel.

Vermont Agency of Transportation-Enhanced statewide travel demand model to evaluate travel impacts of closures and delays resulting from severe storm events. Model uses innovative Monte Carlo simulations process to account for combinations of failures.

California Air Resources Board – Led team including the University of California in \$250k project that reviewed the ability of the new generation of regional activity-based models and land use models to accurately account for greenhouse gas emissions from alternative scenarios including more compact walkable land use and roadway pricing. This work included hands-on testing of the most complex travel demand models in use in the U.S. today.

Climate Plan (California statewide) – Assisted large coalition of groups in reviewing and participating in the target setting process required by Senate Bill 375 and administered by the California Air Resources Board to reduce future greenhouse gas emissions through land use measures and other regional initiatives.

Chittenden County (2060 Land use and Transportation Vision Burlington Vermont region) – led extensive public visioning project as part of MPO's long-range transportation plan update.

Flagstaff Metropolitan Planning Organization – Implemented walk, transit and bike models within regional travel demand model. The bike model includes skimming bike networks including on-road and off-road bicycle facilities with a bike level of service established for each segment.

Chicago Metropolis Plan and Chicago Metropolis Freight Plan (6-county region)— developed alternative transportation scenarios, made enhancements in the regional travel demand model, and used the enhanced model to evaluate alternative scenarios including development of alternative regional transit concepts.

Developed multi-class assignment model and used it to analyze freight alternatives including congestion pricing and other peak shifting strategies.

Municipal Planning

City of Grand Rapids – Michigan Street Corridor – developed peak period subarea model including non-motorized trips based on urban form. Model is being used to develop traffic volumes for several alternatives that are being additionally analyzed using the City’s Synchro model

City of Omaha - Modified regional travel demand model to properly account for non-motorized trips, transit trips and shorter auto trips that would result from more compact mixed-use development. Scenarios with different roadway, transit, and land use alternatives were modeled.

City of Dublin (Columbus region) – Modified regional travel demand model to properly account for non-motorized trips and shorter auto trips that would result from more compact mixed-use development. The model was applied in analyses for a new downtown to be constructed in the Bridge Street corridor on both sides of an historic village center.

City of Portland, Maine – Implemented model improvements that better account for non-motorized trips and interactions between land use and transportation and applied the enhanced model to two subarea studies.

City of Honolulu – Kaka’ako Transit Oriented Development (TOD) – applied regional travel demand model in estimating impacts of proposed TOD including estimating internal trip capture.

City of Burlington (Vermont) Transportation Plan – Led team that developing Transportation Plan focused on supporting increased population and employment without increases in traffic by focusing investments and policies on transit, walking, biking and Transportation Demand Management.

Transit Planning

Regional Transportation Authority (Chicago) and Chicago Metropolis 2020 – evaluated alternative 2020 and 2030 system-wide transit scenarios including deterioration and enhance/expand under alternative land use and energy pricing assumptions in support of initiatives for increased public funding.

Capital Metropolitan Transportation Authority (Austin, TX) Transit Vision – analyzed the regional effects of implementing the transit vision in concert with an aggressive transit-oriented development plan developed by Calthorpe Associates. Transit vision includes commuter rail and BRT.

Bus Rapid Transit for Northern Virginia HOT Lanes (Breakthrough Technologies, Inc and Environmental Defense.) – analyzed alternative Bus Rapid Transit (BRT) strategies for proposed privately-developing High Occupancy Toll lanes on I-95 and I-495 (Capital Beltway) including different service alternatives (point-to-point services, trunk lines intersecting connecting routes at in-line stations, and hybrid).

Roadway Corridor Planning

I-30 Little Rock Arkansas – Developed enhanced version of regional travel demand model that integrates TransCAD with open source Dynamic Traffic Assignment (DTA) software, and used to model I-30 alternatives. Freeway bottlenecks are modeled much more accurately than in the base TransCAD model.

South Evacuation Lifeline (SELL) – In work for the South Carolina Coastal Conservation League, used Dynamic Travel Assignment (DTA) to estimate evaluation times with different transportation alternatives in coastal South Carolina including a new proposed freeway.

Hudson River Crossing Study (Capital District Transportation Committee and NYSDOT) – Analyzing long term capacity needs for Hudson River bridges which a special focus on the I-90 Patroon Island Bridge where a microsimulation VISSIM model was developed and applied.

PUBLICATIONS AND PRESENTATIONS (partial list)

DTA Love: Co-leader of workshop on Dynamic Traffic Assignment at the June 2019 Transportation Research Board Planning Applications Conference.

Forecasting the Impossible: The Status Quo of Estimating Traffic Flows with Static Traffic Assignment and the Future of Dynamic Traffic Assignment. *Research in Transportation Business and Management* 2018.

Assessing Freeway Expansion Projects with Regional Dynamic Traffic Assignment. Presented at the August 2018 Transportation Research Board Tools of the Trade Conference on Transportation Planning for Small and Medium Sized Communities.

Vermont Statewide Resilience Modeling. With Joseph Segale, James Sullivan and Roy Schiff. Presented at the May 2017 Transportation Research Board Planning Applications Conference.

Assessing Freeway Expansion Projects with Regional Dynamic Traffic Assignment. Presented at the May 2017 Transportation Research Board Planning Applications Conference.

Pre-Destination Choice Walk Mode Choice Modeling. Presented at the May 2017 Transportation Research Board Planning Applications Conference.

A Statistical Model of Regional Traffic Congestion in the United States, presented at the 2016 Annual Meeting of the Transportation Research Board.

IBR Draft SEIS - RECORD #946 DETAIL**First Name :** Chris**Last Name :** Smith**Attachments :** DSEIS_946_Smith_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #946 DETAIL

Submission Date : 10/24/2024

First Name : Chris

Last Name : Smith

Business/Organization/Agency :

Submission Input :

Reforwarding to generate acknowledgement

----- Forwarded message -----

From: Chris Smith <info@justcrossing.org>

Date: Wed, Oct 9, 2024 at 8:41?AM

Subject: Draft SEIS public comment via Just Crossing Alliance #29

To: <draftseis@interstatebridge.org>

First Name: Chris

Last Name: Smith

Business or Organization: personal comment

Email: chris@chrissmith.us

Phone: 5032233688

City: Portland

US States: OR

Zip: 97210

Topic Area: Transportation

Comment: The IBR active transportation video (<https://www.youtube.com/watch?v=acoJPOZCyNY>) is quite helpful, but doesn't show what I suspect is a common use case. Given current facilities I'm used to accessing Hayden Island (and Vancouver) by bike from the Expo Center LRT station area. It would be great if a video could show how active transportation users would make that connection.

JCA comment #: 29

IBR Draft SEIS - RECORD #947 DETAIL

First Name : Not Available

Last Name : Not Available

Attachments : DSEIS-947_Not Available_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #947 DETAIL

Submission Date : 10/24/2024
First Name : Not Available
Last Name : Not Available
Business/Organization/Agency :

Submission Input :

Concerned with a permanent toll cost. I will find other work if I have to pay a daily toll.

IBR Draft SEIS - RECORD #948 DETAIL**First Name :** Zita**Last Name :** Podany**Attachments :** DEIS-948_Podany_Original.pdf (4 kb)
voicemail202410011647fromPODANY ZITA 15032899837.mp3 (1 mb)

IBR Draft SEIS - RECORD #948 DETAIL**Submission Date :** 10/1/2024**First Name :** Zita**Last Name :** Podany**Business/Organization/Agency :****Submission Input :**

I would like to be able to comment but yet I feel like I am being excluded from being able to comment on the Interstate bridge because I do have your original impact study from way back when which consisted of like 500 pages so I still have that one but I would like to definitely comment however your little postcard does not have of mailing address where I could ask for printed material I do not have the personal e-mail anymore because it is so hard to get into my emails these days without a verification code and the other aspect is that not everybody has access to your website and then of course you give the QR codes umm QR codes without any website address underneath it so how is this person who is interested in making a comment supposed to be able to make these comments if all you assume is that everybody of any worse is going to go on your website or they're going to use their little cell phone which I don't have and be able to read your QR codes I would like some printed material with phone numbers that I don't have to go and look up and find all over the place so can you at least send to my mailing address [REDACTED] some information of how I can participate in providing my comments I know everybody thinks everybody else has a smartphone which that is erroneous and I know that everybody thinks that everybody has access to the Internet which also is erroneous and also that we have access to emails these days especially when it companies are now sending out verification codes and you can't get into your e-mail anymore so I give up OK so please send printed material with the information of which phone numbers where I can leave my comment because I I've seen this the first round and it spent you guys spent a lot of money thousands and millions of dollars and it didn't go anywhere is this going to be another one of those boondoggles OK my phone number [REDACTED] thank you very much it is not cell phone please do not text i can't read texts anyway they're too small thank you bye

IBR Draft SEIS - RECORD #949 DETAIL**First Name :** Dan**Last Name :** Lautzenheiser**Attachments :** DSEIS-949_Lautzenheiser_Original.pdf (4 kb)
Outlook-nf1d4z4i.png (13 kb)
Outlook-ojxdte4g.png (1 kb)
Outlook-wgfgjl3z.png (1 kb)

IBR Draft SEIS - RECORD #949 DETAIL
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Submission Date : 10/2/2024

First Name : Dan

Last Name : Lautzenheiser

Business/Organization/Agency : DJ&A

Attachments : D1_0910_Cordasco_20241023_Original.pdf (1 kb)

Submission Input :

Good Afternoon,

I listened to the briefing last night on YouTube, I was wondering if you would be willing to send me the slides that were used? It would be helpful to have the briefing presentation to look back at.

Thank you,

Dan Lautzenheiser

IBR Draft SEIS - RECORD #950 DETAIL**First Name :** Dan**Last Name :** Packard**Attachments :** D1_950_Packard_20241004_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #950 DETAIL
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Submission Date : 10/4/2024

First Name : Dan

Last Name : Packard

Business/Organization/Agency :

Submission Input :

Hi,

Where can I obtain a physical printed copy of the Interstate Bridge Supplemental Environmental Impact Statement (SEIS)? Thank you.

IBR Draft SEIS - RECORD #951 DETAIL**First Name :** Glenn**Last Name :** Grossman**Attachments :** D1_951_Grossman_20241024_Original.pdf (2 kb)

IBR Draft SEIS - RECORD #951 DETAIL
--

Submission Date : 10/24/2024

First Name : Glenn

Last Name : Grossman

Business/Organization/Agency :

Submission Input :

I am writing today to urge the IBRP to provide additional mitigation for air-quality health issues related to living and working near roadways. The neighborhoods bordering the project boundary in Vancouver along the I5 corridor are prime victims of the harm that results from near-roadway air quality issues. Numerous studies have collected data linking roadway related air pollutants to asthma, childhood lung development issues, cardiovascular disease, adverse reproduction outcomes, low birth weight and other negative health issues. The Supplemental Draft EIS states that the project would not cause long-term, adverse air quality impacts. The Supplemental Draft EIS also states that the Federal Highway Administration's view of the MSAT health effects suggests that any prediction about health impacts from MSAT emissions tied to the program would be unreliable and speculative, rather than based on solid scientific evidence. The truth is that those adverse, air-quality impacts already exist, and will continue to exist once the project has been completed. This is the proper time to address the issue.

In addition to documentation published by the American Lung Association and the US Environmental Protection Agency (<https://www.epa.gov/mobile-source-pollution/learn-about-how-mobile-source-pollution-affects-your-health>), recent studies by UC Davis, "Near-Roadway Indoor Air Pollution: Assessing Health Effects and Mitigation Strategies" has identified and confirmed these health concerns. The Health Effects Institute published an exhaustive review of scientific literature surrounding the health effects from exposure to air pollution from road traffic, "Traffic-Related Air Pollution: A Critical Review of the Literature on Emissions, Exposure, and Health Effects" (<https://www.healtheffects.org/publication/traffic-related-air-pollution-critical-review-literature-emissions-exposure-and-health>). A peer reviewed study, "Long-term exposure to traffic-related air pollution and selected health outcomes: A systematic review and meta-analysis", (<https://www.sciencedirect.com/science/article/pii/S016041202200188X>) was published in Environment International Volume 164, June 2022, 107262 And the US Environmental Protection Agency has conducted multiple studies and made recommendations regarding health concerns and mitigation strategies for neighborhoods impacted by traffic related air pollution.

In 2016, the EPA published a document, "Recommendations for Constructing Roadside Vegetation Barriers to Improve Near-Road Air Quality". In 2017, the EPA published a document, "Living Close to Roadways: Health Concerns and Mitigation Strategies". These are resources that I want the IBRP team to consult and utilize to establish an air quality mitigation component for the project.

IBR Draft SEIS - RECORD #952 DETAIL

First Name :

Mark

Last Name :

Meade

Attachments :

D1_952_Meade_20241024_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #952 DETAIL**Submission Date :** 10/24/2024**First Name :** Mark**Last Name :** Meade**Business/Organization/Agency**
:**Submission Input :**

Vancouver does not need expensive light rail, use the current bus line to bring people to the max station across the river and save Taxpayer money on the bridge cost and future expenses. I consistently see our new bus empty which means we are no where near capacity and do not need additional public transit. The voters have spoken multiple times against light rail so stop ignoring the will of the people.

IBR Draft SEIS - RECORD #953 DETAIL**First Name :** claire**Last Name :** tsai**Attachments :** D1_953_Tsai_20241024_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #953 DETAIL**Submission Date :** 10/24/2024**First Name :** claire**Last Name :** tsai**Business/Organization/Agency :** private**Submission Input :**

I like the idea of having two levels of transportation: one level for cars and another for public transportation. This would decrease travel time and increase efficiency, making people more willing to travel during weekdays. Additionally, having two levels of bridges can make it safer for drivers, as they wouldn't be on the same level as trains. Personally, I would prefer not to drive next to a train.

Another suggestion is to have larger and clearer signs. Even after driving the same route multiple times, I often miss exits because the signs are unclear.

IBR Draft SEIS - RECORD #954 DETAIL

First Name :

Elijah

Last Name :

Bivens

Attachments :

D1_954_Bivens_20241024_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #954 DETAIL

Submission Date : 10/24/2024

First Name : Elijah

Last Name : Bivens

Business/Organization/Agency : N/A

Submission Input :

Good, too much traffic

IBR Draft SEIS - RECORD #955 DETAIL	
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First Name :	Christine
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Last Name :	Huang
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Attachments :	DSEIS-955_Huang_Original.pdf (1 kb)
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IBR Draft SEIS - RECORD #955 DETAIL
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Submission Date : 10/24/2024

First Name : Christine

Last Name : Huang

Business/Organization/Agency :

Submission Input :

I think it's great that there's a plan to replace the existing interstate bridge due to safety concerns. Ideally there should be at least four lanes in both northbound and southbound directions as traffic jam tends to happen even during weekends, let alone during rush hours. I would prefer a double deck design for the new bridge with the lower deck being used for public transit and/or pedestrian walkway. Ideally there should be enough height clearance for ships to pass through without the need to interrupt traffic flow.

IBR Draft SEIS - RECORD #956 DETAIL
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First Name : Hsiangse

Last Name : Hsu

Attachments : DSEIS-956_Hsu_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #956 DETAIL
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Submission Date : 10/24/2024

First Name : Hsiangse

Last Name : Hsu

Business/Organization/Agency
:

Submission Input :

I would prefer the Double-Deck Fixed-Span Configuration, so people don't need to wait for the lift, currently it's caused the traffic when it's lifting.

I also like the idea of light rail transit, and hope it can connect to MAX in OR, then it will be very convenient to the public

IBR Draft SEIS - RECORD #957 DETAIL**First Name :** Richard**Last Name :** Willerton**Attachments :** DSEIS-957_Willerton_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #957 DETAIL**Submission Date :** 10/24/2024**First Name :** Richard**Last Name :** Willerton**Business/Organization/Agency**
:**Submission Input :**

I am opposed to replacing a functional bridge and the colossal waste of money that entails. Build a third bridge downriver if you must.

Alternatively, improve the quality of life for long-time Clark county residents by closing all Clark county on and off ramps on both I5 and I205 to non-commercial traffic, thereby encouraging Portland transplants to move back to Oregon.

IBR Draft SEIS - RECORD #958 DETAIL

First Name : Sunny

Last Name : LIN

Attachments : DSEIS-958_Lin_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #958 DETAIL

Submission Date : 10/24/2024

First Name : Sunny

Last Name : LIN

Business/Organization/Agency
:

Submission Input :

If Trimax will cross the bridge, safety issue should be addressed since crime rate is pretty high around Trimax station areas.

We should also reduce the environment impact when we re-build the bridge in term of ramp and intersection arrangement.

IBR Draft SEIS - RECORD #959 DETAIL

First Name : Brooke

Last Name : Wang

Attachments : DSEIS-959_Wang_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #959 DETAIL
--

Submission Date : 10/24/2024

First Name : Brooke

Last Name : Wang

Business/Organization/Agency :

Submission Input :

I care about the safety the most. If we could separate the people from the cars that will be more ideal.

IBR Draft SEIS - RECORD #960 DETAIL

First Name : Mengchun

Last Name : Pan

Attachments : DSEIS-960_Pan_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #960 DETAIL
--

Submission Date : 10/24/2024

First Name : Mengchun

Last Name : Pan

Business/Organization/Agency :

Submission Input :

[- Toll fee: Portland and Vancouver are the same metro area. people do commute daily or fairly regularly through interstate. So this could impact to the low income families.

- Only option three has consideration of larger boats: how about the other 2?

- if the new bridges are wider than the current interstate on/off the bridge, then the on/off part would be congested.

- I like the ideas of shoulders of the new bridge. definitely will provide more security.

IBR Draft SEIS - RECORD #961 DETAIL**First Name :** Tzu-Chun**Last Name :** Kuo**Attachments :** DSEIS-961_Kuo_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #961 DETAIL
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Submission Date : 10/24/2024
First Name : Tzu-Chun
Last Name : Kuo
Business/Organization/Agency : Insurance Agent

Submission Input :

- 1.If there will be tolls charged, I hope you can give elder, cancer and kidney failure patients toll free . They need to visit doctors very often.
2. Asian people need to buy Asian grocery in Portland, I hope you can give people one or two times during off peak time traveling to Portland for free.
3. Please take care of our river and landscap during construction.
4. Will the light rail station extnd to Highway 205.

IBR Draft SEIS - RECORD #962 DETAIL**First Name :** Jui Lin**Last Name :** Lee**Attachments :** DSEIS-962_Lee_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #962 DETAIL**Submission Date :** 10/24/2024**First Name :** Jui Lin**Last Name :** Lee**Business/Organization/Agency**
:**Submission Input :**

Traffic is a personal concern of mine. The bridge needs to be straight and flat. The primary cause of the traffic congestion is the bridge's uneven levels and sharp turns, which can lead to traffic jams during peak commute hours. Additionally, the number of lanes should be maximized. We can also adjust the number of lanes based on traffic flow. For example, the bridge can allocate an extra lane from north to south in the morning and shift an extra lane from south to north in the afternoon.

IBR Draft SEIS - RECORD #963 DETAIL

First Name : Yenting

Last Name : Chen

Attachments : DSEIS-963_Chen_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #963 DETAIL
--

Submission Date : 10/24/2024

First Name : Yenting

Last Name : Chen

Business/Organization/Agency :

Submission Input :

I like the ideas that one of the design proposal include pedestrian's point of view. Public access, including people and cars, are important to me. I am hoping the design could also include some other public facilities, such as parks or sports field, into consideration.

I don't mind paying toll if that could actually help with traffic congestion. Being able to travel in a time efficient manner is crucial for me as a commuter.

IBR Draft SEIS - RECORD #964 DETAIL**First Name :** Timothy**Last Name :** Duncan**Attachments :** DSEIS-964_Duncan_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #964 DETAIL

Submission Date : 10/24/2024

First Name : Timothy

Last Name : Duncan

Business/Organization/Agency : JBMI

Submission Input :

I believe a list of addresses that will be impacted should be made public.

IBR Draft SEIS - RECORD #965 DETAIL**First Name :** Brian**Last Name :** Taff**Attachments :** DSEIS-965_Taff_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #965 DETAIL
--

Submission Date : 10/25/2024

First Name : Brian

Last Name : Taff

Business/Organization/Agency :

Submission Input :

As a homeowner in North Portland for better than a decade, the current Interstate bridge infrastructure has continually shown itself to be woefully inadequate in serving the transit needs along the I-5 corridor. Paired with the bottlenecks associated with the 1-84 split onto the Banfield and the 405 offshoot to the Vista Ridge tunnel, congestion in any one of these three (3) locations can almost instantly collapses what feels like a commuting "house of cards" throughout much of Portland across increasingly larger fractions of the day. With this comment, I would like to put in my strongest advocacy for an aggressive approach toward reducing the burdens associated with movement toward and across the Interstate bridge. Mobility within the Portland/Vancouver region MUST be prioritized and acted upon. We are beyond overdue as a community in taking actions to soften the burden and daily planning headache for residents and commuters that interface with the Interstate bridge. A no-action plan would be simply unconscionable moving forward and, given the draft SEIS, I am even concerned that the most involved LPA plans may still fall short of what is essential to serve the needs of the region.

IBR Draft SEIS - RECORD #966 DETAIL**First Name :** Brian**Last Name :** Taff**Attachments :** DSEIS-966_Taff_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #966 DETAIL
--

Submission Date : 10/25/2024

First Name : Brian

Last Name : Taff

Business/Organization/Agency :

Submission Input :

As a homeowner in North Portland for better than a decade, the current Interstate bridge infrastructure has continually shown itself to be woefully inadequate in serving the transit needs along the I-5 corridor. Paired with the bottlenecks associated with the 1-84 split onto the Banfield and the 405 offshoot to the Vista Ridge tunnel, congestion in any one of these three (3) locations can almost instantly collapses what feels like a commuting "house of cards" throughout much of Portland across increasingly larger fractions of the day. With this comment, I would like to put in my strongest advocacy for an aggressive approach toward reducing the burdens associated with movement toward and across the Interstate bridge. Mobility within the Portland/Vancouver region MUST be prioritized and acted upon. We are beyond overdue as a community in taking actions to soften the burden and daily planning headache for residents and commuters that interface with the Interstate bridge. A no-action plan would be simply unconscionable moving forward and, given the draft SEIS, I am even concerned that the most involved LPA plans may still fall short of what is essential to serve the needs of the region.

IBR Draft SEIS - RECORD #967 DETAIL**First Name :** N/A**Last Name :** N/A**Attachments :** DSEIS-967_NA_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #967 DETAIL**Submission Date :** 10/24/2024**First Name :** N/A**Last Name :** N/A**Business/Organization/Agency**
:**Submission Input :**

if you put the cucu train on the bridge and bring it to vancouver you will be violating the voting rights of vancouver and clark county voters who said no light rail if you want to do this you must ask us for permission

IBR Draft SEIS - RECORD #968 DETAIL**First Name :** Troy**Last Name :** Parke**Attachments :** DSEIS_968_Parke_Original.pdf (2 kb)

IBR Draft SEIS - RECORD #968 DETAIL

Submission Date : 10/25/2024

First Name : Troy

Last Name : Parke

Business/Organization/Agency :

Submission Input :

First Name:

Troy

Last Name:

Parke

Business or Organization:

Lotus Isle

Email:

yortlee7170@msn.com

Phone:

15039400940

City:

Portland

US States:

OR

Zip:

97217

Topic Area:

Transportation

Comment:

I have seen models of a tunnel under the river. Why can't we investigate this cheaper option?

How much money over the years have been spent on a bridge that never seems to get built?
Stop wasting our money and build a tunnel!

JCA comment #: 140

IBR Draft SEIS - RECORD #969 DETAIL
--

First Name : Barbara

Last Name : Stanley

Attachments : DSEIS_969_Stanley_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #969 DETAIL
--

Submission Date : 10/24/2024

First Name : Barbara

Last Name : Stanley

Business/Organization/Agency :

Submission Input :

Just build the bridge, no light rail. It's crazy what this has become!

Save some time, money, headaches.

Interstate deals??? Come on.

IBR Draft SEIS - RECORD #970 DETAIL
--

First Name : Chris

Last Name : Smith

Attachments : DSEIS_970_Smith_Original.pdf (2 kb)

IBR Draft SEIS - RECORD #970 DETAIL

Submission Date : 10/24/2024

First Name : Chris

Last Name : Smith

Business/Organization/Agency :

Submission Input :

First Name:

Chris

Last Name:

Smith

Business or Organization:

personal comment

Email:

chris@chrissmith.us

Phone:

5032233688

City:

Portland

US States:

OR

Zip:

97210

Topic Area:

Transportation

Comment:

I believe the tolling sensitivity analysis in the Transportation Technical Report is missing a scenario.

The analysis has No Toll, LPA Toll and Higher Toll scenarios.

But the Transportation Commissions subcommittee has also been discussing aspects of Washington State Law that suggest tolls should be reduced after bonds are retired. It seems like a "low toll" scenario would be useful to understand the impact of this possibility?

JCA comment #: 139

IBR Draft SEIS - RECORD #971 DETAIL**First Name :** Chris**Last Name :** Smith**Attachments :** DSEIS_971__Smith_Original.pdf (8 mb)
Why-widening-highways-doesnt-reduce-traffic-congestion-Yale-Climate-Connections.pdf (4 mb)

IBR Draft SEIS - RECORD #971 DETAIL

Submission Date : 10/24/2024

First Name : Chris

Last Name : Smith

Business/Organization/Agency :

Attachments : Why-widening-highways-doesnt-reduce-traffic-congestion-Yale-Climate-Connections.pdf (4 mb)

Submission Input :

First Name:

Chris

Last Name:

Smith

Business or Organization:

personal comment

Email:

chris@chrissmith.us

Phone:

5032233688

City:

Portland

US States:

OR

Zip:

97210

Topic Area:

Induced Demand

Comment:

The DSEIS itself includes no discussion of induced demand (topic not found in index), the processes by which adding vehicle capacity leads to increased travel demand.

The Transportation Technical report has some discussion of “induced development” (i.e., land use changes) increasing travel demand (based largely on a 14-year-old memo from Metro in Attachment G) but ultimately concludes that land use plans already anticipate completion of the project (p. 6-1).

There are multiple mechanisms behind induced demand that are included nowhere in the DSEIS.

The attached article from "Yale Climate Connections" discusses some of these mechanisms and documents that this has been understood at some level for almost 100 years.

"So the biggest factor that people consider when deciding how to get around is cost. That's a matter of dollars, but also time – time is a really, really important factor in how we travel. When a particular roadway is congested, traveling on it can take a long time, or an unpredictable amount of time, which discourages people from using it.

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Attachment (maximum one):

Why-widening-highways-doesnt-reduce-traffic-congestion-Yale-Climate-Connections.pdf

JCA comment #: 138

TRANSPORTATION

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by SARAH WESSLER
OCTOBER 18, 2024



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This interview has been edited and condensed.

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Amy Lee: So the biggest factor that people consider when deciding how to get around is cost. That's a matter of dollars, but also time – time is a really, really important factor in how we travel. When a particular roadway is congested, traveling on it can take a long time, or an unpredictable amount of time, which discourages people from using it.

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Lee: We've measured this for a really long time. It's been observed for at least 100 years, and it's been measured with increasingly advanced statistical methods since the '70s and '80s.

YCC: So highway expansion clearly seems problematic from a transportation planning perspective. Can you say more about how it affects climate change?

Lee: There are several ways. One is that the materials involved in physically making highways and roadways – **concrete**, aggregate, asphalt – are incredibly carbon-intensive. Highway expansions emit a lot of carbon in

their production.

Then, once highways have been built, we develop our communities around them, building further out along these highway corridors, which generates auto use, which leads to more emissions. Right now, automobiles run mostly on fossil fuels, and this seems like it will be the case for a long time.

Highway expansions can also make it more difficult to get around urban neighborhoods. I live in a city with the classic set of highways that were built right through downtown to bring suburban commuters into the metropolitan core, severing neighborhoods like mine from the city center. To get downtown from where I live, you have to cross under the highway two times. Researchers have been doing really cool work about how that impedes walking and biking. As roads are expanded, not only do your shopping mall or your doctor's office go further down the highway, but it also becomes a lot harder to get around your own neighborhood without driving, even if you're just going a short distance.

YCC: I imagine there's also a massive opportunity cost to highway expansions. They're expensive, and that's money that's not spent on other things.

Lee: Absolutely. It's not for lack of funding that we don't build, say, transit and bicycle infrastructure everywhere. In California alone, about \$30 billion are slated to be spent on transportation in the next fiscal year – that is an astronomical amount of money. So we have the money; it's just how we choose to spend it. And historically, and even today, a lot of it goes to highways and highway expansion.

Transportation folks love to say, "Oh, but we can't just shift money around, because it's not one big pot from which every single project's funding comes." And that's true; there are lots of pots that have been created by legislation. If we wanted to change those policies, we could. I won't discredit how hard it would be, though.

YCC: For your Ph.D. dissertation, you interviewed dozens of people involved in highway projects in California. What did you learn about how they think about induced travel and climate change?

Lee: There's a wide array of ideas about induced travel. Some people see it as a first-order priority that needs to be addressed in policy and in projects and that our goal in the transportation world should be mitigating effects on climate. That is not a super widely held view, though.

The views are usually more along the lines of, "Yes, climate is a big problem, we need to address it, but we have really bad congestion in our community, and it's an urgent problem, so we just need to do this project now." People talk about problems with freight, about community members coming to council meetings and saying it's hard to get their kids to school – in a lot of communities in California, the main way to get around

is on the highway. So for them, while climate mitigation is a very important goal, it is not today's problem. It's tomorrow's problem, and what they need to do today is relieve congestion, and the way to do that is to expand the highway.

There's also a very technocratic debate about induced travel going on – although some would say that it is a philosophical debate being carried out under the facade of a technical debate. It has some parallels to climate denialism, with its varying levels of denial. You don't hear a ton of people just outright say, "I don't believe in induced travel," although that does happen sometimes. Others say they believe in induced travel as a general concept, but that they don't think that's what will happen in their own communities. Or they think, "My project is exceptional and will not induce travel."

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If you were to take up one of my hobbies, listening to public meetings, you'd hear that pretty frequently. People say things like, "This project is not aligned with the goal of reducing carbon emissions, but this is a really important freight corridor." And most appointed and elected officials seem to be loath to do anything that could be perceived as harming freight and economic activity. As one person said to me, "Goods movement projects are like mother and apple pie – everyone loves them, except for the communities who have to live near them."

YCC: Freight and "goods movement" being essentially semi-trucks, I assume?

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YCC: To me, one of the reasons induced travel is such an interesting concept is that it basically means that you can't have a transportation system based only on cars that people will actually be happy with, because you'll never be able to build your way out of traffic jams – they're essentially baked in. Is that an accurate understanding of the issue?

Lee: Yeah, and that's what California's climate and transportation policy was trying to get at: reducing auto dependence by doing coordinated land use and transportation planning so that there could be more multimodal accessibility, essentially. The idea is to give people more options to use travel modes like public transportation, walking, and biking.

It's a fabulous vision, but how it plays out in practice is really where the rubber meets the road. And as many people from all over the policy arena of transportation have told me, the most salient political issue for many elected officials, especially at the local level, is traffic congestion. People at the local level hold a lot of power; the policy arena in transportation is very fragmented. And congestion is a really salient issue for local politicians. They need to show that they are trying to do something to help it, even if it doesn't fix it in the long run: They just have to get reelected.

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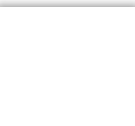
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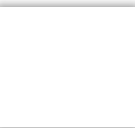
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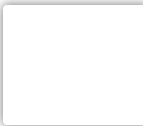
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TRANSPORTATION

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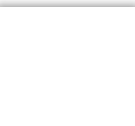
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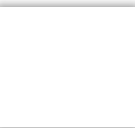
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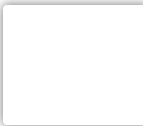
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There's also a very technocratic debate about induced travel going on – although some would say that it is a philosophical debate being carried out under the facade of a technical debate. It has some parallels to climate denialism, with its varying levels of denial. You don't hear a ton of people just outright say, "I don't believe in induced travel," although that does happen sometimes. Others say they believe in induced travel as a general concept, but that they don't think that's what will happen in their own communities. Or they think, "My project is exceptional and will not induce travel."

YCC: And if I'm understanding correctly, California has climate-focused policies in place to discourage highway expansions that would result in induced travel, but these expansions happen frequently anyway. Is this accurate?

Lee: Yeah. You do hear some people say, essentially, "Yes, there are greenhouse gas goals in California, but there are many goals, and there has been no ranking or prioritization of these goals. So why should transportation focus on climate as opposed to economic development?" So California has a policy about it, but it does not reign supreme in many actors' minds.

If you were to take up one of my hobbies, listening to public meetings, you'd hear that pretty frequently. People say things like, "This project is not aligned with the goal of reducing carbon emissions, but this is a really important freight corridor." And most appointed and elected officials seem to be loath to do anything that could be perceived as harming freight and economic activity. As one person said to me, "Goods movement projects are like mother and apple pie – everyone loves them, except for the communities who have to live near them."

YCC: Freight and "goods movement" being essentially semi-trucks, I assume?

Lee: Yeah. There was even a carve-out for freight across all of California's transportation and climate policy. It's only about passenger transportation, despite trucks causing massive air pollution, health risks, lots of carbon.

Another issue that can't be ignored when thinking about highway expansions in California, and the U.S. more broadly, is the big political economy built up around large infrastructure projects. There are a lot of people who produce the concrete and aggregate for highways or work for the construction companies that build them. And in California, where you have a supermajority of Democrats in the legislature, the labor and trade unions are really strong players. So while there is policy to reduce emissions, you also have a lot of material interest

in construction of big transportation capital projects, and these groups have the ear of elected officials. There's a lot of money to be made from that \$30 billion in transportation funding.

YCC: To me, one of the reasons induced travel is such an interesting concept is that it basically means that you can't have a transportation system based only on cars that people will actually be happy with, because you'll never be able to build your way out of traffic jams – they're essentially baked in. Is that an accurate understanding of the issue?

Lee: Yeah, and that's what California's climate and transportation policy was trying to get at: reducing auto dependence by doing coordinated land use and transportation planning so that there could be more multimodal accessibility, essentially. The idea is to give people more options to use travel modes like public transportation, walking, and biking.

It's a fabulous vision, but how it plays out in practice is really where the rubber meets the road. And as many people from all over the policy arena of transportation have told me, the most salient political issue for many elected officials, especially at the local level, is traffic congestion. People at the local level hold a lot of power; the policy arena in transportation is very fragmented. And congestion is a really salient issue for local politicians. They need to show that they are trying to do something to help it, even if it doesn't fix it in the long run: They just have to get reelected.

It's rare for local politicians to reach for upstream solutions like facilitating new housing in urban areas, which can help people walk and bike to their jobs instead of getting on the highway. Housing development is a slow process, and it isn't controlled publicly in the United States. Transportation, on the other hand, is publicly funded. So local elected officials use transportation as a field to try to deliver for their constituents.

Expanding highways also just seems like an obvious thing to do. Improving housing options and mass transit are more effective ways to help people avoid congestion, but that would involve trying to make them imagine a different future. Whereas with highway expansions, you're just telling them, "I'm gonna help that highway you're on all the time." So it feels very obvious and direct.

And most elected officials are not steeped in this stuff, right? It's not like they're getting a lecture on induced travel when they take office.

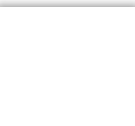
But you're never going to solve congestion this way; we've shown that time and time again. Everyone loves to hold up Los Angeles as a car city, and it's also a prime example of, "Look, they built as many highways as you possibly can, and there's still congestion."

We help millions of people understand climate change and what to do about it. Help us reach even more people like you.

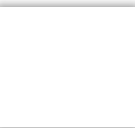
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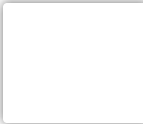
Dangerous, unregulated cobalt mines boom as the need for batteries grows



San Francisco visitors can enjoy a free ferry powered by hydrogen



Cities are trying to cut down on cars. Some states are standing in their way.



IBR Draft SEIS - RECORD #972 DETAIL**First Name :** Chris**Last Name :** Smith**Attachments :** [DSEIS_972_Smith_Original.pdf \(86 kb\)](#)

IBR Draft SEIS - RECORD #972 DETAIL

Submission Date : 10/24/2024

First Name : Chris

Last Name : Smith

Business/Organization/Agency :

Attachments : induced_traffic_and_induced_demand_lee.pdf (112 kb)

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Induced Demand

Comment:

The DSEIS itself includes no discussion of induced demand (topic not found in index), the processes by which adding vehicle capacity leads to increased travel demand.

The Transportation Technical report has some discussion of “induced development” (i.e., land use changes) increasing travel demand (based largely on a 14-year-old memo from Metro in Attachment G) but ultimately concludes that land use plans already anticipate completion of the project (p. 6-1).

There are multiple mechanisms behind induced demand that are included nowhere in the DSEIS.

The attached journal article republished by NACTO (originally published in 1999) explains some of these mechanisms.

Attachment (maximum one):

induced_traffic_and_induced_demand_lee.pdf

JCA comment #: 137

APPENDIX B

INDUCED TRAFFIC AND INDUCED DEMAND

Douglass B. Lee, Jr.

“Induced” is a term implying that a particular condition is indirectly caused by another condition. In the case of traffic volumes, the term arose from the phenomenon that improvements to a highway -- especially capacity improvements -- seemed to result in more traffic choosing to use the road than would be the case if the highway were not improved. To an economist, this is an example of demand elasticity. Simply recognizing that travel demand is elastic, however, is not sufficient to reconcile the conflicting views of engineers, planners, and environmentalists. On one side are those who argue that transportation facilities are provided to serve land uses and support economic activity; on the other are those who claim that whatever capacity is provided soon fills up to the same level of congestion, gaining nothing. The truth can be better understood by defining induced demand in a way that uses the concept of elasticity.

This appendix describes the concepts guiding several modifications that were made to the HERS model for the 1997 Conditions and Performance report to Congress. With minor exceptions noted below, the model implements the concepts as they are described here.

Concepts of Induced Demand

Frequent references are made in transportation planning to the concept of induced demand, but the term remains ambiguous. The intent here is to define the relevant concepts, and show how they can be operationalized in representing demand for purposes of benefit-cost evaluation of capital improvement projects.

Acknowledgments: The author thanks Ross Crichton, William Goldsmith, and Anthony Rufolo for valuable comments and suggestions. Lisa Klein and Gregorio Camus were instrumental in the development of the algorithms.

Exogenous Demand Factors

Historically, demand forecasts in urban transportation planning have been based on exogenous variables such as land use, population, employment, and income. Once these variables are measured or estimated, the result is a “point” estimate for traffic volume at a future date. Demand, in this sense, is influenced by neither transportation infrastructure nor money price, but is determined entirely by exogenous factors.

If demand is determined by forces beyond the control of the transportation planner, then failure amounts to not having adequate facilities to handle it, and the planner is simply the messenger. Alternatively, if the facility creates its own demand, the planner is just furthering the careers of planners.

Demand Fills Capacity

A contrasting concept has emerged claiming that additional capacity stimulates corresponding increases in demand. This concept embodies the “build it and they will come” idea, or a belief in the existence of “latent demand,” which suggests that there are willing buyers who will express their demand for travel once the service is offered.¹ In growing urban areas, the evidence from recent decades seemed to support this interpretation.

Although the idea has not been implemented as a formal forecasting method, the implication is that demand is entirely *endogenous*. If true, the policy choice is whether to permit travel to grow or to suppress it.

Elastic Demand

Perhaps the first recognition that demand responded to endogenous factors was the assertion that congestion is self-regulating, implying an automatic balancing of supply and demand. More recently, the economist’s concept of demand being a relationship between price and quantity demanded has become accepted, if not necessarily applied in practice. From this perspective, all endogenous changes in volume are movements along the demand curve, whether they are called latent, induced, or something else. If “price” is generalized to include travel time, operating costs, and accidents, then changes in capacity and alignment alter the “price” and thereby cause movements along the demand curve.

Overall, then, travel demand is the result of a combination of both exogenous factors that determine the location of the demand curve, and endogenous factors that determine the price-volume point along the demand curve.

Short Run versus Long Run

The short run can be any period of time over which something remains fixed. What is fixed might be the capacity of a highway, fuel efficiency of the vehicle fleet, locations of

¹ For an interpretation of latent demand, see Small (1992), pp. 112-116, or Small, Winston, and Evans (1989)

employment, or anything else that changes slowly. The long run is enough time for these characteristics to change. The short run is typically assumed to be about a year in transportation planning, but the dividing line depends upon the practical context.

Demand “elasticity” is the responsiveness of quantity demanded to changes in price. Price is generalized for travel demand purposes to include travel time, operating costs, and accidents, as well as user charges.² Everything included in this generalized price is an endogenous factor with respect to induced traffic. An increase in capacity that lowers travel time, for example, results in additional travel if the elasticity is not zero.

Short Run Elasticity

Short run demand elasticity tends to be lower (less elastic) than long run elasticity, because more opportunities to increase or reduce consumption can be developed over the long run than in the short run, while short run options do not diminish in the long run. If the price of fuel goes up, for example, highway travelers can reduce fuel consumption by taking fewer trips and chaining trips together, by carpooling to share expenses, by driving in ways that achieve better mileage, and by taking a larger share of trips on transit. In the long run they can also switch to more fuel-efficient vehicles, and change their workplace and residence locations. If the price stays high, vehicle manufacturers will develop and produce more fuel-efficient vehicles, and better transit service may be offered.

While the distinction between short run and long run demand is really a continuum rather than two discrete states, the separation is useful both conceptually and for modeling purposes. In Figure B-1, two short run demand curves are shown in relation to their common long run demand curve (the latter indicated by a dashed line). Demand could be for a facility, a corridor, or even travel in a region. At a “long run” price of p_1 the volume is v_1 and the short run demand curve D_1 applies, such that changes in the price cause changes in volume along this demand curve in the short run. If the price drops to p_2 , for example, then volume will increase to a flow of $v_{1,s}$. If the price stays at that level for the long run, then the short run demand curve will shift outward to D_2 , resulting in the volume v_2 at that price. If the price were then to go back up to p_1 , volume would only drop to $v_{2,s}$ in the short run, but eventually back to v_1 in the long run.

Long Run Elasticity

For example, secular declines in real fuel prices have led to increases in the size and weight of vehicles and concomitant declines in their fuel economy; if the price of fuel were to increase, gasoline consumption would drop but the vehicle fleet would take time to evolve to a more fuel-efficient average. Changes are not necessarily completely reversible: knowledge gained from research leading to advances in technology in, say, fuel efficiency, is not lost when the need is lessened, but its application tends to diminish.

² The generalized price embodied in HERS includes time, operating costs, and accidents, but no user charges *per se*. The implications of this omission are discussed in greater depth in Appendix D.

Induced Traffic versus Induced Demand

A similar distinction can be made between “induced traffic” (or induced travel) and “induced demand,” by applying the short run and long run concepts: demand is assumed fixed in the short run, so changes in volumes are the result of movements along the demand curve, whereas the short run demand curve can shift in the long run. Thus these terms are defined such that “induced traffic” is a movement along the *short run* demand curve, while “induced demand” is a movement along the *long run* demand curve, or an endogenous *shift* in the short run demand curve.

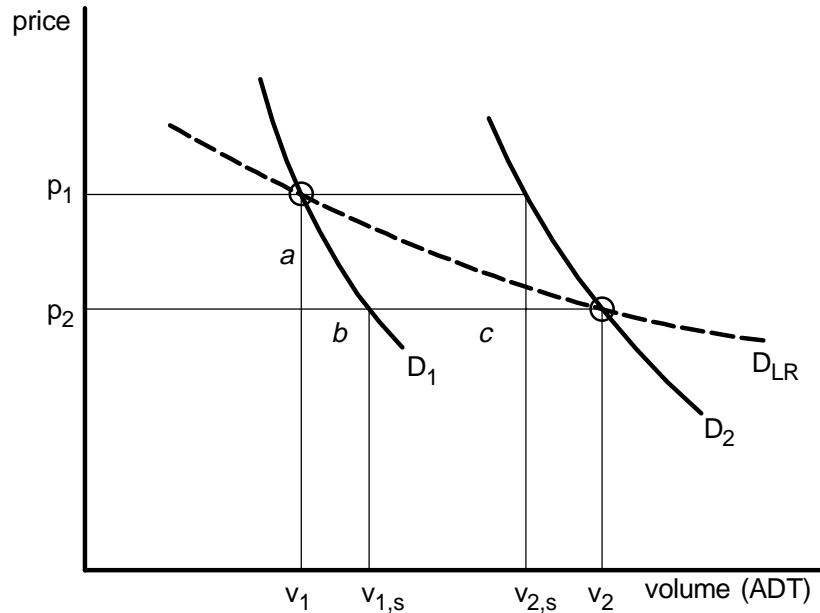


FIGURE B-1. Long run demand with short run demand curves.

In Figure B-1, no time direction is implied on the horizontal dimension; the shape of the long run demand curve does not mean that price declines over time. Nor are the short run demand curves necessarily ordered from one to two; demand could start at D_2 and then shift to D_1 . The diagram shows only the relationship between price and volume under short run and long run conditions.

Disaggregation of Long Run Elasticity

Long run elasticity -- as with any other demand elasticity -- is a ratio of the percent change in quantity demanded to the percent change in the price of the good. Referring to Figure B-1, the first circled point at (p_1, v_1) is taken to represent a point on both the short run and long run demand curves. The second circled point at (p_2, v_2) represents the long run result of a price change, which lies on the previous long run demand curve but a new short run curve. The arc elasticity between the two points is

$$e_{LR} = \frac{\% \Delta v}{\% \Delta p} = \frac{\Delta v}{\Delta p} \times \frac{p_1}{v_1} = \left(\frac{v_2 - v_1}{p_2 - p_1} \right) \times \frac{p_1}{v_1} \quad [1]$$

where e_{LR} is the long run elasticity of demand. If the following simplifications are made for ease of presentation,

$$\begin{aligned} a &= p_2 - p_1 \\ b &= v_{1,s} - v_1 \\ c &= v_2 - v_{1,s} \end{aligned} \quad [2]$$

as shown in Figure B-1, then the long run elasticity can be represented as

$$e_{LR} = \frac{b+c}{a} \times \frac{p_1}{v_1} = \left(\frac{b}{a} \times \frac{p_1}{v_1} \right) + \left(\frac{c}{a} \times \frac{p_1}{v_1} \right) \quad [3]$$

where the first term in parentheses is the short run elasticity (e_{SR}) and the second term is the shift in the demand curve over the long run, represented as an elasticity. Thus the long run elasticity is the sum of the e_{SR} and a purely long run component which will be called the long run share, e_{LRS} , defined as

$$e_{LRS} = \left(\frac{c}{a} \times \frac{p_1}{v_1} \right) = \left(\frac{v_2 - v_{1,s}}{p_2 - p_1} \right) \times \frac{p_1}{v_1} \quad [4]$$

so

$$e_{LR} = e_{SR} + e_{LRS} \quad [5]$$

The e_{LRS} component can be interpreted in the same way as a normal elasticity, and can be empirically measured as the difference between the short run elasticity and the long run elasticity estimated for the appropriate time period.³

Induced Traffic

As defined above, induced *traffic* is a movement along the short run demand curve. Common usage of the term “induced” suggests additional traffic, i.e., an increase in volume. Decreases might be called disinduced or deterred or discouraged traffic. For present purposes, the term induced refers to any endogenous change, whether positive

³ See Taplin (1982) for theory.

or negative. Increased congestion or higher tolls, other things being equal, will cause a reduction in volumes. If this occurs in the short run, this is (negative) induced traffic.

Some of the possible sources of induced traffic are:

- Diverted traffic that changes its route onto the improved facility.
- Rescheduled traffic that previously used the facility at a different time (spreading or contracting the peak).
- Shifts from other modes -- which may or may not have used the facility before -- including changes in occupancy.
- Destination shifts resulting from the improvement of the facility.
- Additional travel by persons already using, or in the market for, the facility.

Demand forecasts for a new or improved facility always include at least some of these sources, although such estimates seldom explicitly recognize a generalized price as the explanatory variable and do not produce a schedule of price-volume combinations.

Partial and General Equilibrium Demand Curves

All demand curves portrayed in this analysis are assumed to be general equilibrium demand curves, even those for the short run. Thus they include traffic shifted to or from other modes or from alternative facilities. A partial equilibrium demand curve, as repre-

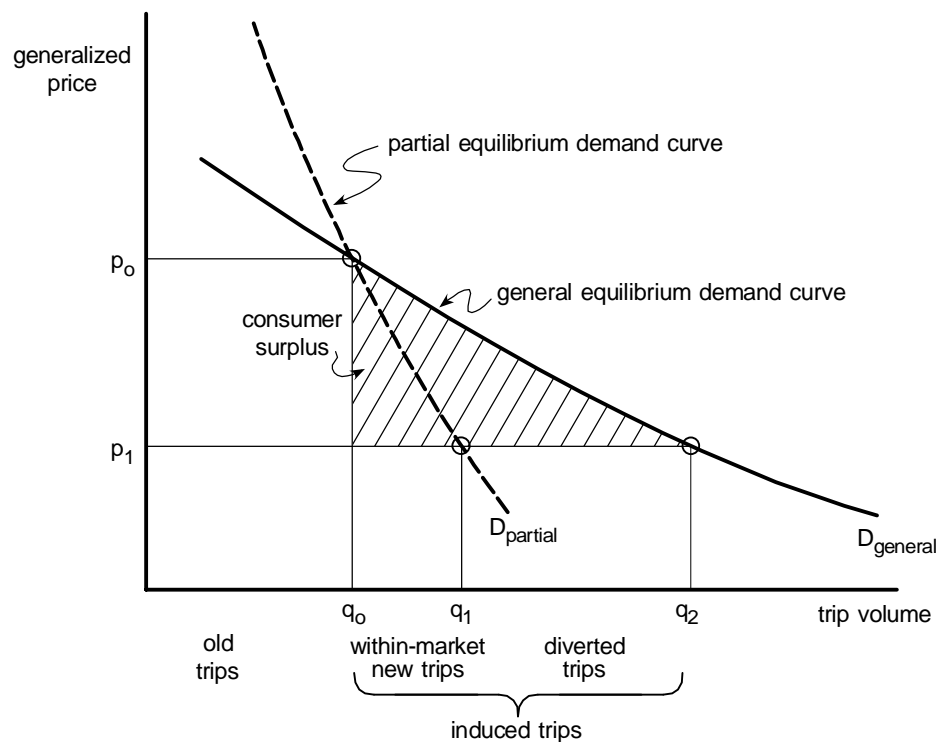


FIGURE B-2. Partial and general equilibrium demand curves.

sented in Figure B-2, includes only the travel for those already in the market, whether they are currently taking trips or not (e.g., a person who did not travel at all in this corridor but who chose to do so after the price was reduced, and not by shifting a trip from another time or place). If the demand curve includes diverted travelers (from other modes, routes, times, or destinations), then it will be more elastic than the corresponding partial demand curve because more options are offered. Thus some of the (short run) induced travel comes from new trips by persons already in the market, and some comes from trips diverted from other markets.

For every point on the general equilibrium demand curve there is a corresponding partial demand curve, representing the (hypothetical) demand that would occur if there were no substitution between markets. If the price were raised, for example, from a point on the general equilibrium demand curve, a movement up the partial demand curve would imply that the travelers could not divert to another time or facility. Not surprisingly, such a demand curve cannot be observed in practice.

Because demand forecasts usually include diverted trips, practical demand forecasts are aimed implicitly at constructing (or locating points on) a general equilibrium demand curve. If the demand is for a single facility, then induced traffic will appear large relative to previous volumes, because most of the change in trips will be diversions. At the regional level, induced traffic -- if it were actually estimated -- would be a smaller share of total traffic growth because only trips diverted from other regions, plus substitutions between transportation and other goods, make up the induced share. For project evaluation, diverted travel and other components of induced demand as measured in consumer surplus represent the net valuation of systemwide impacts.

In Figure B-2, all of the movement along the general equilibrium demand curve stimulated by the reduction in price from p_0 to p_1 is labeled “induced trips.” A portion of this induced traffic is labeled “diverted trips.” If the diverted trips are removed from the total “gross” induced traffic, the residual might be called “net” induced traffic. Some analysts prefer that the term induced be restricted to mean *net* induced trips, and the others be left as diverted trips.⁴

“Gross” versus “Net” Induced Traffic

For some purposes, this usage has an appeal, but the distinction is a difficult one to make. A trip between the same origin and destination but using a different route is clearly a diverted trip, but trips at other times, or to other destinations are less obvious. If the improved facility prompts me to go to a movie instead of renting a video, and the video store is much closer, is this induced or diverted? Suppose I would have walked to the video store? Suppose I would have had the video delivered, and the van would have used the same facility before it was improved? What can be observed directly is that more vehicles use the facility after it is improved, and that trips in the region do not go up by as large an amount as the volume on the improved facility. Labeling which particular travel is “new” and which is “diverted,” however, is difficult and probably not necessary.

⁴ Examples include Dowling (1994) and SACTRA (1994).

Schedule Delay and Peak Shifting

As noted above, changes in the generalized price may lead to changes in schedule. Peak congestion may be at least partially avoided by leaving earlier or later than preferred. A reduction in peak travel time will cause some travelers to join the peak because the cost to them of schedule delay (departing at a different time than preferred) is less than the new peak delay.⁵ Thus induced traffic may be diverted from other times as well as other routes.

If the demand curve represents both peak and off-peak, then the elasticity will be lower than if peak is separated from off-peak. Because the two periods are so closely interrelated (off-peak demand depends upon peak price, and vice versa), separating them for benefit-cost purposes can be tricky, but that is one way to include benefits from reducing schedule delay.

Induced Demand

For purposes of evaluating costs and benefits, the overall analysis period for a project (generally the project lifetime, e.g., twenty years) is broken into a series of discrete time

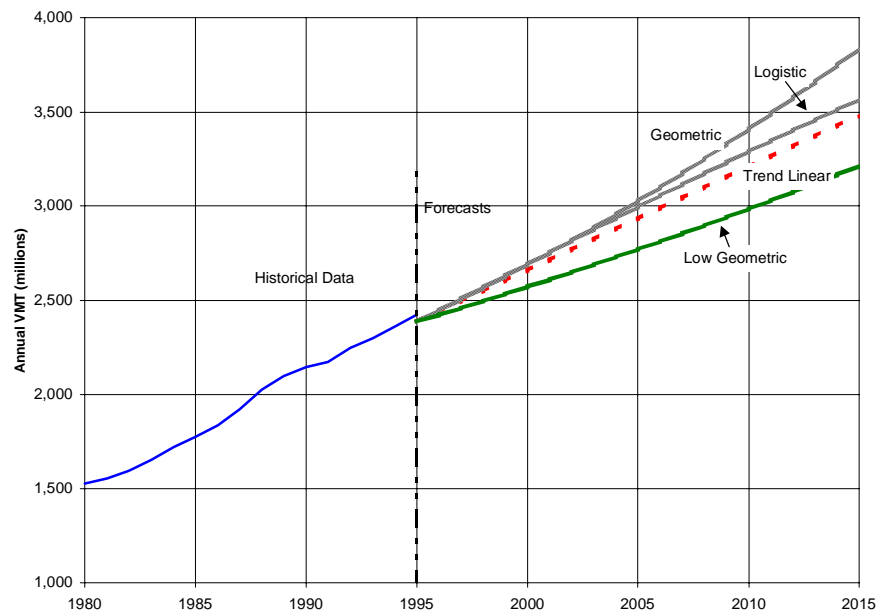


FIGURE B-3. Alternative long run travel forecasts

⁵ See Small (1992).

periods, during each of which the demand curve is assumed to be fixed. A baseline long range forecast is used to establish the short run demand curve for each period.

A demand forecast is a functional relationship between time and traffic volume, assuming a set of conditions. *Exogenous* conditions include population growth, economic growth, land use patterns, and available substitute transportation alternatives. *Endogenous* conditions include capacity, level of service (LOS), and user fees. For the present analysis, all endogenous factors are represented in the generalized price. Capacity and LOS, for example, would both be subsumed under travel time cost, and included in the generalized price.

Baseline Demand Forecast

The baseline long run demand forecast assumes a generalized price, as well as whatever exogenous factors are thought to be relevant by the forecaster. Alternative forecasts under different assumptions might be constructed, as shown in Figure B-3. One such forecast is selected for constructing the short run demand curves.

The distinction between long run induced demand and short run induced travel is implemented by constructing a short-run demand curve for each of the shorter demand periods (e.g. 1-5 years), and allowing the initial curve to shift depending upon previous improvements. The forecast becomes a series of discrete points, shown circled in Figure B-4, that provide the calibration points for the associated short run demand curves. The

Breaking the Forecast Into Discrete Periods

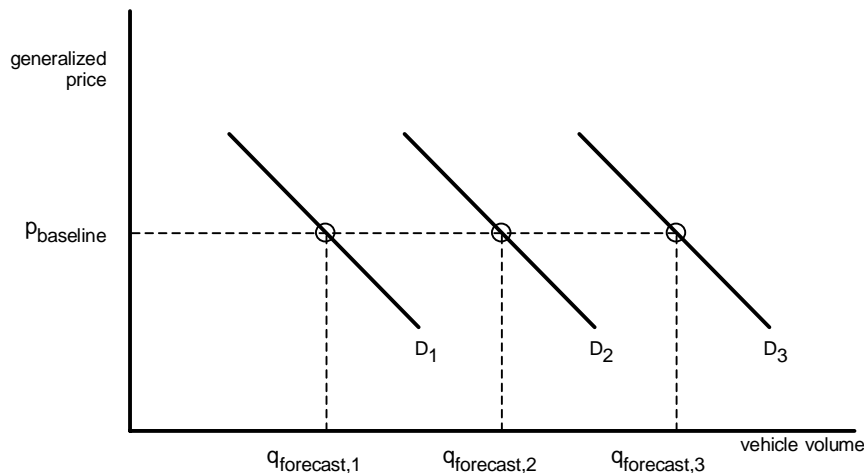


FIGURE B-4. Baseline demand forecast for several periods

short run demand curve can be a straight line calibrated with an elasticity, or a constant elasticity demand curve, or some other functional form that can be fitted to a single price-quantity combination. The elasticity chosen should be appropriate to the length of the demand period.⁶

A single fitted short run demand curve is shown in Figure B-5, along with other relevant prices and volumes. The price from the previous period $p_{final, t-1}$ is adjusted to account for traffic growth, pavement wear, accident rates, and user fee changes that have occurred since the previous period. The result is $p_{no\ improvement}$. Alternative improvements for the current period are evaluated, and, if any are feasible, the best is implemented. This results in the $p_{improved}$ price, which becomes the initial price for the next demand period. If no improvement is selected, the unimproved price carries into the next period.

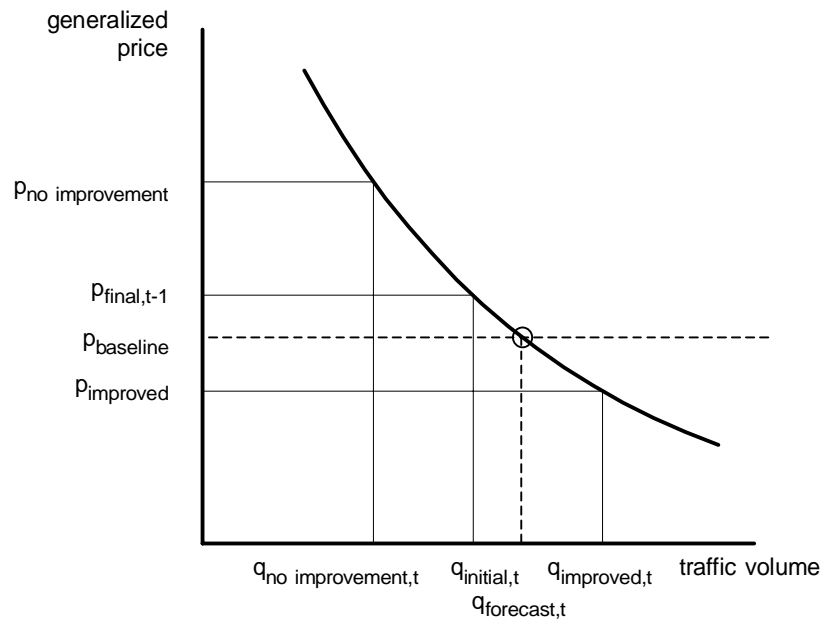


FIGURE B-5. Short run demand showing prices with and without improvements.

Long Run Shifts in the Demand Curve

Evolution of demand in the long run is built upon what takes place in the short run. Operationally, induced *demand* is defined to be the shift in the short run demand curve caused by the price in the previous period. If the price in all previous periods is the same as the baseline price, then the demand curve is fitted to the baseline forecast for that period. If an improvement is made in one period that reduces the price below the baseline price, this leads to a shifting of the demand curve outward, according to the percent by which the price in the previous period is below the baseline price. If no improvement is made, the price increases relative to the baseline forecast price, and the demand curve shifts inward in the next period. These two possibilities are shown in Figure B-6. For example, a price of $p_{no\ improvement}$ will shift the subsequent demand curve inward from $q_{forecast}$ by a percentage equal to $(p_{baseline} - p_{no\ improvement}) \times e_{LRS}$.

⁶ Currently, the demand period or “funding period” in HERS is five years, so the short run elasticity should be selected to allow for adjustments that can be expected to take place within that span of time.

The relationship between the difference in price between the final (improved or not improved) price and the baseline price, for one period, and the horizontal shift in the demand curve in the next period, is governed by the long run share e_{LRS} , as described above.⁷ There is no long run demand curve as such, but the shift attributed to induced demand is a displacement of the short run demand calibration point along the baseline price line.

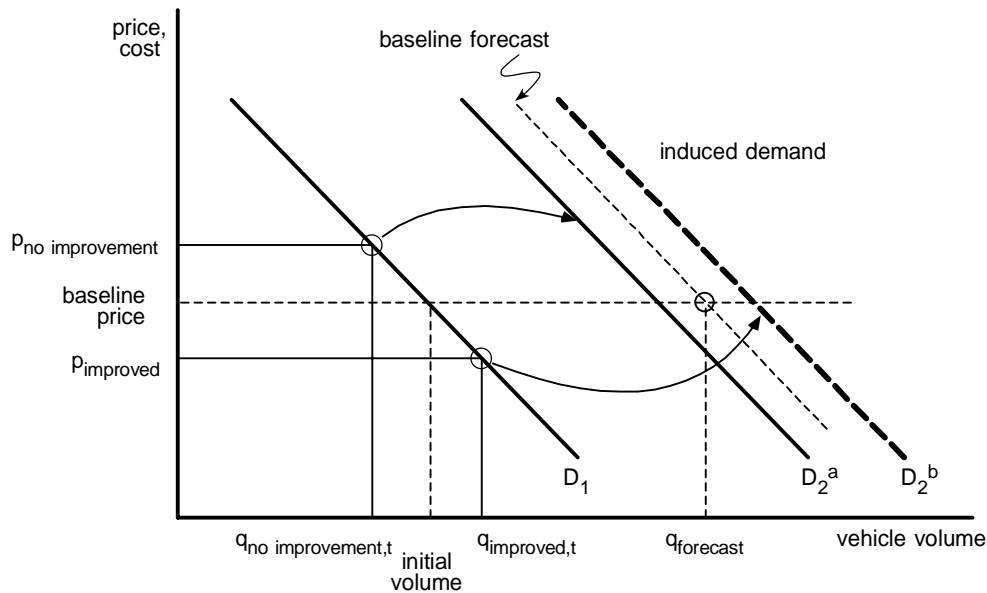


FIGURE B-6. Long run induced demand shift from one period to the next.

Incorporating induced demand, then, allows each period's demand curve to be a function of the previous period's investment (as it affects price to the user). Investment that keeps the price in each period below the baseline price for the baseline forecast produces demand curves that shift outward farther and farther, compared to the baseline forecast. Similarly, if improvements are not made and price is allowed to rise in each period (due to congestion, pavement roughness, and accidents), the demand curve will be continually shifted inward relative to the baseline.

The magnitude of this shifting -- the sensitivity of long run demand to investment and pricing -- is determined by the e_{LRS} parameter. The shorter the time period for the short run, the lower should be the long run elasticity shift from period to period. If the long run induced demand parameter is zero, the location of each short run demand curve would be determined by the baseline forecast, without regard for which, if any, improvements were made in any demand period. Short run movements along the demand curve could still occur, depending upon the short run price elasticity, but there would be no cumulative endogenous effects from one period to the next. Alternatively, with a high

⁷ See "Disaggregation of Long Run Elasticity" on page B-4.

e_{LRS} , induced demand could alter the baseline forecast, even to the point of potentially offsetting the trend of the initial forecast, such leading to growth in demand (from keeping the price low) despite a declining forecast, or causing a decline in demand despite a growth forecast (traffic is deterred by congestion and bad pavement, as a consequence of no improvements).

Getting to the Long Run

Empirical estimates of the two elasticities depend upon the length of the short-run time period and the rate of adjustment to changes in price. The length of time between a change in conditions and a new equilibrium is somewhat arbitrary because other conditions change before equilibrium is reached, but the process is one of accelerating initial response followed by gradual refinement. In the context of highway volume adjustments in response to changes in the generalized price of travel, the short run is up to a year. The long run -- allowing for changes in residence and workplace locations -- begins within a year but may not run its course for upwards of twenty years. Such changes are not likely to be motivated solely by changes in transportation prices, but may take transportation user costs into account when the change is made for other reasons (new job, change in income, change in family).

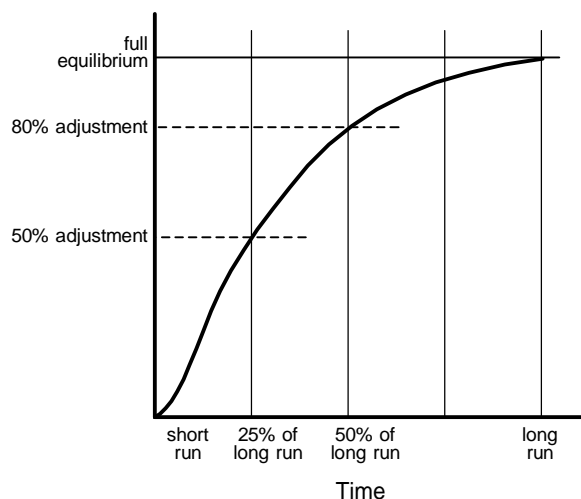


FIGURE B-7. Path to long run equilibrium.

An approximate adjustment curve is shown in Figure B-7. Although the curve is not fitted to specific data, it reflects the generally observed pattern that roughly half the adjustments take place within about a quarter of the time to long run equilibrium.⁸ If the full long run adjustment period is 10-20 years, then half the long run elasticity occurs within the first 2.5 to 5 years. There might be some accelerating adjustment in the first year, as

⁸ Hansen, et al. (1993) study the time lag in response to highway capacity increases; Cairns, et al. (1998) study responses to reductions in capacity.

shown, based on the idea that responses don't occur until consumers become sure the price change will stick, or begin feeling its effects.

Many studies have estimated travel demand elasticities, but one of the difficulties in interpreting these results is the uncertainty of the time frame that is applicable to the data. Another confounding problem is the ambiguity of the base of the observed elasticity; because most of the empirical cases observe a change in a small component of the total price of travel, the base for computing the percentage change in price is often not obvious and may not be given explicit treatment. The potential differences are large, e.g., a factor of three or more.⁹

Empirical Estimates of Short and Long Run Elasticities

The parameter sought is the elasticity of vehicle travel with respect to its own price, including user fees, operating costs, and travel time. Studies undertaken to date suggest that short run elasticities tend to fall in a -0.5 to -1.0 range, and long run elasticities from -1.0 to -2.0; a within-period short run elasticity for a 5-year period would thus be -0.6 to -1.0 and the between-period elasticity from -1.0 to -1.6, yielding an e_{LRS} of about -0.4 to -1.0.

Two aspects of the demand forecast are of particular interest. One is how to impute a presumed price to the baseline forecast. The second is whether long run feedback of transportation investments on the demand curve has been incorporated into the forecast.

Interpreting Demand Forecasts

- (1) **Baseline Price.** Although the generalized price behind a demand forecast is seldom made explicit, such attributes as LOS and accident rates may be, and others can be guessed. Pavement quality is probably assumed to be good, and operating costs are typical for the conditions (terrain, vehicle type, congestion). As a default, the current LOS can be assumed.
- (2) **Long Run Demand Feedback.** Constructing or expanding a facility stimulate or permit some additional travel in the long run even if the price is unchanged from the baseline. Hence, the baseline forecast should include growth in travel that will result from traffic-generating activities that choose to locate in such a way as to take advantage of the services provided by the facility, at the baseline price. The long run elasticity amplifies this effect up or down, but does not substitute for it.

If forecasts are based on historical patterns over a time horizon of half a dozen years or more, then the feedback effect is implicitly built in. Whether it needs to be made explicit or refined is an open question, but the impacts of errors in out-year forecasts are suppressed somewhat by discounting.

⁹ The empirical evidence and methods for estimating highway travel demand elasticities are covered in Appendix C.

Summary

Some of the ambiguity and confusion that surrounds the discussion of induced demand might be dispelled by applying the following definitions and principles:

- (1) The term *induced* means a movement along a travel demand curve as a result of changes in *endogenous* factors, which can be represented as components (time, running cost, money) of a generalized price.
- (2) The measurement of induced travel is dependent upon the *market* for which the demand curve is defined; induced travel defined at the facility level will include traffic diverted from parallel routes, while induced travel at the regional level will include only trips that are new to the region.
- (3) A useful distinction can be made between short run demand and long run demand: movements along the *short* run demand curve amount to *induced traffic*, whereas movement along the long run demand curve constitutes a *shift* in the short run demand and can be called *induced demand*.
- (4) Benefit-cost evaluation of projects requires that baseline demand forecasts be adjusted to take into account induced demand, both short and long run; this is simply to say that improvements that change user costs should be evaluated in the light of whatever changes in volume will actually occur. Such demand curves are referred to as general equilibrium demand curves.
- (5) If the short run elasticity is zero, then traffic volumes are unresponsive to changes in price within a single demand period, and the demand curve is vertical. If the long run share (i.e., excluding short run effects) elasticity is zero, then there are no long run effects (e.g., no investment in highway-related facilities or land use changes) stimulated by highway pricing and investment policies. Empirically, neither of these conditions seems to apply.

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IBR Draft SEIS - RECORD #973 DETAIL**First Name :** Chris**Last Name :** Smith**Attachments :** DSEIS_973_Smith_Original.pdf (2 kb)
GYuTui0XcAE7tOg.jpg (108 kb)

IBR Draft SEIS - RECORD #973 DETAIL

Submission Date : 10/24/2024

First Name : Chris

Last Name : Smith

Business/Organization/Agency :

Submission Input :

First Name:

Chris

Last Name:

Smith

Business or Organization:

Just Crossing Alliance

Email:

chris@chrissmith.us

Phone:

5032233688

City:

Portland

US States:

OR

Zip:

97210

Topic Area:

Transportation

Comment:

The DSEIS itself includes no discussion of induced demand (topic not found in index), the processes by which

adding vehicle capacity leads to increased travel demand.

The Transportation Technical report has some discussion of “induced development” (i.e., land use changes) increasing travel demand (based largely on a 14-year-old memo from Metro in Attachment G) but ultimately concludes that land use plans already anticipate completion of the project (p. 6-1).

There are multiple mechanisms behind induced demand that are included nowhere in the DSEIS.

The attached graphic illustrates how the cycle of induced demand leads to never-ending proposal for adding auto capacity.

Attachment (maximum one):

GYuTui0XcAE7tOg.jpg

JCA comment #: 136

IBR Draft SEIS - RECORD #974 DETAIL**First Name :** No**Last Name :** Name**Attachments :** DSEIS-974_NoName_Original.pdf (2 kb)

IBR Draft SEIS - RECORD #974 DETAIL
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Submission Date : 10/25/2024

First Name : No

Last Name : Name

Business/Organization/Agency :

Attachments : DSEIS_974_NoName_Original.pdf (1 kb)

Submission Input :

Looking for graphics depicting the runway centerline (from the side at a 3 degree slope) from the end of the runway over the interchange and ramps.

Looking for an overhead graphic of the extended runway centerline over the interchange.

Thank you

IBR Draft SEIS - RECORD #974 DETAIL

Submission Date : 10/25/2024

First Name : No

Last Name : Name

Business/Organization/Agency
:

Submission Input :

Looking for graphics depicting the runway centerline (from the side at a 3 degree slope) from the end of the runway over the interchange and ramps.

Looking for an overhead graphic of the extended runway centerline over the interchange.

Thank you

Sent from my iPhone

IBR Draft SEIS - RECORD #975 DETAIL

First Name : Edward

Last Name : Kent

Attachments : DSEIS-975_Kent_Original.pdf (2 kb)

IBR Draft SEIS - RECORD #975 DETAIL
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Submission Date : 10/25/2024

First Name : Edward

Last Name : Kent

Business/Organization/Agency :

Submission Input :

The Draft Supplemental EIS is flawed. The DSEIS assumes travel demand will continue to grow despite heavy congestion and does not consider other options to move people and cargo or reduce congestion. The DSEIS notes that public transportation is not well served by the current bridge and doesn't consider other options for decreasing bus travel times. DSEIS notes that safety problems are related to closely spaced interchanges, but the proposed bridge designs do not explore reducing interchanges. The DSEIS does not adequately address the climate impacts of the project. The DSEIS relies on state regulations to reduce fossil fuel use to reduce greenhouse gas emissions associated with the increased traffic induced by the bridge. The DSEIS also relies on these states ending single-family zoning and limiting sprawl which the bridge designs encourage. The DSEIS has the exact number of person trips in the no-build alternative as the build scenarios completely ignoring the effect building a replacement bridge will have on traffic demand.

Despite these flaws the DSEIS still shows the current bridge project should be completely reconsidered and the no build option fully explored to meet the goals of the project. The bridge replacement fails to advance each Oregon and Washington state's climate goals. Construction of the replacement bridge(s) will emit 469,444 metric tons of CO2. The no-built alternative and the build scenarios are projected to have nearly identical GHG daily emissions. Additionally, the LPA will result in no change or an increased hours of congestion and increased travel times for public transit (buses) using the bridge.

Comparing the "No Build" alternative and the LPA in 2045. In 2015, there were 22,273 metric tons (MT) of carbon emissions. Doing nothing shows a reduction to 11,440 MT. The LPA shows 11,409 MT. Not building the LPA delivers a 49 percent reduction in carbon emissions while also saving \$7.5 billion.

The no-build alternative should focus on efficiently using the capacity of the existing bridge. The no-build alternative should explore seismic retrofit of the existing bridge, the use of tolls to reduce demand and congestion, and restricting one or more lanes of the existing bridge to transit and freight use only to reduce the use of single-occupancy vehicles. The cost of seismically retrofitting the current bridge should be calculated to compare to the cost of replacing the current bridge. The committee should consider the effects of tolling on congestion and dedicating lanes of the current bridge to higher capacity modes of transport. Currently single-occupancy vehicles, the lowest capacity transport option, are allowed in all three lanes of travel in each direction. Dedicating lanes to higher capacity transit and freight would increase the capacity of the current bridge to carry people and freight over the Columbia River. An additional alternative that includes closing interchanges that are spaced too closely together including closing interchanges that funnel highway traffic directly onto dense, narrow downtown streets.

IBR Draft SEIS - RECORD #976 DETAIL
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First Name : Linda

Last Name : Johnson

Attachments : DSEIS-976_Johnson_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #976 DETAIL
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Submission Date : 10/25/2024
First Name : Linda
Last Name : Johnson
Business/Organization/Agency : Resident

Submission Input :

I have been living on Jantzen beach Hayden island for over 15 years and I want to speak up and provide my opinion. I am a young mother of two and I believe that there are tons of people like myself who live on this island and work in other areas of Portland or surrounding areas as well. We have a hard enough time getting on and off the island for regular day to day life.

Then if you add in toll fees and detours, it's not only going to become much more of an issue for residents to live their day to day lives coming and going from Hayden island.

There should be a way to build a second bridge and creat more then one way on or off the island.

Now I know that may not sound realistic but there has got to be a better way then charging tolls and tearing down people's homes to expand the bridge.

I hope that these comments have helped in some way or another.

Please keep families in mind when building something like this.

IBR Draft SEIS - RECORD #977 DETAIL**First Name :** Jeff**Last Name :** Beilfuss**Attachments :** DSEIS-977_Beilfuss_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #977 DETAIL
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Submission Date : 10/25/2024

First Name : Jeff

Last Name : Beilfuss

Business/Organization/Agency :

Submission Input :

I am opposed to bringing light rail into Vancouver. It will be a conduit for the trouble that resides in Portland. I don't know how much money has been spent in studying this for about 20 years, but studies go on and on with no bridge. It's almost symbolic of a nonfunctional government. Our roads in East Vancouver are full of potholes, and they, too, seem to never get repaired or only repaired on one side of an intersection.

IBR Draft SEIS - RECORD #978 DETAIL**First Name :** Brennen**Last Name :** Berkley**Attachments :** DSEIS-978_Berkley_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #978 DETAIL
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Submission Date : 10/25/2024
First Name : Brennen
Last Name : Berkley
Business/Organization/Agency :

Submission Input :

Why weren't the impacts of induced demand studied in the SEIS? Surely adding more lanes and larger interchanges will only encourage more driving, worsening pollution and bringing more cars onto our roads.

I understand we need to replace the aging bridge, but it doesn't need to be 10 lanes. Leave the interchanges the same, build a basic 6 or 4 lane bridge that will cost less to build and maintain, and let's put the saved money towards some meaningful improvements for the 30% of people who do not drive a car.

We need a new bridge

IBR Draft SEIS - RECORD #979 DETAIL	
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First Name :	Lenny
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Last Name :	Cook
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Attachments :	DSEIS-979_Cook_Original.pdf (1 kb)
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IBR Draft SEIS - RECORD #979 DETAIL
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Submission Date : 10/25/2024

First Name : Lenny

Last Name : Cook

Business/Organization/Agency
:

Submission Input :

Stay with a flat basic bridge just like the 205 Glen Jackson Bridge.

No light rail. Only pedestrian access just like the 205 bridge .

IBR Draft SEIS - RECORD #980 DETAIL

First Name : Bradley

Last Name : Sones

Attachments : DSEIS-980_Sones_Original.pdf (2 kb)

IBR Draft SEIS - RECORD #980 DETAIL
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Submission Date : 10/25/2024

First Name : Bradley

Last Name : Sones

Business/Organization/Agency :

Submission Input :

Hi there,

I am writing in support of the Interstate Bridge project. I have 3 main points I would like to discuss:

1) The bridge must not have a drawbridge element. For a modern elegant upgrade to be truly beneficial, the bridge must be available for all means of traffic 24/7. From an engineering perspective, if the bridge deck must be X height above the Columbia River waterline, then perhaps start the bridge further onto land? By this, I mean the clearance of the river could be a slope up to a high point over the channel, and then a slope back down to agreed upon height to intersect with I-5. The whole bridge does not need to be above X height; just the segment over the river channel. If this means starting the bridge further north on the Washington side, or further south on the Hayden Island side, so be it. A modern bridge cannot have a drawbridge that comes up multiple times a day. The affect on all traffic (walking, cars, biking, trains) will be too great.

2) Light rail must be included. Having the MAX metro line end at the Expo Center, rather than in downtown Vancouver, is a mistake that must be rectified. The ability for a Washington resident or worker to commute into Portland by train is a modern, sound idea that would reduce emissions and vehicle traffic. This would be an economic benefit to Clark County, and help a lot of people. The homeless concerns are unfounded and these claims are made by people who do not travel very often. A working train network around the world is a mark of economic success and makes tourism and business travel much more efficient. It would only be a net benefit to have light rail connect Vancouver with the MAX system.

3) Tolls must be eliminated or done in such a way that car traffic is not slowed. Tolls are antiquated and do not properly tax the representative people. I would be in favor of a one time fee on vehicle registration, a one-time addition to property taxes, or something else to acquire funds. The Francis Scott Key bridge replacement in Baltimore is not being funded with tolls; there is more funding available through the IRA or Infrastructure bill for this. Taxing cars via tolls is a very old fashioned idea.

If tolls are somehow a requirement, they must be implemented via license plate scanning or a FastTrak like idea. We cannot have cars stopping in a toll plaza to pay via cash or coin. Traffic must travel over the bridge unimpeded, and stopping to collect tolls would be a traffic nightmare.

Please consider these 3 points as you construct the bridge. Thank you for reading and good luck!

Cheers,

Bradley Sones

IBR Draft SEIS - RECORD #981 DETAIL**First Name :** John**Last Name :** Lemley**Attachments :** DSEIS-981_Lemley_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #981 DETAIL
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Submission Date : 10/25/2024

First Name : John

Last Name : Lemley

Business/Organization/Agency :

Submission Input :

I oppose replacing the current I-5 bridge. Instead, I favor building anew third bridge either upriver of downriver (Battleground area). No tolls. Read the excellent reasons expressed by John Ley and Joe Kent.

Thanks,

John Lemley

IBR Draft SEIS - RECORD #982 DETAIL

First Name : Maggie

Last Name : Qian

Attachments : DSEIS-982_Qian_Original.pdf (56 kb)

IBR Draft SEIS - RECORD #982 DETAIL

Submission Date : 10/25/2024

First Name : Maggie

Last Name : Qian

Business/Organization/Agency
:

Submission Input :

好堵车，不安全。

[English Translation]

It's very congested and not safe.

IBR Draft SEIS - RECORD #983 DETAIL
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First Name : Liping

Last Name : Wong

Attachments : DSEIS-983_Wong_Original.pdf (63 kb)

IBR Draft SEIS - RECORD #983 DETAIL**Submission Date :** 10/25/2024**First Name :** Liping**Last Name :** Wong**Business/Organization/Agency**
:**Submission Input :**

我认为桥梁工程最重要的是保证安全性、实用性，美观，一定要便民实用！

[English Translation]

I think the most important things for bridge construction is to ensure safety, practicality, beauty, and it has to be convenient and practical!

IBR Draft SEIS - RECORD #984 DETAIL**First Name :** Qianha**Last Name :** Zhen**Attachments :** DSEIS-984_Zhen_Original.pdf (87 kb)

IBR Draft SEIS - RECORD #984 DETAIL
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Submission Date : 10/25/2024

First Name : Qianha

Last Name : Zhen

Business/Organization/Agency :

Submission Input :

我的观点认为成功的桥梁应当是安全，实用，经济和美观的特点。在我看来interstate bridge可以有以下改良。

[English Translation]

My perspective is that a successful bridge should be safe, practical, economical, and beautiful. In my opinion, the interstate bridge can be improved in the following ways.

1. 地面的线条不够清晰。

[English Translation]

1. The lines on the ground are not clear enough.

2. 车流量太大了，导致交通缓慢堵塞，我们是否能加宽桥梁设计。

[English Translation]

2. The traffic volumes are too heavy, causing traffic to be slow and congested. Could we widen the bridge design?

3. 没有清晰的LED牌提示，我们可以设置交通提示牌，让司机提前知道还有多久就到下一站，可以有准备地并线，不会因为匆忙而发生碰撞的事故。

[English Translation]

3. There is no clear LED signage. We could install traffic signs and notify drivers in advance on how long it will take reach the next stop, so they can be prepared to change lanes and avoid collision accidents because they are in a hurry.

IBR Draft SEIS - RECORD #985 DETAIL**First Name :** Cuirong**Last Name :** Huang**Attachments :** DSEIS-985_Huang_Original.pdf (48 kb)

IBR Draft SEIS - RECORD #985 DETAIL**Submission Date :** 10/25/2024**First Name :** Cuirong**Last Name :** Huang**Business/Organization/Agency :****Submission Input :**

现在的桥梁在繁忙时候太拥挤！视野不好！我希望未来的新桥梁质量好，能用上百年以上！最重要是安全,并且经济实用！

[English Translation]

The bridge is too congested during rush hour right now! The line of sight is poor! I hope the new bridge in the future is of good quality and can last more than a hundred years! The most important thing is for it to be safe, as well as economical and practical!

IBR Draft SEIS - RECORD #986 DETAIL**First Name :** Annie**Last Name :** H**Attachments :** DSEIS-986_H_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #986 DETAIL**Submission Date :** 10/26/2024**First Name :** Annie**Last Name :** H**Business/Organization/Agency**
:**Submission Input :**

While I agree the bridge needs to be updated, I do not believe tolling is the way to fund it. Tolling will inadvertently disrupt traffic between the states and hinder communities from mingling.

IBR Draft SEIS - RECORD #987 DETAIL**First Name :** DAVID**Last Name :** KIDD**Attachments :** DSEIS-987_Goldenaer_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #987 DETAIL

Submission Date : 10/26/2024
First Name : DAVID
Last Name : KIDD
Business/Organization/Agency : GOLDENAER

Submission Input :

You say "The TriMet MAX system does not currently provide service ... across the Columbia River into Clark County". By including the word "currently" you imply it will surely need to do so in the future. In the new bridge are you going to include a structure that could support MAX rail? If you did, it would decrease auto congestion on the bridge. But if you do not, that will have MAX need to build their own bridge at a vast expense, making it even less likely they could do so, thereby increasing congestion on the bridge. The previous I5 proposal, ca 2010, included a max line but Vancouver opposed it. Is that the issue?

IBR Draft SEIS - RECORD #988 DETAIL**First Name :** Doug**Last Name :** Mounce**Attachments :** DSEIS-988_Mounce_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #988 DETAIL

Submission Date : 10/26/2024

First Name : Doug

Last Name : Mounce

Business/Organization/Agency
:

Submission Input :

We've voted all these years to keep Light Rail out of Vancouver and Trimet never gives up to push it on us. It's still not wanted here. Save money and leave it off the bridge

IBR Draft SEIS - RECORD #989 DETAIL**First Name :** Henry**Last Name :** Bottoru**Attachments :** DSEIS-989_Bottoru_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #989 DETAIL
--

Submission Date : 10/26/2024

First Name : Henry

Last Name : Bottoru

Business/Organization/Agency
:

Submission Input :

Ugly! How about something we want to look at for the next hundred years? Why does it have to be a drawbridge? That will make it super slow. Who gets the toll money after the bridge is paid for? NO TOLLS

IBR Draft SEIS - RECORD #990 DETAIL**First Name :** Michael**Last Name :** Kale**Attachments :** DSEIS_990_Kale_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #990 DETAIL
--

Submission Date : 10/27/2024

First Name : Michael

Last Name : Kale

Business/Organization/Agency
:

Submission Input :

Please build infrastructure for the future instead of the past. We need to build better mass transit and plan for a future with fewer passenger cars. That future is coming, due to climate change, whether we plan for it or not. But our children and grandchildren will be happier if we plan for it. These freeway expansions displace communities and spend valuable infrastructure dollars on backward looking projects instead of forward looking projects.

IBR Draft SEIS - RECORD #991 DETAIL
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First Name : Debra

Last Name : Boler

Attachments : DSEIS_991_Boler_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #991 DETAIL
--

Submission Date : 10/27/2024

First Name : Debra

Last Name : Boler

Business/Organization/Agency
:

Submission Input :

Two majors points:

- 1) Federal funds should not and cannot be tied to the inclusion of light rail. The voters of Clark County have voted multiple time against light rail.
- 2) Since there are no additional north or south bound lanes being added there is no increase in the capacity. Request and suggest that a third bridge option be put forth that would increase the capacity and divert traffic around the bottleneck of downtown Portland.

IBR Draft SEIS - RECORD #992 DETAIL**First Name :** Bree**Last Name :** Oswill**Attachments :** DSEIS_992_Oswill_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #992 DETAIL
--

Submission Date : 10/27/2024

First Name : Bree

Last Name : Oswill

Business/Organization/Agency
:

Submission Input :

Please choose an option that prioritizes improved LRT and bike lane access, and bird habitat. No-build is not a viable option given the current state of the interstate traffic over the bridge and its utter failure to meet current seismic requirements.

This report is so complicated for the non-expert, it is nearly impossible to provide more specific comment.

IBR Draft SEIS - RECORD #993 DETAIL**First Name :** Clare**Last Name :** Baxter**Attachments :** DSEIS_993_Baxter_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #993 DETAIL
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Submission Date : 10/27/2024

First Name : Clare

Last Name : Baxter

Business/Organization/Agency
:

Submission Input :

The design of the bridge(s) is important and should reflect Portland as a world class city. Hire a great designer!
This is true for BOTH sides of the bridge, From Portland to Hayden Island AND from Vancouver to Hayden Island.

IBR Draft SEIS - RECORD #994 DETAIL**First Name :** Clare**Last Name :** Baxter**Attachments :** DSEIS_994_Baxter_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #994 DETAIL
--

Submission Date : 10/27/2024

First Name : Clare

Last Name : Baxter

Business/Organization/Agency
:

Submission Input :

Develop a unified urban design for the area impacted by the new bridges, on both sides of north Portland Harbor, for the entire North Waterfront area.

IBR Draft SEIS - RECORD #995 DETAIL
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First Name : Clare

Last Name : Baxter

Attachments : DSEIS_995_Baxter_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #995 DETAIL
--

Submission Date : 10/27/2024

First Name : Clare

Last Name : Baxter

Business/Organization/Agency :

Submission Input :

Exit 307 ramps connecting Bridgeton & East Columbia neighborhood to MLK need to be redesigned for two-lane entry. Build MLK undercrossing from Vancouver Ave to Hayden Meadows Dr. to make complete intersection. Redesign the intersection at NE 6th Street and Marine Drive to handle vehicles accessing I-5 north & south ramps.

IBR Draft SEIS - RECORD #996 DETAIL
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First Name : Bobbi

Last Name : Day

Attachments : DSEIS_996_Day_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #996 DETAIL

Submission Date : 10/27/2024

First Name : Bobbi

Last Name : Day

Business/Organization/Agency
:

Submission Input :

I agree with the replacement-I believe it should be a bridge like the double decker to accommodate for many years and be a four lane both ways-the two lane is no 0should be four lanes

IBR Draft SEIS - RECORD #997 DETAIL**First Name :** Mark**Last Name :** Freeman**Attachments :** DSEIS_997_Freeman_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #997 DETAIL
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Submission Date : 10/27/2024

First Name : Mark

Last Name : Freeman

Business/Organization/Agency :

Submission Input :

There should be four lanes for vehicular traffic in each direction. It is not 1960 and there are far more demands on the transportation system that languishes in the 1970s.

The bridge is being built for another century, so it MUST have proper US Coast Guard approved air draft in the design. Upriver commerce, navigation and channel considerations must be taken into account.

Light rail (MAX), if needed to securing funding, can be added.

Bicycle/Pedestrian considerations are of import, but not at the expense of the aforementioned four lanes of vehicular traffic.

Oregon must add more lanes to I-5, update interchanges and improve the approach to the new bridge. This means additional outlays in the coming years as well as adding more lanes to I-205.

The Oregon Legislature must address decades of underfunding for infrastructure.

IBR Draft SEIS - RECORD #998 DETAIL

First Name : Margaret

Last Name : Puckette

Attachments : DSEIS_998_Puckette_Original.pdf (2 kb)

IBR Draft SEIS - RECORD #998 DETAIL
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Submission Date : 10/27/2024
First Name : Margaret
Last Name : Puckette
Business/Organization/Agency : JBMI Inc

Submission Input :

Hello,

I am a long time resident of the Jantzen Beach Moorage and a former engineer. I have serious concerns about new bridge construction and it's downstream hydraulic impacts on our eroding embankment downstream. I do not know if the engineering staff has assessed this or is aware of the steady progression of recession over the past 20 years.

I'm an engineer geek who's familiar with forested riparian zones and hydromorphodynamics of midstream islands (though not an expert of the latter). I have observed continual steady embankment recession from the former Zupans building upstream from JBMI, watched as it passed underneath the current bridge over North Portland Harbor and identified onsite evidence that it is now about mid way through our moorage to about Ramp 4.

I got an urban forester and civil engineer to walk the moorage embankment with me for visual assessment. They both firmly agreed this was worrisome. The engineering gave a very rough estimate of \$30,000 for characterizing the site and providing drawings. The forester gave a rough estimate of \$1 million for revetment emplacement. I have repeatedly brought this up to Board members over the years without action or interest. The threat has been hard to communicate because it's so gradual and subtle, and the cost unaffordable.

I invite any members of the engineering team to walk with me so that I can point out the features and relate what I observed 20 years ago when I moved here. Embankment loss and sliding is clearly evident in riverside parking spaces and the tree trunks on the embankment. The trees have gradually slid ~10 feet downslope from grade, and their trunks have a "pistol butt" form. Starting at our East Gate, I've observed the parking lot gradually sink and curl over the edge. The asphalt cracks there have moved inland about 8'. Cracking was confined in the river-facing section of the lot east of Ramp One. It has now extended as far as Ramp 3.

As anyone knows, this progress is unstoppable without well-designed revetments. I am *extremely* concern that new construction will produce hydraulics that aggravate the erosion downstream!

Do current engineering plans account for this? Is the IBR engineering team even aware of this? Can the new bridge construction include some kind of revetments that will prevent the progress of erosion? Can I help with ground-truthing and point out features and describe how the sites used to be?

We are literally losing land and it continues unabated. Please contact me with information. This is critical and I don't know if it's going to be addressed.

Thank you.

IBR Draft SEIS - RECORD #999 DETAIL

First Name : Ruth Ann

Last Name : Wright

Attachments : DSEIS_999_Wright_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #999 DETAIL**Submission Date :** 10/27/2024**First Name :** Ruth Ann**Last Name :** Wright**Business/Organization/Agency**
:**Submission Input :**

The idea of a new bridge is wonderful as it is much needed. Unfortunately, if tolling is implemented, it'll cause a financial burden for low income people. Yes, there may be resources for low income individuals, but the \$1 here and the \$3 here adds up, especially if someone works across the bridge and crosses the bridge multiple times a week. If there were other places to cross in a reasonable distance, that would make sense, but the other option is across town. Keep others who are less fortunate in mind, not just money.

IBR Draft SEIS - RECORD #1000 DETAIL

First Name : Habtay

Last Name : Meried

Attachments : DSEIS_1000_Meried_Original.pdf (1 kb)

IBR Draft SEIS - RECORD #1000 DETAIL

Submission Date : 10/27/2024

First Name : Habtay

Last Name : Meried

Business/Organization/Agency
:

Submission Input :

I think this is a really really wonderful plan, as we have many family that live in Vancouver WA, it will impact us positively because we are seniors and is really hard for us to drive there. However, with the public transportation idea it will bring more of community strengthen our relationship as well as business wise. I look forward to it.