Appendix J

INDEX

A	asbestos-containing materials, 3.18-23
active transportation, 3.9-10, 3.19-6, 3.23-7, 3.23-15	auxiliary lanes, 2-75
	evaluation, 2-76
environmental justice, 3.20-3	AVE. See visual quality: area of visual effect
equity priority communities, 3.5-20	aviation, 3.22-1
equity, 3.5-21	changes since 2013, 3.22-1
existing conditions, 3.1-16	comparison of CRC LPA effects and Modified LPA effects, 3.22-2
improvements, 2-5, 2-20, 2-41, 2-44	cumulative effects, 3.23-7
long-term effects, 3.1-41	indirect effects, 3.22-9
temporary effects, 3.1-47	·
air quality, 3.10-1, 3.8-6, 3.20-43	mitigation, 3.22-9
changes since 2013, 3.10-1	В
comparison of CRC LPA effects and Modified LPA effects, 3.10-2	best management practice, 4-141
cumulative effects, 3.23-25	aviation, 3.22-10
environmental justice, 3.20-39	economic activity, 3.4-41
existing conditions, 3.10-3	land use, 3.4-41
improvements, 3.23-25	navigation, 3.2-18, 3.22-10
indirect effects, 3.10-13	stormwater, 3.23-31
long-term effects, 3.10-7	bicycle, 4-140
mitigation, 3.10-14	bicycle paths, 3.10-6
Modified LPA effects, 3.10-2	bicycle and pedestrian, 1-6
study area, 3.10-3	existing facilities, 1-6
temporary effects, 3.10-13	improvements, 2-5, 2-21, 2-43
Alignment (transit), 2-74	bicycle and pedestrian facilities, 3.20-34, 4-137
anadromous, 3.16-5, 3.16-8	environmental justice, 3.23-44
aquatic habitat, 3.16-21, 3.16-24, 3.16-29, 3.23-35, 3.23-36, 3.23-37	Bridge Substation, 4-127
	Burnt Bridge Creek, 3.9-2, 3.17-3
aquifer, 3.17-3, 3.17-4, 3.17-9	existing conditions, 3.14-6
archaeological sites	aquatic habitat, 3.16-8
cumulative effects, 3.23-20	bus rapid transit, 2-5, 3.23-28
area of potential effect, 3.23-20	evaluation, 2-73

C	Columbia River Datum, 3.1-12
carbon dioxide, 3.19-4, 3.19-16, 3.19-18 carbon monoxide, 3.10-2, 3.20-19 Cascadia Subduction Zone, 1-6, 3.17-1, 3.17-6, 3.23-39	Columbia River Renaissance Trail, 3.23-4 Columbia Slough
	aquatic habitat, 3.16-4
	C-D. See collector-distributor
climate, 2-60, 3.19-1	Community Advisory Group, 3.5-2, 3.5-13, 3.20-
best management practice, 3.23-42	13, 3.20-38
cumulative effects, 3.23-41	community cohesion, 3.5-17
existing condition, 3.23-41	Community Connector, 2-40, 3.20-28
existing conditions, 3.14-4	congestion, 3.23-12, 3.23-16, 3.23-18, 3.23-46, 4-136, 4-143
federal policy, 3.19-7	bus service, 3.20-34
long-term effects, 3.19-12	emissions, 3.23-25
mitigation, 3.19-22	freight, 3.23-7, 3.23-12
state policy, 3.19-7	improvements, 3.23-15
temporary effects, 3.19-18	Interstate Bridge, 3.23-6
climate change	under No-Build Alternative, 3.23-6
best management practice, 3.19-11	construction
changes since 2013, 3.19-1	aviation, 3.22-8
comparison of CRC LPA effects and Modified LPA effects, 3.19-3	staging, 2-53
environmental justice, 3.19-7	construction activities, 2-51, 3.20-41, 3.23-35, 4-
expected future conditions, 3.19-4	duration, 2-52
study area, 3.19-1	environmental justice, 3.20-34, 3.20-38
Climate Framework, 3.19-11	In-water, 3.16-29
cofferdam	construction staging
definition, 3.14-14, 3.16-37	transportation, 3.1-46
collector-distributor, 2-8, 2-10, 2-40	contributing impervious area, 3.14-8, 3.14-11,
Columbia River, 3.16-9, 3.16-10, 3.19-6, 3.20-3	3.14-13
existing conditions, 3.14-6	cooperating agencies, 1-7
aquatic habitat, 3.16-7	crashes, 4-136, 4-143
Columbia River bridges, 2-4, 2-8, 2-21, 3.8-32, 3.19-6	CRC Locally Preferred Alternative (LPA), 2-54
construction duration, 2-52	CRC project, 3.6-7, 3.6-10
Columbia River Crossing (CRC), 1-1, 3.20-3	criteria pollutants, 3.10-1, 3.10-12, 3.20-24, 3.23-25

CSZ. See Cascadia Subduction Zone cultural resources, 3.23-20 C-TRAN displacements, 3.23-10 bus route changes, 2-48 economic activity, 3.23-11 operations and maintenance facility, 2-46 ecosystems, 3.23-35 cultural resources, 3.8-1, 3.8-2 EMF, 3.23-30 archaeological sites, 3.8-12 energy, 3.23-28 area of potential effects, 3.8-5, 3.8-43 environmental justice, 3.23-43 changes since 2013, 3.8-4 equity, 3.23-16 comparison of CRC LPA effects and Modified LPA floating homes, 3.23-10 effects, 3.8-5 future actions, 3.23-3 construction activities, 3.8-33, 3.8-41, 3.23-21 geology and groundwater, 3.23-38 cumulative effects, 3.23-20 hazardous materials, 3.23-39 direct effects, 3.8-25 historic built environment, 3.23-22 existing conditions, 3.8-5 land use, 3.23-11 historic built environment, 3.8-14 Modified LPA, 3.23-6 indirect effects, 3.8-43 navigation, 3.23-7 mitigation, 3.8-44 neighborhoods, 3.23-16 Oregon, 3.8-12 No-Build Alternative, 3.23-6 post-contact period, 3.8-7 noise, 3.23-26 precontact period, 3.8-6 parks and recreation, 3.23-19 previous studies, 3.8-11 past actions, 3.23-2 public outreach, 3.8-2 Pearson Field, 3.23-44 staging areas, 3.8-26 Portland International Airport, 3.23-44 temporary construction easement, 3.8-38 present actions, 3.23-3 temporary effects, 3.8-26 property acquisitions, 3.23-10 viewshed, 3.8-36, 3.8-38 public services, 3.23-17 visual effects, 3.8-25 study area, 3.23-1, 3.23-2 Washington, 3.8-12 temporary construction effects, 3.23-45 cumulative effects, 3.20-2, 3.23-1, 3.23-3 transportation, 3.23-6 air quality, 3.23-25 utilities, 3.23-17 archaeological sites, 3.23-20 vibration, 3.23-26 aviation, 3.23-7 visual quality, 3.23-23 changes since 2013, 3.23-1 water quality and hydrology, 3.23-31 climate, 3.23-41 wetlands and jurisdictional waters, 3.23-32 construction activities, 3.23-46

D	cumulative effects, 3.23-11
DAHP. See Department of Archaeology and Historic Preservation	employment forecast, 3.4-15
	household forecast, 3.4-15
de minimis, 4-1, 4-6, 4-67	indirect effects, 3.4-36
impact, 4-2	largest employers in region, 3.4-13
deadheading, 2-46	local, 3.4-14
demand management, 3.19-10	long-term effects, 3.4-16
demographics, 3.6-1	mitigation, 3.4-40
Gresham, 3.20-5	population forecast, 3.4-14
demolition, 3.8-11, 3.8-27	regional, 3.4-13
Normandy Apartments, 4-126	regional, 3.4-33
of existing bridges, 2-53	study area, 3.4-7
Ruby Junction Maintenance Facility, 2-44	tax impacts, 3.4-31
Department of Archaeology and Historic	temporary effects, 3.4-38
Preservation, 3.8-6, 3.8-44	traffic congestion, 3.4-39
design options	economics, 3.4-1
development of, 2-66	changes since 2013, 3.4-1
double-deck fixed-span, 2-25, 3.6-10, 3.9-11, 3.9-16	comparison of CRC LPA effects and Modified LPA effects, 3.4-2
one auxiliary lane, 2-23	regional, 1-10
shift I-5 westward, 2-39	unemployment, 3.4-13
single-level fixed-span, 3.9-11	ecosystems, 3.16-1, 3.19-1, 3.23-35, 3.23-36,
single-level movable-span, 3.9-25	3.23-38, 4-140
two auxiliary lanes, 2-9, 2-23, 3.1-27, 3.1-33	aquatic resources, 3.16-4
without C Street ramps, 2-39, 3.1-27, 3.1-34	best management practice, 3.16-25
diamond interchange, 2-18	changes since 2013, 3.16-1
downtown Vancouver, 2-38	comparison of CRC LPA effects and Modified LPA effects, 3.16-2
due diligence, 3.18-20	construction activities, 3.16-28
E	cumulative effects, 3.23-35
easement	existing conditions, 3.16-4
temporary construction easement, 3.3-13	long-term effects, 3.16-19
economic activity	mitigation, 3.16-36
business displacements, 3.4-30	noise impacts, 3.16-31
construction activity, 3.4-39	spill prevention, 3.16-37

staging areas, 3.16-39 from transportation, 3.19-2 study area, 3.16-5 greenhouse gas, 3.19-1 temporary impacts, 3.23-36, 3.23-37 greenhouse gas, 3.23-29 terrestrial resources, 3.16-11 greenhouse gas, 3.23-29 under Modified LPA, 3.23-36, 3.23-38 increases, 3.23-25 vessel noise, 3.16-33 noise, 3.20-38 EJ. See environmental justice reductions, 3.23-25 electric and magnetic fields. See EMF roadway, 3.10-5 electric vehicle, 3.19-2 under Modified LPA, 3.23-42 electromagnetic fields. See EMF under No-Build Alternative, 3.23-42 emergency access routes, 3.6-2, 3.6-9 user emissions, 3.19-9 emergency services, 3.6-1 vehicle, 3.23-25 response times, 3.23-18 employment, 3.4-6, 3.6-1 EMF, 3.13-1 changes in, 3.23-3 Endangered Species Act, 2-77, 3.16-9, 3.16-11, changes since 2013, 3.13-1 3.16-17, 3.23-46 comparison of CRC LPA effects and Modified LPA effects, 3.13-1 energy cumulative effects, 3.23-30 changes since 2013, 3.12-1 emissions, 3.23-30 comparison of CRC LPA effects and Modified LPA effects, 3.12-1 existing conditions, 3.13-2 cumulative effects, 3.23-28 exposure guidelines, 3.13-2 existing conditions, 3.12-2 guidelines and regulations, 3.13-2 indirect effects, 3.12-9 indirect effects, 3.13-4 long-term benefits and effects, 3.12-4 long-term benefits and effects, 3.13-3 mitigation, 3.12-10 mitigation, 3.13-4 national energy demand projections, 3.12-2 temporary effects, 3.13-4 study area, 3.12-3 eminent domain, 3.3-4 temporary effects, 3.12-9 emissions, 3.19-7, 3.19-8, 3.19-10, 3.20-24, 3.20-43, 3.23-25, 3.23-41 Washington and Oregon energy trends, 3.12-4 air pollutant, 3.23-25 energy consumption, 3.19-17 air pollutants, 3.20-39 construction activities, 3.12-9 construction activities, 3.19-9 roadway and transit maintenance, 3.12-8 EMF, 3.23-30 roadway vehicles, 3.12-7 existing sources, 3.19-9 transit operations, 3.12-8

from construction, 3.19-10

energy demand, 3.23-28	study area, 3.20-3
regional, 3.23-28	temporary effects, 3.20-31
energy use, 3.19-4	tolling, 3.20-19, 3.20-38, 3.20-44
environmental justice, 3.20-1, 3.20-43	traffic impacts, 3.20-39
active transportation, 3.23-44	transportation, 3.20-20
affected environment, 3.20-3	travel times, 3.23-44
air quality, 3.20-19	under Modified LPA, 3.23-44
and Modified LPA design options, 3.20-22	under No-Build Alternative, 3.23-43
areas, 4-143	vibration, 3.20-19
best management practices, 3.20-37	equity, 3.23-16
bicycle and pedestrian facilities, 3.23-44	active transportation, 3.5-21
comparison of CRC LPA effects and Modified LPA effects, 3.20-2	comparison of CRC LPA effects and Modified LPA effects, 3.5-3
construction activities, 3.20-34	cumulative effects, 3.23-16
cumulative effects, 3.23-43	distribution of burdens, 3.5-24
definition, 3.20-4	engagement activities, 3.5-13
engagement activities, 3.20-13	existing conditions, 3.5-6
indirect effects, 3.20-36	houseless populations, 3.5-25
land use and economics, 3.20-19	index tool, 3.5-13
light-rail transit, 3.23-44	indirect effects, 3.5-29
long-term effects, 3.20-14	long-term effects, 3.5-14, 3.5-20
low-income population, 3.20-8	mitigation, 3.5-29
methodology report, 3.20-12	outcome equity, 3.5-1
minority population, 3.20-10	process equity, 3.5-1
mitigation, 3.20-37	Program definition, 3.5-1
neighborhoods, 3.20-20	public involvement, 3.5-13
noise, 3.20-19	temporary effects, 3.5-26
population, 3.20-1, 3.20-31, 3.20-43, 3.23-43	tolling, 3.5-26
poverty guidelines, 3.20-8	Equity Advisory Group, 3.5-2, 3.5-13, 3.20-13,
property acquisition, 3.20-2	3.20-38, 3.23-16
property acquisitions and displacements,	equity priority communities, 3.5-1
3.20-19	benefits, 3.5-20
public involvement, 3.20-13, 3.20-47	construction-related impacts, 3.5-27
relocation assistance, 3.20-37	light-rail alignment, 3.5-20
staging areas, 3.20-35	erosion, 3.15-15, 3.17-8, 3.23-38, 3.23-39

erosion and sediment control measures, 3.14-18 Fort Vancouver, 3.8-10, 3.8-27, 3.8-43, 3.9-19, 3.9-21, 3.9-27, 3.23-20, 4-126, 4-127 ethnicity, 3.20-7 freight, 1-4, 3.23-13, 4-136 eulachon, 3.8-6, 3.16-10, 3.16-22, 3.16-26, 3.16freight mobility, 1-10, 3.1-8, 3.21-11, 3.23-12, 4-31, 3.16-32, 3.16-33 123, 4-138 **Evergreen Boulevard, 3.19-13, 3.20-28** long-term effects, 3.1-31, 3.4-18 terminus, 2-75 mitigation, 3.1-53 **Evergreen Community Connector, 3.9-2, 3.9-16** temporary effects, 3.1-46 **Evergreen Station, 3.1-38, 3.20-28** future projects, 3.23-4, 3.23-10, 3.23-17, 3.23-35 Executive Order, 3.19-8, 3.20-1, 3.20-4, 3.20-43 existing conditions, 3.23-43 G **Expo Center** geologic hazards, 3.23-39 overnight light-rail vehicle facility, 2-46 geology, 3.17-1 Expo Road, 3.15-8, 3.20-35 changes since 2013, 3.17-1 express bus, 2-8, 2-47, 3.1-39 cumulative effects, 3.23-38 existing conditions, 3.17-1 F lahars, 3.17-3, 3.17-5 **Fairview Creek** long-term effects, 3.17-4 aquatic habitat, 3.16-8 mitigation, 3.17-9 existing conditions, 3.14-6 study area, 3.17-1 Federal Land and Parks Program. See FLP temporary effects, 3.17-7 **Program** federal poverty level, 3.20-26, 3.20-45 GHG. See greenhouse gas financial analysis greenhouse gas, 3.19-1, 3.23-3, 3.23-29, 3.23-41 tolling, 2-49, 3.4-35 emissions, 3.19-1, 3.19-17 finback bridge, 2-27 Gresham fire stations, 3.8-9 low-income population, 3.20-10 floating homes, 3.2-7, 3.3-12, 3.8-8, 3.20-43, minority population, 3.20-5 4-72 ground-borne vibration, 4-128 displacement of, 3.3-12 groundwater, 3.17-1, 3.17-3, 3.17-9 floodplain, 3.16-24 changes since 2013, 3.17-1 in the study area, 3.14-5 contamination, 3.23-38, 3.23-39 **FLP Program** existing conditions, 3.17-1 East Delta Park, 3.21-4 hazardous materials, 3.18-21 Marshall Community Center, 3.21-4 mitigation, 3.17-9 Old Apple Tree Park, 3.21-4 quality, 3.17-5 forest habitat, 3.16-14

Interstate Bridge Replacement Program

recharge, 3.23-32 staging areas, 3.18-24 temporary effects, 3.17-4, 3.17-7 temporary effects, 3.18-22 under Modified LPA, 3.23-39 water quality, 3.18-21 under No-Build Alternative, 3.23-38 headway, 2-46 Growth Management Act, 3.4-4, 3.16-19 high-capacity transit equity priority communities, 3.5-20 Н increased availability, 3.23-17 habitat, 3.15-1, 3.16-3, 3.23-35 high-occupancy vehicle, 2-47 benthic, 3.23-36, 3.23-37 highway, 3.20-41, 3.20-42, 3.20-43 reduction, 3.23-35 crashes, 3.23-40 restoration, 3.23-5 improvements, 2-21, 2-38, 2-41 Hayden Island, 3.6-2, 3.8-32, 3.20-23, 3.20-43, historic built environment 4-140 cumulative effects, 3.23-22 community cohesion, 3.5-17 historic resources, 3.23-22, 4-120 floating homes, 3.5-17 historically underserved communities. See indirect effects, 3.5-28 equity priority communities long-term effects, 3.5-17 hydrology, 3.20-19 terminus, 2-74 changes since 2013, 3.14-1 land use, 3.4-6 existing conditions, 3.14-4 cultural resources, 3.8-8 Fairview Creek, 3.16-8 **Hayden Island interchange** flow controls, 3.14-11 construction duration, 2-52 long-term impacts, 3.14-11 Hayden Island Landfill, 3.23-38 temporary effects, 3.14-14 hazardous material, 3.16-40, 3.18-1, 3.17-4, 3.23-40 accidental release, 3.18-23 I-205, 3.20-3 changes since 2013, 3.18-1 traffic volumes, 3.1-21 comparison of CRC effects and IBR Modified LPA I-5, 3.20-42, 3.23-21 effects, 3.18-2 bottlenecks, 3.1-24, 3.1-25 cumulative effects, 3.23-39 congestion, 3.23-14 existing conditions, 3.18-1 corridor, 1-1, 2-1, 2-5 groundwater, 3.18-21 interchanges, 2-5 indirect effects, 3.18-24 noise, 3.23-26 mitigation, 3.18-24 operations overview, 3.1-23 property acquisition concerns, 3.18-20 peak period, 3.1-22 spills and leaks, 3.18-21

revised interchanges, 3.23-24 traffic volumes, 3.1-21 Jantzen Beach, 3.8-10 visual quality, 3.9-26 K impervious area existing conditions, 3.14-8 Kanaka Village, 3.8-10, 3.8-36, 3.9-19, 3.9-29 impervious surfaces, 3.15-10, 3.15-14, 3.16-21, Kiggins Bowl, 3.6-2, 3.7-23, 3.23-19, 3.23-20 3.16-25, 3.23-32, 3.23-36, 4-143 wetland buffer, 3.15-9 under Modified LPA, 3.23-34 wetlands, 3.15-6 Indigenous, 3.23-2, 3.23-16 indirect effect, 3.8-4, 3.8-25, 3.16-35 aviation, 3.22-9 lamprey, 3.8-6, 3.16-10, 3.16-22, 3.16-26, 3.16-31, 3.16-32, 3.16-33 economic activity, 3.4-36 land use, 3.4-1, 3.6-1, 3.17-8, 4-139 equity, 3.5-29 changes since 2013, 3.4-1 geology, 3.17-8 comparison of CRC LPA effects and Modified LPA groundwater, 3.17-8 effects, 3.4-2 land use, 3.4-36 cumulative effects, 3.23-11 navigation, 3.2-17 existing conditions, 3.4-4, 3.4-8 neighborhoods, 3.5-28 Hayden Island, 3.4-6 property acquisitions, 3.3-14 indirect effects, 3.4-36 InterCEP, 1-9 long-term effects, 3.4-16 interchange mitigation, 3.4-40 Fourth Plain Boulevard, 2-43 Native American, 3.8-6 Hayden Island, 2-18 North Portland, 3.4-6 improvements, 2-21, 2-38, 2-41 Oregon, 3.4-6 Marine Drive, 2-16, 3.21-11, 4-123 property acquisitions, 3.4-19 Mill Plain Boulevard, 2-41, 3.5-20 relocation assistance, 3.4-40 SR 14, 4-95, 4-105, 4-119, 4-138 study area, 3.4-5 State Route 500, 2-43 temporary effects, 3.4-38 **Interstate Bridges** tolling, 3.4-30 demolition of, 2-53 Vancouver, 3.4-10 Irreversible and Irretrievable Commitments of Washington, 3.4-10 **Resources, 3.23-47** land use and economic activity, 3.4-1 changes since 2013, 3.4-1

Interstate Bridge Replacement Program

comparison of CRC LPA effects and Modified LPA Marshall Community Center, 3.23-20 effects, 3.4-2 Marshall Park, 3.23-20 environmental justice, 3.20-19 MAX Yellow Line, 3.20-35 lead federal agencies, 3.8-3 McLoughlin Boulevard, 3.9-29 level of service, 3.1-7, 3.1-30 medical center, 3.6-2 Leverich Park, 3.16-27 Metro, 3.16-19 Lewis and Clark, 3.8-8, 3.20-44 migratory birds, 3.16-14, 3.16-15, 3.16-27, lift tower, 3.9-12, 3.9-25 3.16-41 light-rail, 2-5, 3.19-13 minority population, 3.20-1, 3.20-4, 3.20-8, 3.20-38 alignment, 2-5, 2-20, 2-39 mitigation alignment, 3.20-35 active transportation, 3.1-54 construction duration, 2-53 aviation, 3.22-9 equity priority communities, 3.5-20 cultural resources, 3.8-44 evaluation, 2-73 ecosystems, 3.16-36 extension, 2-5, 2-40 environmental justice, 3.20-37 historic properties, 3.8-27 equity, 3.5-29 improvements, 2-5 freight mobility, 3.1-53 MAX Yellow Line, 2-5 geology, 3.17-9 station, 2-5, 2-39, 3.9-26, 3.23-17 groundwater, 3.17-9 light-rail transit, 3.8-27, 3.9-8, 3.19-6, 3.23-4, 3.23-12 hazardous materials, 3.18-24 environmental justice, 3.23-44 navigation, 3.2-18 stations, 3.9-27 neighborhoods, 3.5-29 light-rail vehicle overnight facility, 3.8-31 parks and recreation, 3.7-24 light-rail vehicles, 3.9-24 public services, 3.6-13 limited English proficiency, 3.5-12 replanting, 3.9-27 local bus, 2-48 safety, 3.1-54 Locally Preferred Alternative, 3.9-18, 3.15-9 Section 6(f), 3.21-10 LOS. See level of service transit, 3.1-54, 3.9-27 LU. See landscape units transportation demand management, 3.1-54 Luepke, 3.8-21, 3.8-40, 4-86 transportation system management, 3.1-54 transportation, 3.1-50 M utilities, 3.6-13 **Marine Drive interchange** visual quality, 3.9-27 construction duration, 2-53 wetlands, 3.15-14

mobile source air toxics, 3.10-1, 3.23-25	alignments, 3.2-4
health effects, 3.10-12	changes since 2013, 3.2-1
Modifed LPA, 1-7	channels, 2-22
area of visual effect, 3.9-8	clearance, 3.2-9
components, 2-4, 2-77	climate change, 3.19-6
configuration comparison, 2-33	Columbia River, 3.23-8
configurations, 2-22	comparison of CRC LPA effects and Modified LPA
congestion, 3.1-27	effects, 3.2-2
construction, 2-51	considerations, 2-79
description, 2-8	cumulative effects, 3.23-7
design options, 2-23	existing conditions, 3.2-2
development of, 2-4, 2-54	federal navigation channel, 3.2-7, 3.8-17, 3.23-8
emission reductions, 3.23-25	federal, 4-80
greenhouse gas emissions, 3.19-10	horizontal clearance, 2-24, 2-25, 2-27, 2-30, 3.1- 12, 3.2-5, 4-139
improved traffic, 3.23-25	indirect effects, 3.2-17
transit, 2-71	mitigation, 3.2-18
moment magnitude, 3.17-3	primary channel, 2-4, 2-22
Multimodal, 3.19-13	river, 3.4-34
N	S-curve maneuver, 3.23-8
National Ambient Air Quality Standards, 3.20-	temporary effects, 3.2-16
19, 3.20-24	vertical clearance, 2-4, 2-24, 2-25, 2-27, 2-30, 3.1-12, 3.2-5, 4-139
National Environmental Policy Act (NEPA), 1-1, 1-7	neighborhoods, 3.5-1, 4-140
re-evaluation, 2-2	changes since 2013, 3.5-1
National Historic Preservation Act, 2-77, 3.8-1,	community resources, 3.5-2
3.23-21 criteria, 3.8-1	comparison of CRC LPA effects and Modified LPA effects, 3.5-3
National Park Service, 3.8-3, 4-6	cumulative effects, 3.23-16
National Register of Historic Places, 3.8-1, 3.8-	demographics, 3.5-8
17, 3.8-22, 3.23-22, 4-1, 4-135	engagement activities, 3.5-13
Native American, 3.8-6, 3.20-5, 3.23-20	environmental justice, 3.20-20
land use, 3.8-6	ethnicity, 3.5-8
Native American Graves Protection and Repatriation Act, 3.8-2	existing conditions, 3.5-6
navigation, 3.2-1	indirect effects, 3.5-28
- •	long-term effects 3 5-14

Interstate Bridge Replacement Program

mitigation, 3.5-29 traffic noise impacts, 3.11-16, 3.11-17, 3.11-18, 3.11-19, 3.11-20, 3.11-21, 3.11-22 neighborhood cohesion long-term effects, 3.5-19 traffic noise model, 3.11-11, 3.11-12, 3.11-13, 3.11-23, 3.11-24, 3.11-25 neighborhood cohesion, 3.5-17 transit noise impacts, 3.11-26 neighborhood plans, 3.5-11 transit noise model, 3.11-28 people living with disabilities, 3.5-8 typical community noise levels, 3.11-3 population age, 3.5-11 typical noise levels, 3.11-3 property acquisition, 3.5-19 typical noise source levels, 3.11-4 public involvement, 3.5-13 noise and vibration staging areas, 3.5-26 comparison of CRC LPA effects and Modified LPA study area, 3.5-6 effects, 3.11-2 temporary effects, 3.5-26 existing conditions, 3.11-2 No-Build Alternative, 2-35, 3.17-8, 3.19-15 impact criteria, 3.11-9 area of visual affect, 3.23-24 impacts and benefits, 3.11-14 changes since 2013, 2-60 long-term effects, 3.11-12, 3.11-34 description, 2-54 mitigation, 3.11-34 high-capacity transit, 3.23-12 study area, 3.11-11 noise, 3.8-6, 3.11-1, 3.20-36, 3.23-46 temporary effects, 3.11-29 city standards, 3.11-7 transit noise effects, 3.11-26 construction activities, 3.23-26 noise walls, 3.11-36, 3.11-39, 3.11-40, 3.11-41, construction equipment, 3.11-30 3.11-42, 3.11-43, 3.11-44, 3.11-45 construction noise, 3.11-31 Normandy Apartments, 3.8-5, 3.8-19, 3.8-27, 4-103, 4-126 construction phases, 3.11-33 North Portland, 3.17-8, 3.23-7 criteria, 3.11-3, 3.11-5, 3.11-6 land use, 3.4-6 cumulative effects, 3.23-26 North Portland Harbor, 2-5, 2-17, 3.17-8, 3.23-7 demolition, 3.11-32 aquatic habitat, 3.16-7 environmental justice, 3.20-19 cultural resources, 3.8-8 existing noise levels, 3.11-11 existing conditions, 3.14-6 highway traffic noise mitigation, 3.11-34, 3.11-38 waterfront, 3.23-19 increases under No-Build Alternative, 3.23-27 **North Portland Harbor bridges** light-rail noise impacts, 3.11-25 construction duration, 2-52 light-rail noise mitigation, 3.11-38 noxious weeds, 3.16-17 light-rail transit existing noise level, 3.11-12 NRHP. See National Register of Historic Places park and ride noise impacts, 3.11-26

0	Marine Drive Trail, 3.7-14
ODOT, 3.16-37	Marshall Community Center, 3.7-19
Officers Row, 3.8-20, 3.8-27, 3.8-36, 3.8-37, 3.9-	Marshall Park, 3.7-19
27, 4-110	mitigation, 3.7-24
Old Apple Tree Park, 3.23-20	Old Apple Tree Park, 3.7-17
Oregon State Implementation Plan, 3.10-4	planned facilities, 3.7-6
Oregon's Statewide Planning Goals, 3.4-4	recreational events, 3.7-7
	Section 4(f), 3.7-1
P	Section 6(f), 3.7-1
Pacific Coastal Waters	temporary effects, 3.7-19
aquatic habitat, 3.16-8	Wy'East Way Trail, 3.7-15, 3.7-21
park and rides, 2-40, 3.6-10, 3.9-2	participating tribes, 3.8-3
Evergreen Station, 2-40, 3.5-19 facilities, 3.23-24	past actions, 3.23-2, 3.23-17, 3.23-32, 3.23-34, 3.23-35, 3.23-44
locations, 4-119, 4-130, 4-138	peak periods, 3.1-4, 3.1-5, 3.1-6
property acquisitions, 3.3-10, 3.4-23	Modified LPA, 3.1-22
site options, 3.9-16, 3.16-21	No-Build Alternative, 3.1-22
Waterfront Station, 2-40, 3.5-19	travel times, 3.1-7
parks and recreation, 3.7-1, 3.23-19, 3.23-20	Pearson Field, 2-25, 2-30, 3.8-20, 3.8-27, 3.8-36,
changes since 2013, 3.7-1	3.8-37, 3.9-27, 3.22-4, 3.23-2, 4-128
Columbia Renaissance Trail, 3.7-16	cumulative effects, 3.23-44
cumulative effects, 3.23-19	and movable-span, 3.23-45
Discovery Historic Loop Trail, 3.7-16	pedestrian, 3.23-16, 4-140
East Delta Park, 3.7-14, 3.7-21	paths, 3.10-6
existing conditions, 3.7-2	performance standards, 2-76, 3.1-14
facilities, 3.7-1, 3.21-2	permits, 2-80
Fort Vancouver National Historic Site, 3.7-16	Pier 99, 3.8-5
Gresham/Fairview Trail, 3.7-14	piles, 3.16-30
indirect effects, 3.7-24	pollution control measures, 3.14-18
Kiggins Bowl, 3.7-19, 3.7-23	Port of Vancouver, 3.16-2
Lewis and Clark National Historic Trail, 3.7-15,	Portland
3.7-22	low-income population, 3.20-10
long-term effects, 3.7-7	minority population, 3.20-5, 3.20-7
Lower Columbia River Water Trail, 3.7-15, 3.7-21	Portland Expo Center, 3.23-5
Luepke Senior Center, 3.7-19	Portland Harbor Superfund Site, 3.23-38

Portland International Airport, 2-25, 2-30, 3.8-9	public services, 3.6-1, 3.6-2
cumulative effects, 3.23-44	changes since 2013, 3.6-1
priority hazardous material, 3.23-39	comparison of CRC LPA effects and IBR Modified
Program area, 1-3	LPA effects, 3.6-1
Program need, 1-4	construction staging, 3.6-11
Program purpose, 1-3	cumulative effects, 3.23-17
property acquisition, 3.3-1, 3.3-10, 3.20-24,	existing conditions, 3.6-2
3.23-40, 4-127	increased demand, 3.23-17
changes since 2013, 3.3-1	indirect effects, 3.6-13
comparison of CRC LPA effects and Modified LPA effects, 3.3-1	long-term effects, 3.6-7
	mitigation, 3.6-13
cumulative effects, 3.23-10	study area, 3.6-2
eminent domain, 3.3-4	temporary effects, 3.6-11
existing conditions, 3.3-2	travel times, 3.6-13
floating homes, 3.3-12	public transportation, 1-5, 2-20, 2-39, 2-43, 2-
hazardous materials concerns, 3.18-20	46, 3.21-11, 4-123
indirect effects, 3.3-14	access improvements, 3.5-21
land use, 3.4-19, 3.4-23	modes, 2-73
long-term effects, 3.3-4	termini, 2-74
mitigation, 3.3-14	environmental justice, 3.20-20
Normandy Apartments, 3.5-19	reliability, 1-5
park and rides, 3.3-10	Purpose and Need, 1-1, 1-3, 4-2, 4-116
relocation assistance, 3.3-10	CRC project, 1-2
staging areas, 3.3-13	IBR Program, 1-3
study area, 3.3-2	O B
temporary effects, 3.3-13	Q, R
Thunderbird Hotel, 3.3-13	ramp meter, 2-51
Uniform Act, 3.3-14	reasonably foreseeable future projects, 3.23-3
vacancy rates, 3.3-2	recent developments, 3.23-2
property acquisitions and displacements, 3.3-1	Record of Decision (ROD), 1-1, 2-55
environmental justice, 3.20-19	recreation facilities, 3.23-19
permanent, 3.3-7	relocation assistance, 3.3-10, 3.3-14, 3.20-37
public involvement, 3.5-13	Renaissance Boardwalk, 3.23-5
environmental justice, 3.20-13, 3.20-47	riparian, 3.9-27, 3.16-12, 3.16-19, 3.16-26
public outreach, 3.6-14	habitat, 3.16-8, 3.16-14, 3.16-27, 3.16-28, 3.16-34 3.16-35

under Modified LPA, 3.16-27	House of Providence, 4-92
Ruby Junction Maintenance Facility, 3.8-6, 3.9-3, 3.9-24, 3.15-2, 3.17-6, 3.20-3, 3.23-39 expansion, 2-44	Jantzen Beach Moorage, 4-72
	Jantzen Beach Water Tank and Pump House 4-69
nearby vacancy rates, 3.3-4	K Street, 4-86
noise impacts, 3.11-26	Lower Columbia River Federal Navigation Historic District, 4-80
S	Michler House, 4-89
safety, 1-5, 1-10, 3.17-8, 4-136	Normandy Apartments, 4-102
aviation, 3.22-2	Portland Assembly Center, 4-78
decreases under No-Build Alternative, 3.23-16	properties, 4-1, 4-33, 4-95, 4-98, 4-120, 4-135
fire and life, 3.6-9	resources, 4-118
improvements, 3.23-18	study area, 4-1
long-term effects, 3.1-43	temporary occupancy exception, 4-3, 4-86
mitigation, 3.1-54	transportation, 4-1
standards, 3.16-39	use, 4-2, 4-6, 4-121
temporary effects, 3.1-47	Section 6(f), 2-77, 3.7-1, 3.21-1, 3.23-20
worker safety, 3.19-11	changes since 2013, 3.21-1
salmonids, 3.16-4, 3.16-4, 3.16-7, 3.16-8, 3.16- 26, 3.16-31, 3.16-33	construction staging, 3.21-2 East Delta Park, 3.21-4
schools, 3.6-1, 3.6-2, 3.8-9	existing conditions, 3.21-2
sea lions, 3.16-31	Luepke Senior Center, 3.21-4
Section 106, 2-77, 3.8-1, 3.8-27, 3.23-21, 4-63	Marshall Community Center, 3.21-4
memorandum of agreement, 2-77	Marshall Park, 3.21-4
Section 4(f), 2-77, 3.6-11, 3.7-1, 3.8-3, 3.23-19,	mitigation, 3.21-10
4-1, 4-66, 4-128	Old Apple Tree Park, 3.21-4
2011 findings, 4-4	study area, 3.21-2
Bridge Substation, 4-106	temporary effects, 3.21-9
Columbia River Crossing, 4-7	seismic, 1-6
Columbia Slough Drainage Districts Historic District, 4-74	hazard, 3.17-1, 3.17-5
constructive use, 4-3	resilience, 3.2-15, 3.17-1
findings, 4-147	resilience under Modified LPA, 3.23-39
Fort Vancouver National Historic Reserve Historic District, 4-108	safety, 3.17-5, 3.17-8, 3.23-38
Harbor Shops Building, 4-68	safety under No-Build Alternative, 3.23-38 standards, 3.17-1

vulnerability, 1-6, 3.23-38, 4-118, 4-138	existing conditions, 3.14-7
shared-use path, 2-20, 2-22, 3.6-10	study area, 3.20-8, 3.23-2
shipping channel, 4-26	climate change, 3.19-1
SHPO. See State Historic Preservation Office	economic activity, 3.4-7
signal priority, 2-51	environmental justice, 3.20-3
Special Flood Hazard Areas, 3.14-12	geology, 3.17-1
species, 3.16-32, 3.16-40, 3.23-47	land use, 3.4-5
loss of, 3.23-35	property acquisitions, 3.3-2
spill prevention measures, 3.14-18	public services, 3.6-1
spills and releases, 3.18-23, 3.23-39	transportation, 3.1-1
SR 14 interchange, 3.6-9, 3.6-12, 3.8-36, 3.9-18,	utilities, 3.6-1
3.9-26, 3.19-17, 3.23-24	wetlands, 3.15-2
construction duration, 2-53	sturgeon, 3.8-6
SR 500 interchange, 3.20-3	Т
staging areas, 2-53, 3.20-24	•
Columbia River bridges, 2-53	temporary construction easement, 3.4-39, 3.6- 11, 3.8-26, 3.20-32, 4-95
neighborhoods, 3.5-26	terrestrial habitat, 3.16-2, 3.16-11, 3.16-26,
North Portland Harbor bridges, 2-53	3.16-33, 3.16-41, 3.23-36
North Portland Harbor, 3.2-17	throughput, 3.1-5, 3.1-23
State Historic Preservation Office, 3.8-3, 3.8-6, 3.8-44, 4-1, 4-6, 4-78	Thunderbird Hotel, 3.3-13, 3.20-32
steep slopes, 3.16-39, 3.17-6	tolling, 2-5, 2-49, 3.16-35, 3.19-10, 3.20-19, 3.23- 17, 4-140
stormwater, 3.6-6, 3.15-14, 3.16-25, 3.17-8, 3.19-6, 3.23-31, 4-140	equity, 3.5-26
best management practices, 3.23-31	land use, 3.4-30
impacts, 3.14-13	transportation, 3.1-54
increases, 3.23-32	environmental justice, 3.20-2, 3.20-19, 3.20-44, 3.23-4, 3.23-44, 4-141
management, 3.17-5	total maximum daily loads, 3.14-7
temporary effects, 3.14-16	Traditional Cultural Properties, 3.8-14
treatment, 3.14-10, 3.14-13, 3.23-32	changes to local patterns, 3.1-32
under Modified LPA, 3.23-34	traffic, 3.6-14, 3.20-42, 3.23-12
under Modified LPA, 3.23-39	collisions, 3.12-8
under No-Build Alternative, 3.23-35	congestion, 1-5, 3.1-6, 3.1-7, 3.6-9, 3.19-10,
untreated, 3.23-35	3.23-6
stormwater runoff	crashes, 3.19-10

environmental justice, 3.20-39	improvements, 2-5
existing conditions, 3.1-12	long-term effects, 3.1-18
forecast, 3.23-3	mitigation, 3.1-50
freight, 3.23-15	recent projects, 3.23-2
improvements, 3.6-10	safety, 3.1-17
noise, 3.23-26	study area, 3.1-13
regional, 3.23-14	temporary effects, 3.1-46
river traffic, 3.1-12	tolling, 3.1-54
shipping, 3.23-8	transportation demand management, 2-51, 3.1
raffic demand, 1-4	17, 4-117
trails, 3.8-10	transportation system management, 2-51, 3.1-17, 4-117
ransit, 3.6-7, 3.9-29, 3.19-3, 3.20-41, 4-140	travel demand, 3.1-19
C-TRAN, 3.1-15	transportation demand management, 4-119
expansion, 3.23-25	long-term effects, 3.1-44
improvements, 3.23-16	mitigation, 3.1-54
long-term effects, 3.1-35	temporary effects, 3.1-48
peak period, 3.1-15	transportation system management, 1-10,
providers and systems, 3.1-15	4-119
reliability, 3.1-40	mitigation, 3.1-54
ridership, 3.1-16, 3.1-37	travel demand, 3.1-3, 3.16-35, 3.19-10, 3.21-11, 4-123
temporary effects, 3.1-47	mode choice, 3.1-37
travel times, 3.1-16	Modified LPA, 3.1-23
TriMet, 3.1-15	travel demand model, 3.1-21, 3.10-4
transit-oriented development, 3.20-36	travel times, 3.1-7, 3.1-39, 3.20-26, 3.21-11,
Esther Short, 3.5-28	3.23-15, 4-123
transportation, 3.1-1, 3.6-1, 3.19-7, 3.20-28, 3.23-11, 4-140	public services, 3.6-13
changes since 2013, 3.1-2	environmental justice, 3.20-20, 3.23-44
construction staging, 3.1-46	reductions, 3.23-17
crashes, 3.1-17	Tribes
cumulative effects, 3.23-6	participating, 1-8
emissions, 3.19-13	TriMet
environmental justice, 3.20-20, 3.23-44	bus route changes, 2-48
existing conditions, 3.1-3, 3.1-14	Troutdale Sole Source Aquifer, 3.23-39
future projects, 3.23-3	

U	effect on cultural resources, 3.8-27
Uniform Act, 3.3-14	environmental justice, 3.20-19
Upper Vancouver, 2-41	light-rail vibration mitigation, 3.11-47
utilities, 3.6-1, 3.6-12, 3.16-40	measuring, 3.11-8
changes since 2013, 3.6-1	transit noise impacts, 3.11-27, 3.11-29, 3.11-30
comparison of CRC LPA effects and IBR Modified	typical levels, 3.11-8
LPA effects, 3.6-1	Vision and Values, 1-9
construction staging, 3.6-12	CRC project, 1-9
cumulative effects, 3.23-17	IBR Program, 1-9, 1-10
exist, 3.6-13	VISSIM, 3.1-7
existing conditions, 3.6-2	visual effects, 3.20-35, 3.23-24
high-voltage electrical transmission line, 3.6-10	visual quality, 3.9-1, 3.9-18, 3.20-35
increased demand, 3.23-17	active transportation, 3.9-10
long-term effects, 3.6-7	area of visual effect, 3.9-2
mitigation, 3.6-13	basic perceptions, 3.9-4
study area, 3.6-2, 3.6-6	Burnt Bridge Creek, 3.9-4, 3.9-6, 3.9-22
temporary effects, 3.6-11	changes since 2013, 3.9-1
temporary impacts, 3.6-12	Columbia River, 3.9-4, 3.9-15, 3.9-26
V	Columbia Slough, 3.9-4, 3.9-6, 3.9-8, 3.9-10, 3.9- 26
V/C. See volume/capacity ratio	comparison of CRC LPA effects and Modified LPA effects, 3.9-1
Vancouver	construction activities, 3.9-25, 3.9-26
low-income population, 3.20-10	cumulative effects, 3.23-23
minority population, 3.20-5, 3.20-7	environmental justice, 3.20-20
Vancouver Barracks National Cemetery, 4-127	existing condition, 3.9-2
Vancouver National Historic Reserve, 3.8-5, 3.8- 15, 3.23-19, 3.23-22, 4-114, 4-120	existing visual quality ratings, 3.9-6
Vanport, 3.8-9	Greater Central Park, 3.9-4, 3.9-6, 3.9-18, 3.9-22,
vehicle miles traveled, 3.1-4, 3.1-5	3.9-27
2045 forecast, 3.1-19	I-5, 3.9-26
vibration, 3.8-6, 3.11-1, 3.20-43	indirect effects, 3.9-26
city standards, 3.11-10	key viewpoints, 3.9-4, 3.9-5, 3.9-10
construction, 3.11-33, 3.11-53	land use, 3.9-27
criteria, 3.11-8	landscape units, 3.9-1, 3.9-4
cumulative effects, 3.23-26	long-term effects, 3.9-6

mitigation, 3.9-27 long-term benefits and effects, 3.14-8 park-and-ride facilities, 3.9-29 mitigation, 3.14-17 place-specific design recommendations, 3.9-28 study area, 3.14-3 regulatory requirements, 3.9-27 temporary effects, 3.14-14 Ruby Junction, 3.9-4, 3.9-6, 3.9-24 Waterfront Renaissance Trail, 3.23-2, 3.23-4 watershed, 3.23-31 staging areas, 3.9-25 steep slopes, 3.9-27 wetland buffer, 3.15-9, 3.15-10, 3.16-3, 3.16-27, 3.16-34, 3.23-33, 3.23-36 study area, 3.9-2 wetland habitat, 3.16-14 temporary effects, 3.9-25 wetlands, 3.15-1, 3.15-14, 3.16-26, 3.23-2, 3.23-Vancouver downtown, 3.9-4, 3.9-6, 3.9-16, 3.9-26 32, 3.23-36, 4-140 viewer groups, 3.9-6 best management practices, 3.15-15 viewer sensitivity, 3.9-6 botanical resources, 3.16-16 visual resources, 3.9-6 changes since 2013, 3.15-1 environmental justice, 3.20-20 comparison of CRC LPA Effects and Modified LPA VMT. See vehicle miles traveled effects, 3.15-2 volume/capacity ratio, 3.1-30 construction activities, 3.15-13 cumulative effects, 3.23-32 W, X, Y, Z ecological function, 3.23-34 **Washington Department of Archaeology and** existing conditions, 3.15-2 Historic Preservation, 3.8-3 indirect effects, 3.15-14 water quality and hydrology long-term effects, 3.15-9 indirect effects, 3.14-16 mitigation, 3.15-14 water quality, 3.15-1, 3.16-8, 3.16-25, 3.17-4, 3.23-31, 4-140 Oregon, 3.15-3 degradation under No-Build Alternative, 3.23-31 quality, 3.23-34 existing conditions, 3.14-6 study area, 3.15-2 hazardous materials, 3.18-21 temporary effects, 3.15-13 improvements under Modified LPA, 3.23-32 under Modified LPA, 3.23-34 long-term impacts, 3.14-12 under No-Build Alternative, 3.23-33 spills and releases, 3.18-23 Washington, 3.15-6 temporary effects, 3.14-15, 3.16-30 white sturgeon, 3.16-22, 3.16-31, 3.16-32 treatment, 3.23-32 wildlife passage, 3.16-28, 3.16-34 water quality and hydrology, 3.14-1 woodland habitat, 3.16-14

comparison of CRC LPA effects and Modified LPA

effects, 3.14-2

cumulative effects, 3.23-31