



# FINAL Scoping Summary Report

March 15, 2016



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## **1. Introduction**

The Federal Highway Administration (FHWA), Washington State Department of Transportation (WSDOT) and Cowlitz County are initiating an Environmental Impact Statement (EIS) for the proposed Industrial Way/Oregon Way Intersection Project located in Cowlitz County in compliance with the National Environmental Policy Act (NEPA). The project is located in Longview, WA in the Longview Industrial Area at the intersection of Industrial Way (State Route (SR) 432), Oregon Way, and SR 433. The purpose of the project is to reduce congestion, increase freight mobility and improve safety at this intersection. The EIS will evaluate a reasonable range of alternatives and disclose the potential impacts of those alternatives on the natural, social, and economic environment.

### **1.1. Purpose of the Project**

The Industrial Way/Oregon Way intersection is a critical connection of SR 432 and SR 433, two Highways of Statewide Significance and part of the National Highway System, which support significant passenger and freight movement. The purpose of the project is to develop an affordable long-term solution that:

- Maintains or improves emergency response
- Improves travel reliability for all vehicles
- Accommodates current and future freight truck and passenger vehicle movement through the intersection and across the region and states

### **1.2. Scoping Overview**

Scoping is an open process involving the public and other federal, state and local agencies to identify the major and important issues for consideration during the study. Scoping is a preliminary stage in the development of a comprehensive environmental document that meets the statutory requirements for compliance with NEPA. Comments were specifically requested on the following issues:

- Scope of environmental issues to study in the EIS
- Extent of potential impacts to the community and environment
- Methods for evaluating environmental impacts
- Draft purpose and need for the project

The project's 30-day scoping period began on September 10, 2015, when the Notice of Intent was published in the Federal Register, and ended on October 12, 2015.

## **2. Outreach Activities**

As part of the Industrial Way/Oregon Way Intersection Project scoping process several outreach activities were conducted during the 30-day scoping period. The following is a summary of the outreach activities that were conducted.

### **2.1. Business Survey**

A business survey/questionnaire was prepared in both English and Spanish languages that included both general outreach and targeted environmental justice (EJ) outreach questions. A cover letter and the business survey/questionnaire were mailed on October 1, 2015 to the following businesses in the general vicinity of the project area:

<b>Business Name</b>	<b>Location</b>	<b>Mailing Address</b>
El Tigre Groceries	489 Oregon Way, Longview	C H K Property Holdings LLC PO Box 23204, Seattle, WA 98102
Holt's Market	464 Oregon Way, Longview	G & H Petrogroup LLC 464 Oregon Way, Longview, WA 98632
La Mexicana Meat Market and El Rancho Mexican Restaurant	516 Oregon Way, Longview	Milo Kang LLC 2711 Shasta Road, Berkeley, CA 94708-1923
Don Pedro's Mexican Restaurant	437 Oregon Way, Longview	Hector and Maribel Pelayo 2909 SE 167th Avenue, Portland, OR 97236
The Store 'N Deli	447 Oregon Way, Longview	C H K Property Holdings LLC PO Box 23204, Seattle, WA 98102

### **2.2. Project Website**

The project website (<http://industrialoregonway.org/>) is the clearinghouse of information about the project. All project related public meeting announcements, summaries, maps, and technical information is posted here. The website is updated at key milestones in the project and when significant new information is posted. Notices are posted on the website prior to public outreach activities. The project manager's contact information is posted and members of the public can request to be added to the project mailing list and submit open ended comments.

### **2.3. Online Survey**

An online survey was prepared and an active link to the survey was e-mailed on September 25, 2015 to the Kelso-Longview Chamber of Commerce and the Cowlitz Economic Development Council to forward to their respective members. A total of forty four (44) responses were received.

## **2.4. Project Flyers**

During the scoping period a project open house meeting flyer, in both English and Spanish, was mailed on September 4, 2015 to those within approximately one mile of the project area. The flyer advertised the public scoping period and promoted the open house that was held during the scoping period and the new project website that was rolled out on September 3, 2015. The project open house meeting flyer was sent, via e-mail, to state and federal elected officials and staff. In addition, the Kelso-Longview Chamber of Commerce and the Cowlitz Economic Development Council forwarded the flyer to their respective members.

## **2.5. Media Outreach**

The local media in Longview, and other organizations near the project area, were notified about the public scoping period and open house as follows:

- Public Service Announcements about the open house were aired on local radio stations for approximately seven to ten days prior to the open house.
- A newspaper ad, in English and Spanish, was placed in the *Longview Daily News* the Sunday before the open house.
- A press release, in English and Spanish, was transmitted to the local media and was sent to the Highlands Neighborhood Association, the Ethnic Support Council, and St. Rose's Church.

## **2.6. Agency Scoping Meeting**

FHWA, WSDOT and Cowlitz County held an agency scoping meeting for the project on September 17, 2015 at the Cowlitz County Public Utility District (PUD) auditorium (961 12<sup>th</sup> Avenue, Longview, WA) in Longview from 1:00 pm to 3:00 pm. See Attachment A to this report for the agency scoping meeting agenda and packet, sign-in sheets and meeting summary.

Invited agencies that attended the meeting included representatives from the following:

- Washington Department of Fish and Wildlife (WDFW)
- City of Longview
- Consolidated Diking Improvement District No. 1 (CDID #1)
- Port of Longview
- Cowlitz-Wahkiakum Council of Governments (CWCOG)
- Federal Railroad Administration (FRA)
- Washington State Department of Archaeology and Historic Preservation (DAHP)
- Washington Utilities and Transportation Commission (UTC)

The purpose of this meeting was to:

- introduce the project to interested agencies
- solicit feedback on the project's purpose and need
- solicit input on each agency's jurisdictional resource or facility and applicable interests and regulatory considerations
- review the design concepts being considered at this time; and discuss the project's NEPA coordination and compliance process and schedule

## **2.7. Public Open House/Scoping Meeting**

A public open house for the project was held on September 17, 2015 from 5:00 pm to 7:00 pm in the auditorium at the Cowlitz County PUD (961 12<sup>th</sup> Avenue, Longview, WA). This meeting also served as the project's scoping meeting. See Attachment B to this report for the public open house summary and copies of the open house sign-in sheets, presentation and station materials.

Sixty one (61) people, including six (6) representatives from partnering agencies, signed the meeting's attendance sheet. The scoping meeting involved a formal presentation followed by time for attendees to browse information stations that were set up around the auditorium and talk with project team members about specific questions or concerns. One of the stations was a comment table with comment forms and Title VI forms in Spanish and English to record attendee input. A court reporter was also available at this station for those who wanted to provide oral comments. Attachment C to this report includes a list of comment letters, emails, forms and oral testimony that were received during the scoping period followed by copies of the submitted comments.

## **3. Summary of Comments Received**

During the project's scoping period comments were submitted through the project's e-mail address, during the public open house/scoping meeting, and letters to Cowlitz County.

### **3.1. Written Comments**

Fifteen (15) sets of written comments were received during the public scoping period; 2 agency comments and 13 public comments. The following is a summary of the written comments.

#### **3.1.1. Agency Comments**

##### **U.S. Environmental Protection Agency (EPA), Region 10**

*Project specific comments and concerns relating to potential impacts:*

- **Environmental Justice:** Consider describing both the adverse and beneficial effects to low income and minority populations that may result from a change to the environment or exposure to environmental contaminants.



- **Surface Waters:**
  - Any activity that involves jurisdictional wetlands including culvert extensions would likely require a Section 404 Clean Water Act permit from the Army Corps of Engineers.
  - We are also concerned about impacts to surface waters from impervious surfaces. Include information on how the action alternatives avoid, minimize and mitigate potential increases in impervious surface impacts on surface waters.
- **Floodplains:** To the extent that floodplain impacts are possible (including beneficial impacts) we would note our interest in restoring natural processes.
- **Fish and Wildlife:** The EIS should evaluate potential impacts to songbirds, hawks, small mammals, beaver, ducks and resident fish as well as any listed species. Consider opportunities to improve habitat for fish and wildlife – even if the species is not listed.
- **Noise:**
  - We are concerned about noise impacts to sensitive receptors, particularly indirect and cumulative noise impacts from potential increases in freight movement through the intersection.
  - Consider using relevant methods and thresholds from the FRA’s 2012 technical report “High-Speed Ground Transportation Noise and Vibration Impact Assessment.”
- **Indirect Effects:** Completion of one project could facilitate the building of another, particularly if one project builds components needed by the later one. Such a scenario can also influence funding decisions, and processes that affect those decisions.
- **Indirect and Cumulative Effects:** We would especially like to collaborate on the assessment of indirect and cumulative effects.
- **Purpose and Need:** We are particularly interested in having the purpose and need reflect the Context Sensitive Solutions core principle – “Exercise flexibility and creativity to shape effective transportation solutions, while preserving and enhancing community and natural environments.”

*General NEPA Scoping Comments for the Industrial Way/Oregon Way Intersection Project:*

- **Purpose and Need:** The EIS should include a clear and concise statement of the underlying purpose and need for the proposed project, consistent with the implementing regulations for NEPA (see 40 CFR 1502.13).
- **Aquatic resources, Wetlands and Riparian Areas:** The proposed activities may require a Clean Water Act Section 404 permit from the Corps. We recommend that the EIS include information that demonstrates compliance with Section 404(b)(1) Guidelines for Specifications of Disposal Sites for Dredged or Fill Material. For unavoidable impacts, compensatory mitigation should be consistent with the Compensatory Mitigation for Losses of Aquatic Resources; Final Rule.

- **Mitigation and Monitoring:** Council on Environmental Quality's (CEQ's) guidance on the Appropriate Use of Mitigation and Monitoring addresses establishing, implementing, and monitoring mitigation commitments made during the NEPA process.
- **Air Quality:** Consider the direct, indirect or cumulative impacts of project-related air emissions.
- **Hazardous Materials/Hazardous Waste/Solid Waste:** Identify projected hazardous waste types and volumes and identify hazardous materials sites within the project's study area.
- **Climate Change:** We recommend that agencies use CEQ's December 2014 draft guidance for Federal agencies' consideration of greenhouse gas (GHG) emissions and climate change impacts in NEPA.
- **Cumulative Impacts:** The cumulative impact analysis should focus on impacts that result when the effects of an action are added to other effects on a resource in a particular place and within a particular time.
- **Environmental Justice:** CEQ's 1997 "Environmental Justice Guidance under the National Environmental Policy Act" is a useful resource for complying with Executive Order 12898, including determining whether environmental effects are disproportionately high and adverse.
- **Children's Health and Safety:** Executive Order 13045 directs that each Federal agency shall make it a high priority to identify and assess environmental health and safety risks that may disproportionately affect children.
- **Significance Criteria:** To focus the analysis on potentially significant environmental impacts it is helpful to use project-specific significance criteria.

### State of Washington Department of Ecology

*October 30, 2015 Industrial Way/Oregon Way Intersection Project Scoping Letter*

- **Shorelands & Environmental Assistance:** If the U.S. Army Corps of Engineers determines that Ditch #3 in the project area is subject to the Clean Water Act the EIS should address impacts to the waterway and mitigation for the impacts.
- **Toxics Cleanup:** The project is within a quarter mile of several known or suspected contaminated sites. If contamination is suspected, discovered or occurs the potentially contaminated media must be tested. If contamination of soil or groundwater is readily apparent Ecology must be notified.

### State of Washington Utilities and Transportation Commission

*September 25, 2015 Industrial Way/Oregon Way Intersection Project - Scoping Comments*

- **Participating Agency:** The Washington Utilities and Transportation Commission (UTC) plans to be involved as a participating agency.

- **Preferred Concept:** Of the design concepts presented at the agency scoping meeting, commission staff prefers grade separation.
- **Grade Separation Benefits:** Grade separating railroad crossings eliminates train/vehicle collisions, can improve emergency response times and access, and eliminate driver delay from blocked crossings.
- **Petition Process:** There is a formal petition process at the UTC to pursue grade separation (RCW 81.53.060).
- **Grade Separation Concerns:** If a grade separated design is selected, UTC staff would want to reduce or eliminate pedestrian and cyclist access to the railroad tracks below. This can be accomplished through fencing, channelization and signage.

### **3.1.2. Public Comments**

#### **Columbia Riverkeeper, Landowners and Citizens for a Safe Community, Sierra Club, Climate Solutions, and Association of Northwest Steelheaders**

*October 12, 2015 Industrial Way/Oregon Way Intersection Project Scoping Letter*

- **Scope of the EIS:**
  - The scope of the EIS under the Washington State Environmental Policy Act (SEPA) must encompass the proposal's direct, indirect and cumulative impacts. SEPA also requires that an EIS evaluates environmental impacts outside the jurisdiction of the deciding agency.
  - The scope of an EIS under NEPA must describe the direct and indirect effects, and cumulative impacts of a proposal. The EIS must give each of these categories of effect fair emphasis.
- **Purpose and Need:**
  - Commenters have serious reservations about the accuracy of the project's stated "purpose" and whether a grade-separated intersection will meet the stated "need."
  - Commenters suggests that the EIS's purpose and need statement include the "purpose" of enhancing unit train access to Millennium Bulk Terminal's proposed coal export terminal and to the Port of Longview's Barlow Point property.
  - Commenters suggests that the stated "need" for the project include the need to maintain automobile traffic flow through the Oregon Way/Industrial Way [*sic*] intersection in light of projected increases in unit train traffic to the coal terminal and Barlow Point.
- **Range of Alternatives:**
  - The EIS must compare at-grade and grade-separated designs.

- **Indirect Effects:**

- The indirect impacts of constructing a grade-separated intersection include coal export and the industrialization of currently vacant land at Barlow Point.
- Constructing a grade-separated crossing would have a “growth inducing effect” and “induce changes in the pattern of land use.”
- The EIS must explain the environmental impacts of the Millennium and Barlow Point developments, because they are “the ultimate probable environmental consequences” of constructing a grade-separated intersection. Comments in Exhibits 2 and 4 are incorporated by reference.

- **Reducing Vehicle Miles Traveled:**

- Each alternative must address Washington’s goals for reducing vehicle miles traveled.

- **Property Impacts:**

- The analysis of each alternative must state the number of homes and businesses that would be destroyed and the number of residents displaced.

*Exhibit 1: Fact Sheet on Improving Oregon Way/Industrial Way [sic] Intersection for Coal Export*

- Should public dollars be used to support a coal export terminal?
- What is the “rapid growth” [prior to the 2035-year planning horizon] projected that requires \$85M in state funding? The vast majority of the “rapid growth” driving the \$85M project is due to growth of coal trains at Millennium.
- Why is this SR 432 overpass so expensive? The project builds an overpass that essentially raises up a very busy intersection above the railroad. Millennium’s coal export unit trains could block all the driveways to Weyerhaeuser. It is reasonable that Weyerhaeuser would want elevated access to its property. What is not reasonable is asking the State of Washington to pay for it when Millennium’s coal trains are the problem.

*Exhibit 2: Scoping Comments on Proposed Millennium Bulk Terminals – Longview Shipping Facility Project*

The scoping comment letter from Columbia Riverkeeper et al. included an exhibit of the Earth Justice’s scoping letter (November 15, 2013) submitted to Millennium Bulk Terminal during the public scoping period for that project. The Columbia Riverkeeper et al. scoping comment letter stated that the potential impacts of the Millennium Bulk Terminal project should be considered as an indirect impact of the Industrial Way/Oregon Way Intersection Project; which includes impacts to the following resources:

- wetlands

- climate impacts from greenhouse gas emissions
- public health from air emissions
- water quality
- public safety
- economic impacts including:
  - increases in rail traffic and the impact of rail traffic on dozens of communities
  - impacts on property valuation
  - economies dependent on the marine environment
  - economic volatility surrounding coal export and Millennium Bulk Logistics long-term economic prospects
- harm to the ecology of the lower Columbia River and its at-risk aquatic species
- air pollution impacts to historic properties and tribal resources
- cumulative impacts
- environmental justice

In addition, the EarthJustice letter made the following comment:

- The scope of the Millennium EIS should include impacts from the proposed SR 432 Rail Realignment and Highway Improvement Project. Without the Millennium Bulk Logistics project there is no justification for the grade separation of SR 432, they are connected actions within the meaning of NEPA and should be included in a single EIS.

### *Exhibit 3: PowerPoint Presentation of Barlow Point to Port of Longview*

The scoping comment letter from Columbia Riverkeeper et al. included an exhibit of a PowerPoint presentation (May 23, 2014) of potential development scenarios for the Barlow Point property proposed by KPFF Engineers, Martin Associates, and Cargo Velocity to the Port of Longview. The Columbia Riverkeeper et al. scoping comment letter stated that the potential impacts of developing the Barlow Point area should be considered as an indirect impact of the Industrial Way/Oregon Way Intersection Project; which includes impacts to the following resources:

- farmland
- wetlands
- the Columbia River and endangered salmon and steelhead

*Exhibit 4: Comments on Comprehensive Plan Amendment Application [PC 2015-05] and SEPA Determination of Non-Significance [E 2015-7] for Barlow Point Development*

The scoping comment letter from Columbia Riverkeeper et al. included an exhibit of a letter (September 1, 2015) that Columbia Riverkeeper had submitted to the City of Longview regarding proposed Comprehensive Plan amendment for Barlow Point. The Columbia Riverkeeper et al. scoping comment letter stated that the potential impacts of this Comprehensive Plan amendment should be considered as an indirect impact of the Industrial Way/Oregon Way Intersection Project; which includes impacts to the following resources:

- land use and induced growth
- increases in shipping and rail traffic
- wetlands
- water quality and stormwater contamination
- Columbia River habitat for threatened and endangered salmon and steelhead
- construction of facilities or increased vessel traffic that may impact fish or marine life
- cumulative impacts

**Sandra Davis, Longview, Washington**

*October 7, 2015 Industrial Way/Oregon Way Intersection Project Scoping - E-Mail*

- Review why the SR 432/SR 433 intersection project has received priority over three other intersections identified in the previous 2014 study to be below LOS D Standard by 2035.
- Review whether the proposed design for this grade separation will actually improve the LOS D.
- Review if there are other improvements that can be made without a grade separation that would have less critical effects on environmental justice areas and residential and business displacements.
- Study other ways to divert vehicle traffic from the SR432/SR433 intersection. The Industrial Way Bypass option would seem to be of more benefit by moving traffic away from the intersection and limiting business displacements and impacts to environmental justice areas.
- Be prepared to explain to taxpayers if an SR 432 grade separation is constructed whether in the future it must be redone if a new four-lane Lewis & Clark Bridge is built.
- Review the projected increase in truck volumes in this corridor.

- All past studies, public meetings and open houses have suggested that the true purpose of grade separation at this intersection is due to projected increases in unit train traffic and the need to separate these trains from vehicle traffic.
- The project is expected to cost approximately \$90 million, if the total valuation grows to more than \$100 million it will require the Washington State Department of Transportation to perform a Cost Benefits Analysis study as outlined in RCW 47.06.130.
- Review the outcome to vehicle traffic delays, safety issues, and economic impacts due to unit trains if improvements are only partially completed.
- The industrialoregonway.org website shows extreme bias supporting the purpose and need for this grade separation. The government SEPA/NEPA process should be an open review for the public without showing partiality.

### **Diane Dick, Longview, Washington**

*October 12, 2015 Industrial Way/Oregon Way Intersection Project Formal Scoping Comments - E-Mail*

- How will this single component improvement hinder or improve intersection nodes at other points along the corridor?
- How will the two-lane Lewis & Clark Bridge affect traffic congestion and safety regardless of any improvements? What is the traffic volume predicted for this bridge in 2035? How many accidents can now be solely attributed to congestion on this bridge?
- What are the options for diverting east and westbound traffic from this intersection?
- What are the options for existing businesses and the port to relocate their traffic entrances that might alleviate congestion at the intersection? Make that private-public cooperation rhetoric actually work.
- Review train traffic operations for suggestions to minimize rail blockages of the roadway for all but short trains moving across the roadway.

### **Gary Lindstrom, Longview, Washington**

*October 12, 2015 Industrial Way/Oregon Way Intersection Project Public Scoping Comments - E-Mail*

- Scope should consider a new four-lane bridge across the Columbia River to replace the Lewis and Clark Bridge.
- Scope should consider moving Weyco [Weyerhaeuser] entrances to lessen impact at this intersection.
- Scope should look at current port access utilization for breakbulk commodities and improve access to the Port via those existing portals east of the intersection.

- Review the purpose and benefits for changes to this intersection and why this project has changed with regard to the future impact of rail access to the whole of the corridor.
- There should be no funding of this intersection project until the State of WA and the Federal Government have reviewed and considered the entire transportation infrastructure for SR 432/433 including a new four-lane bridge over the Columbia River at Longview.

### *Attachment – TDN Guest column: “SR432 improvements would mostly benefit Millennium”*

- The urgency for proposed SR 432 transportation improvements is to facilitate rail transport infrastructure to allow coal trains access through a very heavily used trucking and auto route, primarily to benefit Millennium Bulk Terminals’ planned and as-yet-permitted coal terminal.
- The Port of Longview is beginning to evaluate market strategies including rail services for the future of its newly acquired Barlow Point property.
- This is a very complex and challenged state route and the issue requires further review of the whole corridor and how much Millennium and the BNSF railroad should be participating with their own capital.
- If two mega coal export terminals are constructed in Washington State the congestion and repercussions to the towns along the rail lines will consume the state’s transportation budget for years to come.
- SR 432 could use transportation improvements now for the heavy volume of commercial truck and auto traffic along the route and over the Lewis and Clark Bridge. Current rail traffic does not impact SR 432.

### **John Green, Longview, Washington**

#### *October 12, 2015 Industrial Way/Oregon Way Intersection Project Scoping Comments - E-Mail*

- To ease the congestion at the SR 432/SR 433 intersection:
  - Explore alternate entrances to the Port of Longview.
  - Explore alternatives to the east Industrial Way approach to the intersection.
  - Explore alternate routing of westbound Weyerhaeuser log trucks or alternate entrances west of the intersection to the Weyerhaeuser log yard.
- Explore cheaper options to reduce congestion so the money can be spent on other very congested intersections identified in cited [SR 432 corridor] studies.
- The real need is to construct a 4-lane bridge across the Columbia River.



**Margaret Green, Longview, Washington**

*October 12, 2015 Industrial Way/Oregon Way Intersection Project Scoping Comments - E-Mail*

- Not placing a hard copy of project-specific documentation at the Longview Public Library hinders the ability of some people to review and comment.
- More information is necessary to evaluate the benefits and detriments associated with each design configuration.
- Concerned with negative economic impacts to existing businesses that above-grade configurations cause. A cost/benefit analysis should be conducted to study these impacts.
- Concerned with residential displacements that above-grade configurations cause. Displacements and the construction impacts to relocate roads will cause disproportionate impact to at-risk communities.
- Why was this intersection chosen above the others for redevelopment?
- The two-lane bridge [Lewis and Clark Bridge] may in fact be the problem creating existing and future bottlenecks. Without addressing this issue, future traffic congestion may never be solved.

**Jan Spika Kenna, Columbia County Citizens Advisory Committee**

*September 17, 2015 Industrial Way/Oregon Way Intersection Project Scoping Meeting and Open house - Comment Form*

- Need safe, accessible public transportation links between Columbia County and Washington for the constant improvement of the economy of the region and the health and well-being of Columbia County citizens.
- Provide safe public transit stops and links to Longview transit system.
- Provide a dedicated right turn lane onto Industrial Way from foot of the bridge.
- Include beautification components in the design. This is a primary gateway to Longview.

**Jeff Wilson, Longview, Washington**

*September 17, 2015 Industrial Way/Oregon Way Intersection Project Scoping Meeting and Open house - Comment Form*

- Study the environment and atmosphere under the raised structures. No crime and no vandalism.
- Provide an emergency vehicle route that can be accessed under the overpass.

**Unidentified Open House Attendee**

*September 17, 2015 Industrial Way/Oregon Way Intersection Project Scoping Meeting and Open house - Comment Form*

- At-grade highway improvement is the best idea.

**Art Birkmeyer**

*September 17, 2015 Industrial Way/Oregon Way Intersection Project Scoping Meeting and Open house - Comment Form*

- Concerned about the community - quality of life issues.
- Extend the Highlands bike trail beside Industrial Way from Ocean Beach Highway (west end) to Tennant Way (east end).
- Industrial development west of 15<sup>th</sup> Avenue is a driver using tax dollars.
- The existing Lewis & Clark Bridge is inadequate now and will become more of a traffic problem in the future.

**Doris Gresho, Clatskanie, Oregon**

*September 17, 2015 Industrial Way/Oregon Way Intersection Project Scoping Meeting and Open house - Oral Testimony*

- Could there be some kind of a notification on the Oregon side going north on [SR] 432 regarding traffic conditions?

**Greg Lopic, Longview, Washington**

*September 18, 2015 - Letter*

- There is justification for improvements at the intersection of Industrial Way and Oregon Way for the benefit of adjacent properties and travelers.
- Concerned about an overpass at the Weyerhaeuser main gate. It seems the reason is to facilitate movement of long coal trains to Millennium. Public money should not be spent to benefit a particular enterprise. That particular overpass could be built at a later time if justified because it is physically far removed from the major eastern intersection.

**Kurt Carl, Longview, Washington**

*September 22, 2015 - Industrial Way/Oregon Way Intersection Project Scoping Comments - E-Mail*

- We have the 1550 ind. way prop. I Attended the sept. 17th meeting. I was told that our property would not be needed, but that there would be no access to the property from Industrial Way; is this true?

### **3.2. Online Survey Results**

Responders to the online survey provided the following summary of considerations to study/consider in the EIS. See Attachment D to this report for a summary of the online survey results.

#### ***Single biggest concern about the Industrial Way/Oregon Way Intersection Project?***

- Disruption of access to plant site by relocation of existing access points.
- Safety and emergency access.
- Construction impact.
- Congestion during construction.
- Truckers do not want to come into our facility because of the traffic.
- Project contributes some to green space.
- Public understanding/acceptance of the need/benefits.

#### ***Single most important piece of advice for the Industrial Way/Oregon Way Intersection Project?***

- Build it to eliminate the greatest threat of trains blocking traffic entirely.
- Minimize to the extent that is possible the negative impact on traffic during the construction phase.

#### ***Further comments about the Industrial Way/Oregon Way Intersection Project?***

- How will the two-lane Lewis & Clark Bridge be addressed?
- This is a critically important project to be able to grow and attract family wage jobs in the region.

## **Attachment A. Agency Scoping Meeting Summary**

## **Attachment B. Public Scoping Meeting Summary**

## Attachment C. Agency and Public Scoping Comments

Name	Agency/Organization	Type of Comments
<b><i>Agency Comments</i></b>		
Erik Peterson	U.S. Environmental Protection Agency (EPA), Region 10	Letter
Rebecca Rothwell, Andrew Smith	Washington State Department of Ecology, Southwest Regional Office	Letter
David Pratt	State of Washington Utilities and Transportation Commission	Letter
<b><i>Public Comments</i></b>		
Miles Johnson	Columbia Riverkeeper, Landowners and Citizens for a Safe Community, Sierra Club, Climate Solutions, and Association of Northwest Steelheaders	Letter
Sandra Davis	Individual	E-Mail
Diane Dick	Individual	E-Mail
Gary Lindstrom	Individual	E-Mail
John Green	Individual	E-Mail
Margaret Green	Individual	E-Mail
Jan Spika Kenna	Columbia County Citizens Advisory Committee	Comment Form
Jeff Wilson	Individual	Comment Form
Unidentified Open House Attendee	Unknown	Comment Form
Art Birkmeyer	Individual	Comment Form
Doris Gresho	Individual	Oral Testimony
Greg Lopic	Individual	Letter
Kurt Carl	Individual	E-Mail

**Attachment D. Online Survey Summary**

**Attachment E.**  
**Responses to Agency and Public Scoping Comments**