

## PUBLIC COMMENTS FOR IBR COMMUNITY BENEFITS ADVISORY GROUP

*Received between August 25, 2024 and September 25, 2024*

Comment Received: 9/24/2024

From: Bob Ortblad

Email Subject: Community Benefits Advisory Group – Public Comment

Attachment Included: Yes

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Community Benefits Advisory Group

Public Comment for Sept. 26, 2024 meeting.

Respectfully

Bob Ortblad MSCE, MBA

**Bob Ortblad** @BOrtblad · Sep 15

...

At a recent Community Advisory Group meeting, asked if comments on the IBR's Draft Supplemental EIS can be made public as they come in, the IBR Administrator & PR Lead waffled.

IBR does not want the public to see a flood of negative comments.

Link:

[https://youtu.be/b8qfA\\_u2OHw?t=3249...](https://youtu.be/b8qfA_u2OHw?t=3249...)



"Hoping public comments are made available for public review as they cumulate."  
"Is that possible and will it happen?"



<https://www.youtube.com/watch?v=1-SpZi5jPV8&t=1s>

**Bob Ortblad** @BOrtblad · 17h

...

IBR is illegally restricting access to PUBLIC COMMENTS on its Draft Supplemental EIS.

IBR is withholding PUBLIC COMMENTS for one year, publishing responses in late 2025 in an amended record of decision.

PUBLIC COMMENTS must be promptly posted for public & press review.

[@AGOWA](#)

**DRAFT**  
Supplemental  
Environmental  
Impact Statement



Public comments will be published in late 2025 along with an amended record of decision.



Washington State  
Revised Code  
(RCW) 42.56  
*Agencies must make  
identifiable public  
records available*



**Bob Ortblad** @BOrtblad · Sep 1

...

Crazy

IBR is justifying an I-5 expansion to accommodate 28,000 daily trucks by 2040.

These trucks will drive through downtown Portland & Vancouver emitting twice the pollution & noise.

Reduce I-5 trucks, rout to I-205. Shift freight to rail, four times more fuel efficient.



 **IBRprogram** @IbrProgram · Apr 5, 2023

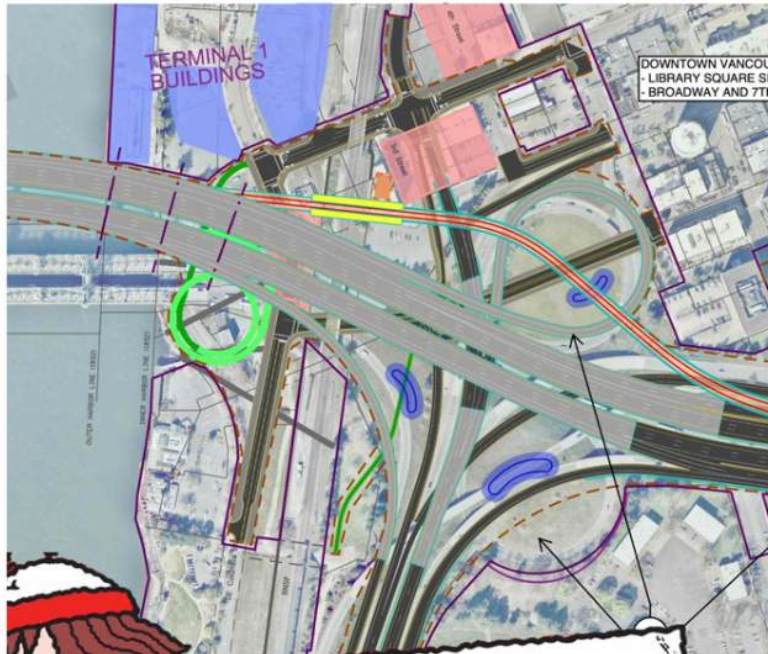


Freight tonnage in the Portland-Vancouver metro region is expected to double by 2040, with 75% of total freight moved by truck.

A replacement bridge will improve travel time reliabilit...

IBR's Draft SEIS is hiding the danger & devastation planned for Vancouver.

No realistic 3D graphic or animation of a massive, elevated approach 2x wider that will rain down increased noise & pollution on downtown & Fort Vancouver. A steep, curved, icy, approach will be deadly.



**DRAFT**  
Supplemental  
Environmental  
Impact Statement

Interstate Bridge Replacement Program | Page 4-24



Columbia River bridges with a double-deck fixed-span configuration



Modified LPA Columbia River bridges with single-level movable-span configuration (lift span closed)

Photographic simulation of Modified LPA with single-level movable-span closed configuration with C Street ramp



**WHERE'S  
A 3D GRAHPIC**

Bob Ortblad @BOrtblad · Aug 27

...

For two years, the IBR lied until its immersed tunnel analysis was proven fraudulent with a Public Disclosure Request.

Now IBR is desperately trying to disqualify an immersed tunnel with two dishonest videos.

Part 1

<https://youtube.com/watch?v=PFhoBMQFWnE&t=38s...>

Part 2

<https://youtube.com/watch?v=1-SpZi5jPV8&t=1s...>



## Ten IBR Lies

10 Reasons a Tunnel

Wouldn't Work (Part 1 & 2)

### Reason #1

A tunnel would eliminate **important connections**.

### Reason #2

The elimination of important connections would send vehicles **out of direction** to reach their destination.

### Reason #3

The cost estimate for a tunnel is expected to be nearly **two times** higher than a replacement bridge.

### Reason #4

Grades for a tunnel would be **steeper** than a replacement bridge.

### Reason #5

**Safety concerns** for active transportation.

### Reason #6

Higher potential for **archaeological, cultural, and environmental** impacts.

### Reason #7

**In-water trenching** would disturb the river bottom, riverbanks, and habitats.

### Reason #8

A tunnel would have **higher operations and maintenance costs** and would need to be staffed 24/7.

### Reason #9

Tunnel excavation and construction would require a temporary track reroute of the **BNSF rail line**.

### Reason #10

When considering the potential location of a tunnel for I-5, it would not be feasible to **maintain traffic** with three lanes in each direction during construction.

<https://www.youtube.com/watch?v=PFhoBMQFWnE&t=38s>

<https://www.youtube.com/watch?v=1-SpZi5jPV8&t=1s>

## IBR lie #1

Any fool can design an Immersed Tunnel with impossible connections. Foolish IBR evaluated a tunnel too large, poorly aligned, and too deep.

An “Alternative” design makes connections, is less costly than a bridge, is faster to build, safer, with waterfront parks.

# Reason #1

A tunnel would eliminate **important connections.**

IBR evaluated a tunnel too large, poorly aligned, and too deep.



## IBR lie #3

IBR's original tunnel evaluation fraudulently inflated dredging & excavation four times. After proven fraudulent, IBR reduced by only half.

B. C. hired international experts and selected an immersed tunnel over a bridge. Cost equal, with less environmental impact.

### Reason #3

The cost estimate for a tunnel is expected to be nearly **two times** higher than a replacement bridge.

Estimate has no creditability.  
Based on fraudulent dredging  
and excavation quantities  
**inflated four times.**





## IBR lie #4

Current I-5 bridge approach is on the ground.

IBR's elevated bridge approach will be freeze sooner, sharp S-curve, half-mile -4% grade, -7% off-ramp to SR-14.

Immersed Tunnel is weather protected, shorter 4% grade, safer, connecting to current ground level approach.

# Reason #4

Grades for a tunnel would be **steeper** than a replacement bridge.



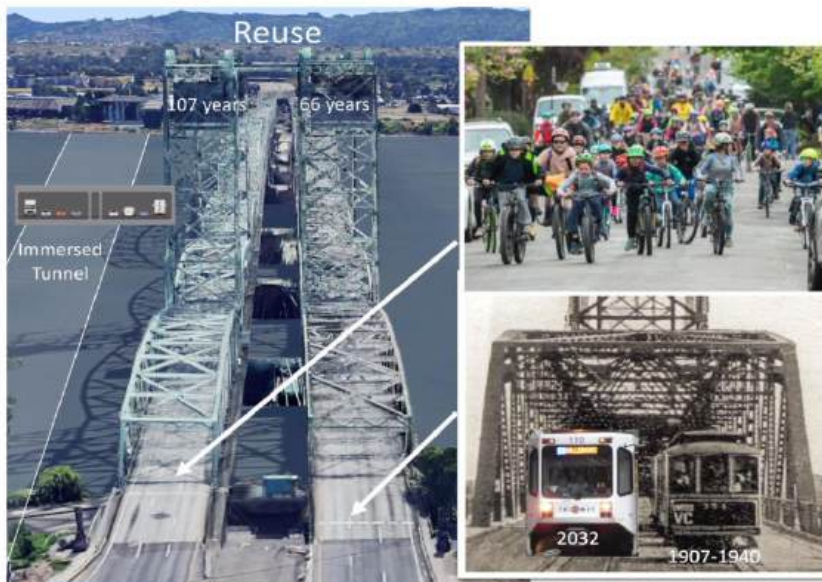
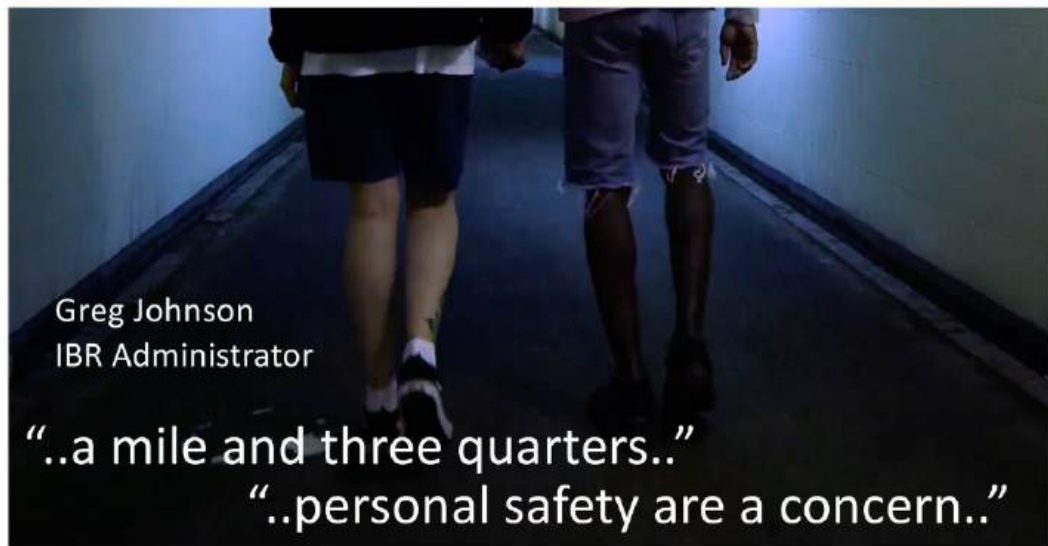
## IBR lie #5

Repurpose one or both current bridges is for active transportation and transit. This has been very successful in other cities.

A bike/walking tunnel would be less than three quarters of a mile, and not dark narrow and foreboding as depicted by the IBR video.

### Reason #5

Safety concerns for active transportation.



IBR lie #6

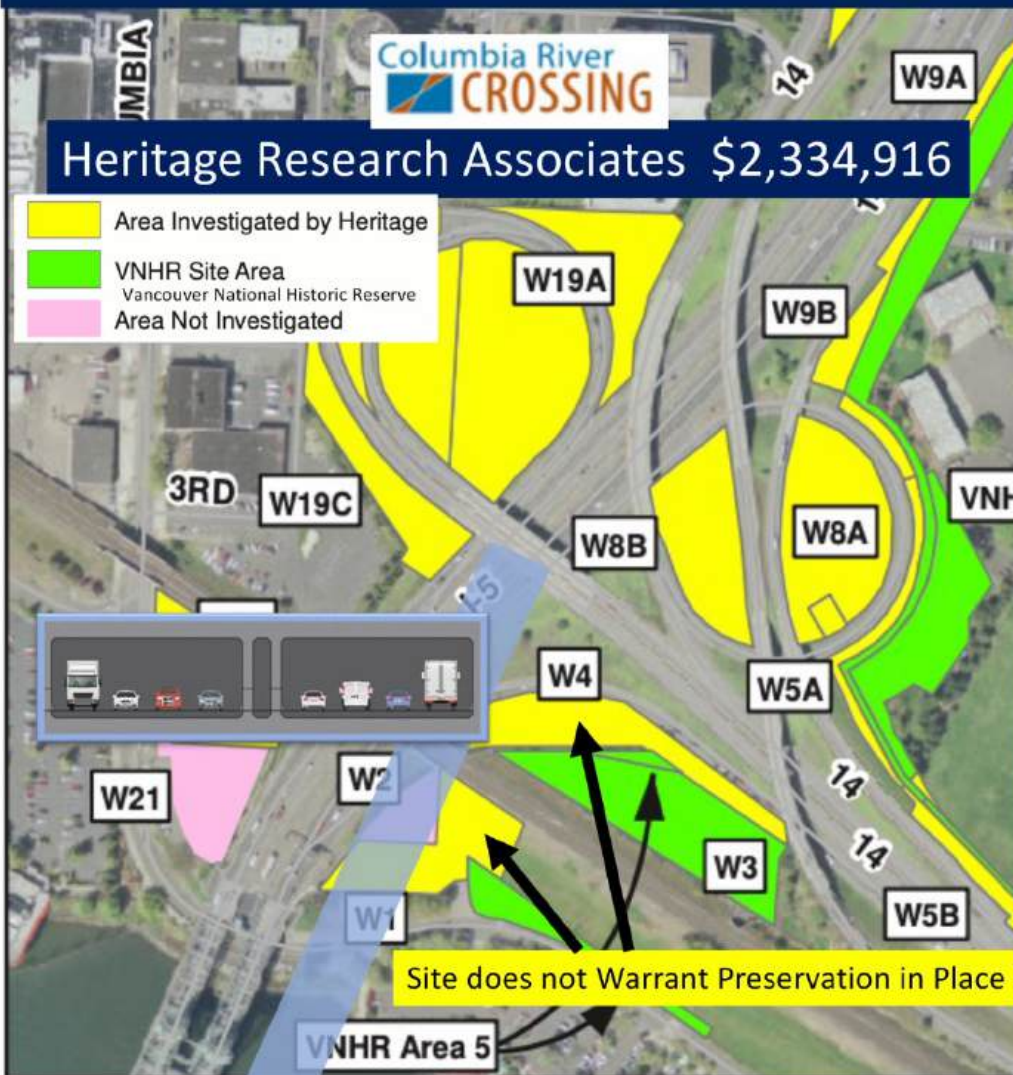
IBR falsely claims immersed tunnel will have “Higher potential for archaeological, cultural, and environmental impacts.”

CRC spent \$2,334,916 to define impact areas & tunnel has no impact.

IBR will take 43,540sf of Fort Vancouver Reserve & 19,780sf, Historic Site.

## Reason #6

Higher potential for **archaeological**, **cultural**, and **environmental** impacts.



## IBR lie #7

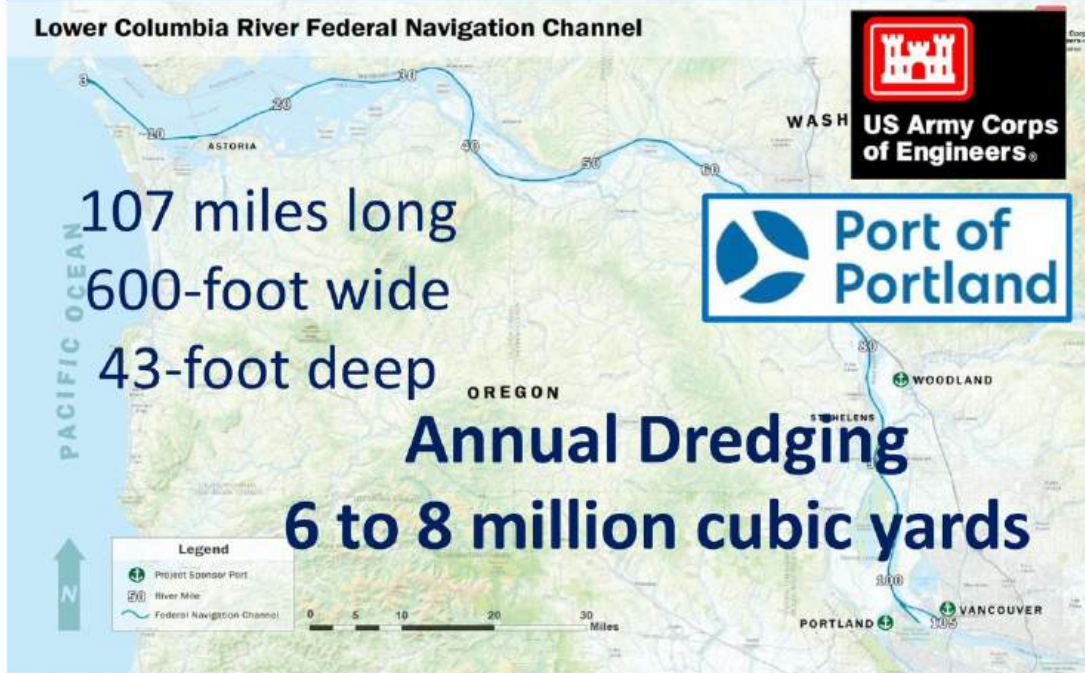
IBR claims one million cubic yards for immersed tunnel will “disturb the river bottom, riverbanks, and habitats”.

IBR needs to notify the [@PortlandCorps](#) & [@PortOfPortland](#) to stop the annual dredging 6 to 8 million cubic yards to keep the Columbia River channel open.

# Reason #7

**In-water trenching** would disturb the river bottom, riverbanks, and habitats.

## Lower Columbia River Federal Navigation Channel



IBR lie #8

Daily maintenance of tunnel is higher than a bridge, but a long-term cost could be less.

Never needs painting.

Erosion of bridge decks by rain & ice requires costly repairs every 30 yrs.

Tunnel weather protected, 120-year life.

“staffed 24/7”

WSDOT tunnel cameras.

## Reason #8

A tunnel would have **higher operations and maintenance costs** and would need to be staffed 24/7.

I-5 at MP 0.32: Interstate Bridge



Washington State  
Department of Transportation

1,497 Cameras



Aug 10, 2024 8:40 AM PDT



No rest for pothole fillers on Seattle's crumbling Ship Canal Bridge deck

**The Seattle Times**

Feb. 19, 2024

## IBR lie #9

IBR claims “Tunnel excavation and construction would require a temporary track reroute of the BNSF rail line.”

IBR needs engineers with imagination.

BNSF is not going to be excited about a 272' wide freeway & light rail station 60' over its tracks, tunnel is better.

## Reason #9

Tunnel excavation and construction would require a temporary track reroute of the **BNSF rail line**.



## Jacked into Place

Four-lane tunnel is constructed under the active Northern Southern Railroad Tracks.

Lynchburg, Va.



## IBR lie #10

Greg Johnson threatens a 140,000-vehicle diversion to I-205 if a tunnel is built.

However, IBR will cleverly keep open 6-lanes if a bridge is built?

IBR plans 6 lanes of 2-way traffic on single 4-lane bridge for 4-8 years, for congestion from hell & extreme danger.

### Reason #10

When considering the potential location of a tunnel for I-5, it would not be feasible to **maintain traffic** with three lanes in each direction during construction.

“We would take a 140,000 vehicles that travel I-5 and put them all over to I-205”



Greg Johnson  
IBR Administrator