3.14 Water Quality and Hydrology

In urban areas, pollutants that wash off roadways during storms, such as automotive fluids, heavy metals, and small particles, degrade water quality in rivers and streams. The design and placement of transportation infrastructure and associated stormwater facilities can affect the water quality and flow of receiving waters. Placing structures such as bridge piers or roadways on a levee, in a waterway or its floodplain could affect the severity of floods during storm events. For this reason, modification to a levee or construction in waterways and their floodplains is strictly regulated and must consider the incremental contribution toward flood conditions.

> **What is the difference between water quality and hydrology?**
>
> In this analysis, water quality refers to the characteristics of the water—its temperature and oxygen levels, how clear it is, and whether it contains pollutants. Hydrology refers to the flow of water—its volume, where it drains, and how quickly the flow rate changes in a storm.

The assessment of reasonably foreseeable effects in this section is based upon the primary study area and study-specific watersheds, as defined in Section 3.14.2, and the temporal proximity parameters detailed in the Chapter 3 introduction.

The information presented in this section is based on the Water Quality and Hydrology Technical Report (as listed in Appendix H). Additional detail on the impact of water quality to aquatic species is in Section 3.16, Ecosystems. Additional detail on groundwater resources can be found in Section 3.17, Geology and Groundwater.

3.14.1 Changes or New Information Since 2013

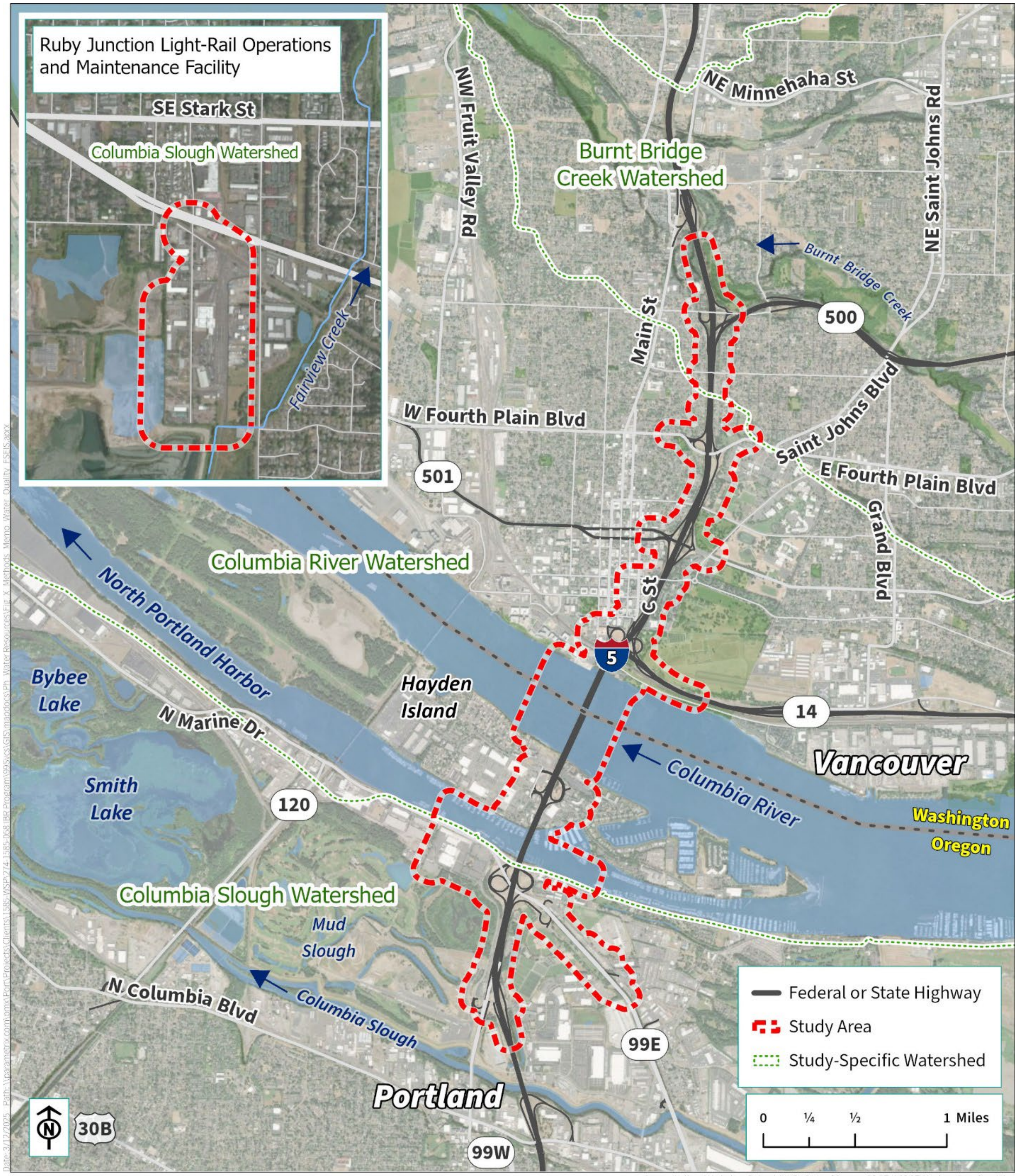
The Columbia River Crossing (CRC) Selected Alternative identified in the 2011 Record of Decision (ROD), as revised by the 2012 and 2013 re-evaluations, is referred to as the CRC Locally Preferred Alternative (LPA). Over the past 10+ years since the CRC LPA was identified, the physical environment near the Interstate Bridge, community priorities, and regulations have changed, which necessitated design revisions and resulted in the proposed IBR Program Modified LPA (see Section 2.5.2). Evaluation of potential impacts associated with water quality and hydrology has been updated in this Final SEIS to include:

- Changes to federal, state, and local regulations and permits.
- Changes in permitting processes, most notably for the Clean Water Act (CWA) Section 401 Water Quality Certification and Section 402 National Pollutant Discharge Elimination System (NPDES).
- Updates to Section 303(d)-listed impaired waters.
- Changes to future condition predictions and modeling tools.
- Changes to constituents of emerging concern, including 6PPD - the additive component to rubber tires that forms the pollutant 6PPD-quinone now known to be toxic to fish and other aquatic life.
- Addition, removal, and updating of data sources as appropriate.
- Expansion of the Ruby Junction Light-Rail Operations and Maintenance Facility (OMF) in 2014.
- Changes in the project footprint necessitated by changed conditions.

3.14.2 Existing Conditions

For this analysis, waterbodies and their contributing watersheds have been delineated based on their hydrologic connectivity to the primary study area. Watersheds into which runoff is, or could be, discharged are referred to as “receiving waters.” Figure 3.14-1 shows the primary study area and watersheds.

Figure 3.14-1. Water Quality and Hydrology Study Area and Study-Specific Watersheds



Source: National Hydrology Dataset (NHD), State of Oregon, ODOT, WSDOT, Mapbox, OpenStreetMap

Hydrology

> **What is a watershed?**
>
> A watershed is an area of land from which all precipitation and surface water drains to the same place and, generally, the same waterbody. Watersheds vary in shape and size, as determined by topography and geology, and can cross county, state, and national boundaries.

The primary study area lies within the main Columbia River valley, except for a small area north of the SR 500 interchange that is located in the Burnt Bridge Creek watershed. Burnt Bridge Creek flows into Vancouver Lake before discharging to the Columbia River. The Columbia River and North Portland Harbor (a branch of the Columbia River south of Hayden Island) both cross under I-5 within the primary study area, while the Columbia Slough and Burnt Bridge Creek cross I-5 south and north of the primary study area, respectively. As a result of the Portland Metro Levee System, runoff from the Delta Park area between North Portland Harbor and the lower Columbia Slough, which was formerly part of the Columbia River floodplain, is now discharged to the lower Columbia Slough via pump stations. The Columbia Slough, which parallels the Columbia River floodplain, discharges near the confluence of the lower Willamette River and Columbia River.

The primary study area around the Ruby Junction Light-Rail OMF in Gresham, Oregon lies within the 100-year floodplain of Fairview Creek (Figure 3.14-2). Fairview Creek discharges into the upper Columbia Slough downstream of the maintenance facility.

In the primary study area, floodplains designated by the Federal Emergency Management Agency (FEMA) include those adjacent to the Columbia Slough, the Columbia River, and Burnt Bridge Creek (Figure 3.14-2). These floodplains are confined to the immediate vicinity of the streams by levees or, in the case of Burnt Bridge Creek, by steep slopes. For reference, the FEMA-modeled water surface elevation of the 100-year floodplain at the existing Interstate Bridge crossing of the Columbia River is approximately 32 feet referenced to the North American Vertical Datum of 1988.

Local Climate

The climate within the primary study area is characterized by short, dry, warm summers, with a typically cool and wet spring, fall, and winter. The Coast Range to the west of the primary study area offers limited shielding from Pacific Ocean storms, while the Cascade Mountains to the east provide an orographic lift of moisture-laden westerly winds, resulting in moderate rainfall.

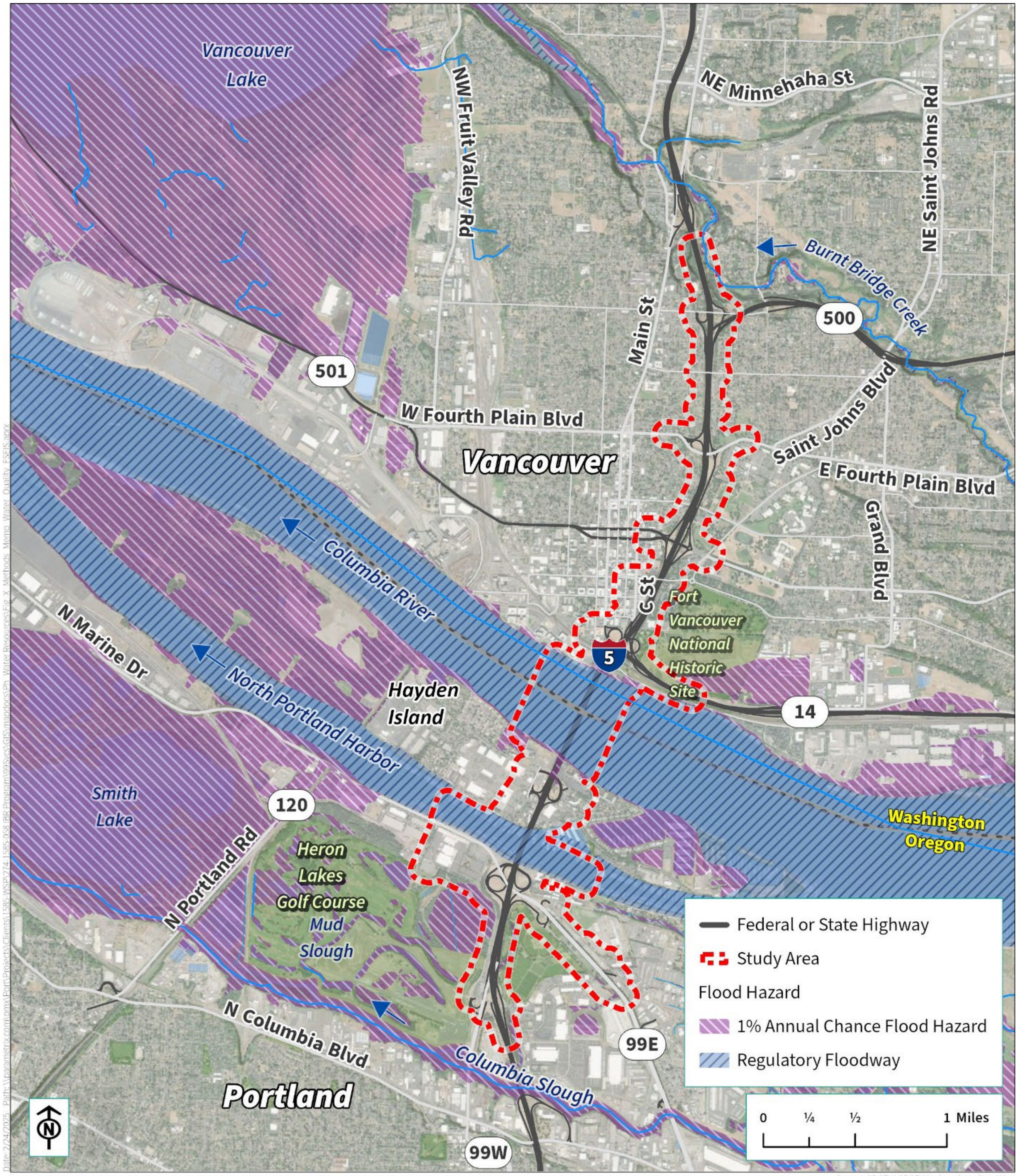
Receiving Waters

Columbia Slough

The Columbia Slough is a slow-moving, low-gradient drainage channel running nearly 19 miles from Fairview Lake in the east to the Willamette River in the west. The slough is a remnant of the historical system of lakes, wetlands, and channels that once dominated the south floodplain of the Columbia River. Its watershed drains approximately 32,700 acres of land in portions of Troutdale, Fairview, Gresham, Maywood Park, Wood Village, and unincorporated Multnomah County. The slough and areas to its north are currently intensively managed to provide drainage and flood control with pumps, weirs, and levees.

The slough is divided into upper, middle, and lower reaches. The upper and middle reaches receive water from Fairview Lake, Fairview Creek, and Wilkes Creek, as well as groundwater, natural springs, and overland flow and stormwater outfalls from industrial, commercial, and residential land uses in the surrounding area. The lower reach is tidally influenced while flows in the middle and upper reaches are controlled by pumping and gravity gates.

Figure 3.14-2. Federal Emergency Management Agency Floodplain Boundaries in the Primary Study Area



Columbia River and North Portland Harbor

Within the primary study area, the Columbia River and North Portland Harbor are a constrained and highly managed waterway primarily influenced by upstream dams. Development of the hydropower system on the Columbia River has significantly influenced peak seasonal flows in the river, as well as their velocity and timing. Annual spring flows to the Columbia River estuary have been reduced on average by 50% to 55% from historical levels, while winter flows between October and March have increased by 35% compared to historical rates. The Columbia River is tidally influenced in its lower reaches below the Bonneville Dam, including the primary study area. Flows and water surface elevations in this area are influenced by tidal fluctuations, resulting in minimal streamflow at times and daily elevation changes.

The primary study area in the vicinity of the Columbia River is highly urbanized with a complex system of roadways (including I-5, state highways, local access roads, and residential streets), parking lots, and other impervious surfaces. Over the past 150 years, historical off-channel areas have been filled, rechanneled, diverted, and otherwise developed for agricultural and urban use. The channelization of the watershed has combined with the development of the hydropower system to dramatically alter the historical hydrologic regime.

For the stormwater analysis, the Columbia River watershed has been divided into the south and north sides of the river. The Columbia River South watershed includes the portion of the primary study area that discharges to North Portland Harbor and to the Columbia River south of the Oregon-Washington state line, including the Hayden Island area. The Columbia River North watershed includes the primary study area from the Oregon-Washington state line north to the SR 500 interchange.

Burnt Bridge Creek

Burnt Bridge Creek is a small tributary to the lower Columbia River. It originates east of Vancouver and flows west to its outlet at Vancouver Lake, then drains into the Columbia River via Lake River. Within the primary study area, the creek meanders through Leverich Park, northeast of the I-5/SR 500 interchange, before turning north to parallel I-5. Within the primary study area, development in the vicinity of Burnt Bridge Creek is similar to the vicinity of Columbia River.

Historically, Burnt Bridge Creek has been prone to flooding. Development of the primary study area has increased peak flows, reduced base flows, and altered the timing of flows compared to historical conditions. Several actions have been taken to reduce or relieve flooding, including channel modification, installation or upsizing of culverts, installation of storm lines, and construction of drainage systems. Additional flow control elements, along with stormwater treatment facilities and habitat enhancements, were added as part of the Burnt Bridge Creek Greenway Improvement Project.

Fairview Creek

Fairview Creek is a 5-mile-long urban stream that originates in a wetland near Grant Butte in Gresham and drains to Fairview Lake, approximately 11 miles east of the primary study area. Fairview Creek is a tributary to the eastern portion of the Columbia Slough. Historically, Fairview Creek had been a tributary of the Columbia River, but water from the wetlands where it originates was diverted into an artificial channel that drains into the Columbia Slough, which is a tributary of the Willamette River. In 1960, water managers built a dam along Fairview Creek to create Fairview Lake for water storage and recreation. The creek's 6.5-square-mile watershed receives stormwater runoff from the cities of Gresham, Wood Village, and Fairview.

Water Quality

States are required to monitor and regulate water quality in their rivers and streams under Section 303(d) of the CWA. Waterbodies that fail to meet the water quality standards for one or more pollutants are referred to as being "303(d)-listed." Under Section 303(d), states also must develop action plans to address water quality concerns, including setting Total Maximum Daily Loads (TMDLs) for particular pollutants in a waterway. Table 3.14-1 presents the 303(d)-listed waterways in the primary study area and water quality standards they do not currently meet. Table 3.14-1 also shows the pollutants for which TMDLs have been established.

Table 3.14-1. Water Quality-Limited Waterways within the Primary Study Area

Waterway	303(d) Listing Factors	Established TMDLs
Columbia Slough	• Toxics (iron) • Biocriteria [a] • Aquatic weeds	• Toxics (lead, PCBs, DDE/DDT, dieldrin, dioxin) • Eutrophication (pH, dissolved oxygen, phosphorus, and chlorophyll a) • Bacteria • Temperature
Columbia River (includes North Portland Harbor)	• In Oregon: – Toxics (PCBs, PAHs, DDT metabolites [4,4'-DDE]) • In Washington: – Vinyl chloride	• Dioxin • Total dissolved gas • Temperature
Burnt Bridge Creek	• Eutrophication (dissolved oxygen, pH) • Fecal coliform bacteria • Temperature	• None
Fairview Creek	• Biocriteria [a]	• Bacteria • Temperature

a Biological criteria (biocriteria) are a way of describing the qualities that must be present to support a desired condition in a waterbody. Biocriteria are based on the numbers and kinds of organisms present and are regulatory-based biological measurements. Oregon Department of Environmental Quality defines biocriteria as the measure by which "Waters of the State must be of sufficient quality to support aquatic species without detrimental changes in the resident biological communities" (Oregon Administrative Rule 340-041-0011).

4,4'-DDE = dichlorodiphenyldichloroethylene; DDT = dichlorodiphenyltrichloroethane; PAH = polycyclic aromatic hydrocarbon; PCB = polychlorinated biphenyl; TMDL = Total Maximum Daily Load

Stormwater

The purpose of stormwater management strategies is to reduce stormwater runoff peak flows and pollutants discharged into receiving waters. Measures during construction (e.g., installing perimeter protection/silt fences, inspecting equipment, implementing spill containment, restricting work during rain or wet weather) used to achieve these reductions are referred to as best management practices (BMPs), and are established in regulatory permits and guidance (see Section 3.14.6, Avoidance, Minimization, and Mitigation Measures for more detail). Current regulations also require BMPs for long-term stormwater management when roadways are reconstructed or when new impervious surface is added. BMPs have been shown to effectively reduce sediment, metals, and other pollutants from runoff. Their effectiveness in removing polycyclic aromatic hydrocarbons

What is stormwater infiltration?

Stormwater infiltration is the process by which stormwater sinks into the soil, becoming groundwater that, in turn, feeds rivers and lakes. Stormwater infiltration can occur naturally, where soil conditions and geography allow, or in artificially created stormwater infiltration facilities.

(PAHs), microplastics, and contaminants of emerging concern, including 6PPD-quinone, are less well known. Initial studies indicate that bioinfiltration techniques are highly successful in removing 6PPD-quinone.

Within the primary study area, surface water runoff from I-5 is generally confined to the paved roadway by continuous curbs and concrete barriers. Closed (pipe) drainage systems convey flows to surface water outfalls. Runoff from the bridges across North Portland Harbor and the Columbia River drains through scuppers to the water surface below. Most stormwater from I-5, including interchange areas, currently flows directly into receiving waters without treatment to remove roadway pollutants. There are several minor exceptions:

- The Burnt Bridge Creek watershed includes a treatment and infiltration pond that reduces sediment, metals, and other pollutants from runoff.
- A 3-acre area within the Columbia Slough watershed infiltrates in adjacent pervious area and does not discharge to existing outfalls.
- About 3 acres of runoff from SR 14 is dispersed to adjacent areas, where it infiltrates or evaporates.
- Runoff from the existing Ruby Junction Light-Rail OMF partially drains to Fairview Creek through a proprietary stormwater filtration system and partially is infiltrated using dry wells contributing to groundwater within the Columbia Slough watershed.

Contributing impervious area (CIA)

For the Modified LPA, the CIA is defined as all new, rebuilt, or replaced impervious surface areas and contiguous existing impervious area that contribute stormwater runoff. The CIA does not include runoff from impervious surface area outside the Modified LPA footprint that flows through outfalls that would not be modified.

Table 3.14-2 shows the existing impervious area and treated and untreated stormwater areas for each receiving waterbody in the primary study area. The contributing impervious area (CIA) represents the acreage of impervious surface within the primary study area that drains to each waterbody. Of the 177.6 total acres of CIA within the primary study area, approximately 21.2 acres are infiltrated. The remaining 156.4 acres discharge to receiving waters without treatment.

Table 3.14-2. Existing Impervious Area and Treated and Untreated Stormwater (acres)

Receiving Waterbody	Total Contributing Impervious Area	Infiltrated Impervious Area	Treated Impervious Area Draining to Outfall(s)	Untreated Impervious Area Draining to Outfall(s)
Columbia Slough	38.5	3.0	0.0	35.5
Columbia River South (Oregon)	45.8	0.0	0.0	45.8
Columbia River North (Washington)	80.4	3.0	0.0	73.4
Burnt Bridge Creek	9.6	7.9	0.0	1.7
Fairview Creek	7.3	7.3	0.0	0.0
Total	**177.6**	**21.2**	**0.0**	**156.4**

3.14.3 Long-Term Benefits and Reasonably Foreseeable Effects

Long-term benefits and reasonably foreseeable effects to water quality and hydrology were assessed for the primary study area and study-specific watersheds, defined in Section 3.14.2, and for the temporal scope described in the Chapter 3 introduction.

Table 3.14-3 summarizes the water quality and hydrology effects of the Modified LPA, including design options, and No-Build Alternative followed by a discussion of the reasonably foreseeable effects.

No-Build Alternative

Under the No-Build Alternative, most of the existing impervious surface area along roadways in the primary study area would remain untreated, which would allow for the continued release of stormwater with degraded quality into the primary study area's receiving waters. However, with no way to quantify future pollutants, such as 6PPD-quinone, for the purposes of the present analysis it is assumed that the No-Build Alternative would maintain existing water quality conditions and would not result in long-term changes (either increased or decreased impacts). Therefore, in this section, the No-Build Alternative is discussed only in comparison to the proposed Modified LPA.

Modified LPA

The Modified LPA includes a stormwater conveyance and detention system that would comply with all federal, state, and local water quantity and quality standards at the time of construction. The proposed design for the Modified LPA includes inlets, catch basins, and gravity pipe drainage systems that would collect and convey runoff from the new bridges, transit guideway, and road improvements to stormwater treatment facilities. The treatment facilities would reduce total suspended solids, particulates, and dissolved metals to the maximum extent practicable before runoff reaches surface waters or is infiltrated.

The Modified LPA would also cross the Portland Metro Levee System with the extension of light-rail north from Expo Center, with modifications to the I-5 mainline north of North Victory Boulevard, with the North Portland Harbor bridges, and with local road revisions of N Marine Drive and N Expo Road. Such modifications may include activities to restore temporarily disturbed portions of the levees, or long-term modifications where proposed infrastructure would intersect with the existing levees or where access to the levees would change as a result of reconfiguration of the roadways. Modifications may also include improvements to existing levee function, if such improvements are requested or required. Modifications or improvements would be coordinated with the USACE and the Urban Flood Safety and Water Quality District for consistency with the planned future condition of the levees. The assessment presented below of long-term effects to water quality and hydrology associated with the proposed Modified LPA includes effects associated with potential modifications to the federal levee system.

The Modified LPA would manage flow control and runoff in the Burnt Bridge Creek watershed and at the Ruby Junction Light-Rail OMF via detention and infiltration. In the North Portland Harbor area runoff from some existing impervious surfaces, and a few sections of new or modified roadway with the Modified LPA, would be conveyed, treated, and discharged to the Columbia Slough. All other runoff generated by the Modified LPA, regardless of bridge configuration design option, would be conveyed, treated, and discharged within the watershed in which it is generated.

Table 3.14-3. Long-term Water Quality and Hydrology Effects

0 Effect	1 No-Build Alternative	2: IBR Program Recommended Design Options Modified LPA with Single-Level Fixed-Span Bridge Configuration, [a] One Auxiliary Lane, with C Street Ramps, Centered I-5, and All Five Park and Rides	3 Modified LPA with Double-Deck Fixed-Span Bridge Configuration, One Auxiliary Lane, without C Street Ramps, I-5 Westward Shift, and All Five Park and Rides	4 Modified LPA with Double-Deck Fixed-Span Bridge Configuration, Two Auxiliary Lanes, with C Street Ramps, Centered I-5, and All Five Park and Rides	5 Modified LPA with Single-Level Movable-Span Bridge Configuration, One Auxiliary Lane, with C Street Ramps, Centered I-5, and All Five Park and Rides
Water Quality and Stormwater Management	• No change (area would remain untreated until stormwater treatment could be addressed according to state prioritization and available funding)	• Beneficial effect on receiving water quality (due to BMPs to remove pollutants) • Could cause changes in peak flows and stormwater runoff volumes	• Beneficial effect on receiving water quality (due to BMPs to remove pollutants) • Could cause changes in peak flows and stormwater runoff volumes	The double-deck fixed-span bridge configuration and two auxiliary lane design options would each have water quality and stormwater management impacts similar to those described in Column 2 for the single-level fixed-span bridge configuration and one auxiliary lane design options, except: • Beneficial effect on receiving water quality (due to BMPs to remove pollutants) with slight increase to pollutant loads from the second auxiliary lane.	The single-level movable-span bridge configuration would have water quality and stormwater management impacts similar to those described in Column 2 for the single-level fixed-span bridge configuration design option, except: • Beneficial effect on receiving water quality (due to BMPs to remove pollutants) with slight increase to pollutant loads. • Potential for additional and accidental minor spills of materials and pollutants used for maintenance and operation of the movable-span configuration.

0 Effect	1 No-Build Alternative	2: IBR Program Recommended Design Options Modified LPA with Single-Level Fixed-Span Bridge Configuration, [a] One Auxiliary Lane, with C Street Ramps, Centered I-5, and All Five Park and Rides	3 Modified LPA with Double-Deck Fixed-Span Bridge Configuration, One Auxiliary Lane, without C Street Ramps, I-5 Westward Shift, and All Five Park and Rides	4 Modified LPA with Double-Deck Fixed-Span Bridge Configuration, Two Auxiliary Lanes, with C Street Ramps, Centered I-5, and All Five Park and Rides	5 Modified LPA with Single-Level Movable-Span Bridge Configuration, One Auxiliary Lane, with C Street Ramps, Centered I-5, and All Five Park and Rides
Contributing Impervious Area	178 acres total: • 0 acres treated • 21 acres infiltrated • 157 acres untreated	215 acres total: • 197 acres treated • 18 acres infiltrated • 0 acres untreated	211 acres total: • 194 acres treated • 17 acres infiltrated • 0 acres untreated	215 acres total: • 198 acres treated • 17 acres infiltrated • 0 acres untreated	218 acres total: • 201 acres treated • 17 acres infiltrated • 0 acres untreated
Total Suspended Solids	• 120,272 lbs/year	• 16,720 lbs/year	• 16,694 lbs/year	• 17,037 lbs/year	• 17,336 lbs/year
Hydrology	• No change (continued release of stormwater with degraded quality into receiving waters)	• Potential to cause long-term hydrologic effects due to an increase of 33 acres of contributing impervious area	• Potential to cause long-term hydrologic effects due to an increase of 30 acres of contributing impervious area	• Potential to cause long-term hydrologic effects due to an increase of 33 acres of contributing impervious area	• Potential to cause long-term hydrologic effects due to an increase of 37 acres of contributing impervious area

Note: The underlined design options shown in columns 3 through 5 identify the specific effects on water quality and hydrology for that particular design option compared to the Modified LPA with Recommended Design Options (column 2). For example, the effects of two auxiliary lanes (column 4) would occur with any other combination of the C Street ramps, I-5 alignment, bridge configuration, and park and ride design options.

a The long-term effects associated with the single-level fixed-span bridge configuration design option would be approximately the same for all bridge types.

BMP = best management practice; lbs = pounds

The Modified LPA would increase the CIA compared to existing conditions. Table 3.14-4 shows how the Modified LPA with the single-level fixed-span or double-deck fixed-span bridge configuration design option and one or two auxiliary lanes would result in changes to the CIA by acre. The design option combinations shown in Table 3.14-4 are those that would have differing effects on CIA; other combinations of design options would not increase CIA above the combinations shown in Table 3.14-4 and, therefore, the would have the same hydrology, water quality, and stormwater effects.

The long-term hydrological effects resulting from changes in impervious area would be a small percentage of the primary study area watersheds, ranging from an increase of 0.007% in the Columbia Slough watershed to a decrease of -0.011% in the Fairview Creek watershed. The Modified LPA with double-deck fixed-span and two auxiliary lanes would result in a slight increase in the CIA compared to the Modified LPA with double-deck fixed-span and one auxiliary lane because of the additional pavement. The Modified LPA with Recommended Design Options (single-level fixed-span bridge configuration, one auxiliary lane, C Street ramps, centered I-5, and all five park and rides) would result in the same CIA as the Modified LPA with double-deck fixed-span and two auxiliary lanes. All stormwater runoff would be treated with the Modified LPA and any of the design options. The Modified LPA with Recommended Design Options (single-level fixed-span bridge configuration) and the movable-span bridge configuration design option would have a greater amount of CIA from the wider dimensions of the bridges and interchanges than the Modified LPA with the double-deck fixed-span bridge configuration design option.

Table 3.14-4. Contributing Impervious Area by Bridge Configuration and Auxiliary Lane Design Options

Modified LPA with Bridge Configuration and Auxiliary Lane Design Options	Columbia Slough (acres)	Columbia River South (acres)	Columbia River North (acres)	Burnt Bridge Creek (acres)	Fairview Creek (acres)	Total Project (acres)
No-Build Alternative (Existing Conditions)	39	46	76	10	7	178
Modified LPA with Recommended Design Options - Single-Level Fixed-Span Bridge Configuration[a] and One Auxiliary Lane Design Options	40	52	104	11	7	215
Modified LPA with Double-Deck Fixed-Span Bridge Configuration and One Auxiliary Lane Design Options	41	52	101	11	7	211
Modified LPA with Double-Deck Fixed-Span Bridge Configuration and Two Auxiliary Lanes Design Options	41	52	104	11	7	215

a The single-level fixed-span and single-level movable-span bridge configuration design options (with any bridge type) would result in the same amount of contributing impervious area.

Amounts are rounded to the nearest whole number.

LPA = Locally Preferred Alternative

Hydrology

The addition of impervious surface, such as new roadway, within a watershed generates additional stormwater runoff and reduces stormwater infiltration into groundwater. These changes have the potential to increase flooding, alter peak flows, increase runoff volumes to local receiving waters, and decrease water infiltration and groundwater recharge. The magnitude of the effects depends on a variety of factors, including the degree of increase in CIA and the characteristics of the receiving water. The Modified LPA would comply with the stormwater design requirements in place at the time of construction, including requirements that may be updated to reflect changes to rainfall patterns.

The change in flow volume fluctuation, peak flows, and runoff quantities in these waterbodies would be minimal for any of the Modified LPA bridge configurations compared to the No-Build Alternative. These impacts would be further minimized using flow controls (engineered measures to control the amount and velocity of stormwater discharging into a receiving water) for discharges to Fairview Creek and Burnt Bridge Creek. Flow control would not be required for the Columbia River or Columbia Slough, because they are considered large waterbodies that are exempt from flow control requirements (BES 2020).

In 2024, the City of Portland updated its building code and zoning code for development within floodplains. The updates are intended, in part, to comply with the recommendations of the 2016 Federal Emergency Management Agency (FEMA) National Flood Insurance Program Biological Opinion (BO) that was issued by NOAA Fisheries in 2016. For the FEMA-designated floodways in the primary study area—in compliance with Executive Order 11988 for Floodplain Management HEC-RAS was used to calculate the water surface elevations in the main channel of the Columbia River and North Portland Harbor in the Program area. The calculated water surface elevations of the existing conditions were compared to the calculated water surface elevations of the proposed conditions that include all proposed bridges of the IBR Program, labeled the future condition. Based on the current Columbia River Bridge design details and the assumptions for the future designs for bridges in North Portland Harbor, there are no calculated increases in water surface elevation that meet or exceed this threshold.

Table 3.14-5 summarizes changes in water surface elevation for the future condition 100-year atmospheric river event. No rise in base flood elevation is anticipated for the future construction package.

Table 3.14-5. Changes in Base Flood Elevation – Future Condition

Cross Section Location	HEC-RAS Cross Section	100-year Atmospheric River WSE (feet) [a] Existing	100-year Atmospheric River WSE (feet) [a] Future	100-year Atmospheric River WSE (feet) [a] Difference
Columbia River upstream of Government Island	117.98	34.40	34.38	-0.02
Columbia River upstream of Hayden Island	108.93	32.98	32.97	-0.01
Columbia River upstream of the existing Interstate Bridge	106.78	32.66	32.64	-0.02
North Portland Harbor upstream of the existing North Portland Harbor bridge	4.46	32.58	32.57	-0.01
Columbia River upstream of the existing BNSF Railway Bridge	105.90	32.44	32.44	0.00

Cross Section Location	HEC-RAS Cross Section	100-year Atmospheric River WSE (feet) [a] Existing	100-year Atmospheric River WSE (feet) [a] Future	100-year Atmospheric River WSE (feet) [a] Difference
North Portland Harbor upstream of the existing BNSF Railway Bridge	3.32	32.47	32.46	-0.01
Columbia River downstream of Hayden Island	102.46	32.21	32.21	0.00

a North American Vertical Datum of 1988
WSE = water surface elevation

During the final design phase, this preliminary assessment would be confirmed with the hydraulic analysis once design concepts progress to a sufficient level of detail. If the hydraulic analysis shows a resulting rise in the base flood elevation, mitigation would be explored. Mitigation could include alternative pier cap shapes to improve hydraulic efficiency and cutting of soils to compensate for reduced flood storage capacity. Currently, the potential areas of cut are anticipated to be entirely within the footprint of the proposed Modified LPA. The results of hydraulic analysis and coordination with the City of Portland would determine whether the needed cut volume would require the acquisition of additional property. If mitigation measures cannot reduce base flood elevation change from the IBR Program to zero net rise, the change would be documented in a floodplain evaluation report and a public notice that would include the reasons for this finding and alternatives considered. A NEPA reevaluation would be prepared if necessary. Prior to construction, a floodplain permit from the City of Portland would be required, and permit conditions will require any floodplain grading achieve a balanced cut and fill and may require mitigation for identified species or habitats. If the Modified LPA results in a net rise of base flood elevations, a Conditional Letter of Map Revision would be required from FEMA prior to issuing the floodplain permit. Mitigation approaches that could address fill in floodplains are described in Section 3.16, Ecosystems.

No new or expanded roads or facilities are proposed for the Burnt Bridge Creek floodway. A small area within the primary study area at the Ruby Junction Light-Rail OMF is mapped within the 100-year floodplain of Fairview Creek. The new or expanded roads or facilities with the Modified LPA would not encroach upon the Special Flood Hazard Area for Fairview Creek and, therefore, no increase in 100-year flood elevations is expected.

Development can affect hydrology by increasing the amount of impervious area (for example, by adding rooftops and parking lots); this, in turn, increases stormwater runoff quantities and pollutant loads, resulting in potential impacts to receiving waters and floodplains. As described in Section 3.4, Land Use and Economic Activity, the proposed Modified LPA is expected to facilitate higher-density development—such as transit-oriented development around light-rail stations—in already urbanized areas, consistent with local land use plans. Concentrating development in the urban area can help conserve natural resources on the urban periphery, resulting in localized increases in stormwater runoff quantities and pollutant loads but a net regional reduction.

Water Quality

Runoff from transportation facilities is typically associated with a number of pollutants, including suspended sediments, nutrients, PAHs, oils and grease, antifreeze from leaks, cadmium and zinc from mechanical and tire wear, 6PPD-quinone from tire wear and road dust, and copper from wear and tear of brake pads, bearings, metal plating, and engine parts. The proposed Modified LPA includes the extension of light-rail into downtown Vancouver and other transportation systems management and travel demand management measures, which could reduce the number of vehicles, and therefore tires (i.e., the source of 6PPD-quinone), on primary study area roads compared to the No-Build Alternative. The Modified LPA would have a substantial beneficial effect on water quality because it would include stormwater treatment facilities to remove pollutants in runoff from all roadway surfaces within the project footprint. Methods proposed for mitigation and treatment of runoff are detailed in Section 3.14.6.

All design options would have similar impacts to water quality. The Modified LPA with two auxiliary lanes would have a greater increase in impervious surface and result in slightly increased pollutant loads, as compared to the Modified LPA with one auxiliary lane. The Modified LPA with the single-level movable-span bridge configuration design option could have the potential for additional pollutants and minor long-term water quality impacts; it is difficult to collect stormwater from the movable portion of the bridge structure when lifting, lifted, and lowering, as well as accidental spills that could flow directly into the waterbody during over-water maintenance of the movable span. No matter which design option is selected, the Modified LPA would include stormwater treatment facilities that would treat runoff from all roadway surfaces within the project footprint.

For various pollutants, Table 3.14-6 shows the levels of reduction predicted under the Modified LPA with one auxiliary lane and the single-level fixed-span bridge configuration design option compared to the No-Build Alternative. The greatest reduction would be in suspended solids, which would be reduced by approximately 86% compared to the No-Build Alternative.

Table 3.14-6. Contributing Impervious Area and Annual Pollutant Load Estimates for the Modified LPA

Environmental Metric	No-Build Alternative	Modified LPA with Single-Level Fixed-Span Bridge Configuration and One Auxiliary Lane Design Options
Treated CIA (acres)	0	197
Infiltrated CIA (acres)	21	18
Untreated CIA (acres)	157	0
Total CIA (acres)	178	215
Total Suspended Solids (lbs/year)	120,733	16,720
Total copper (lbs/year)	25	8
Dissolved copper (lbs/year)	6	6
Total zinc (lbs/year)	153	40
Dissolved zinc (lbs/year)	49	27

Notes: Values were derived using Western Washington WSDOT source data from the January 7, 2009, HI-RUN Model Documentation. Amounts are rounded to the nearest whole number.
CIA = contributing impervious area; lbs = pounds; LPA = Locally Preferred Alternative; WSDOT = Washington State Department of Transportation

As shown in Table 3.14-3, the Modified LPA with Recommended Design Options (single-level fixed-span bridge configuration design option with one auxiliary lane) would increase the total CIA within the primary study area by approximately 33 acres to 211 acres, as compared to the No-Build Alternative. The Modified LPA with the double-deck fixed-span bridge configuration design option and one auxiliary lane would increase the total CIA within the primary study area by 29 acres to 207 acres, as compared to the No-Build Alternative

Of the total CIA, the Modified LPA with a single-level fixed span bridge configuration design option with one auxiliary lane would treat stormwater runoff from 193 acres, and runoff from 18 acres would be infiltrated through existing or constructed natural media such as undeveloped open space and bioswales. This accounts for all the stormwater runoff from existing, new, or reconstructed impervious surface area within the project footprint, including runoff from bridges over the Columbia River. While infiltrated areas would not receive treatment through constructed BMPs, runoff would be effectively and naturally filtered through ground percolation before entering receiving waters through groundwater.

As described in Section 3.1, Transportation, daily traffic volume models show that the Modified LPA would slightly decrease vehicle miles traveled within the primary study area. Decreasing vehicle miles traveled would reduce idling and brake pad wear, which may reduce the amount of copper and other traffic-related pollutants currently carried by corridor runoff. The Modified LPA with either the double-deck fixed-span bridge configuration design option or the single-level fixed-span bridge configuration (Recommended Design Option) would further reduce idling and brake pad wear compared to the Modified LPA with a movable-span bridge configuration design option, where traffic on I-5 would be stopped during a bridge lift.

Routine winter maintenance activities over a larger roadway area could also affect water quality under the Modified LPA. Highway sanding can result in large quantities of gravels and particulates making their way into adjacent waterbodies. Similarly, chemical anti-icing and de-icing agents can result in contaminants making their way into adjacent waterbodies. However, impacts from winter maintenance activities are expected to be minimal because the frequency of use is relatively low (approximately 30 days a year), and runoff from the roadways would be treated to reduce potential pollutant loads from these activities.

Stormwater

As described, the Modified LPA could cause changes in peak flows and runoff volumes in local receiving waters because of the increased CIA in the primary study area. The amount of flow control (detention or retention) provided, in combination with the stormwater treatment facilities, would be evaluated per regulatory guidance as the Modified LPA design progresses. As noted in the discussion of hydrology above, the Modified LPA would comply with the stormwater design requirements in place at the time of construction, including requirements that may be updated to reflect changes to rainfall patterns. For the potential locations of stormwater facilities, see Figure 2-6, Figure 2-9, Figure 2-21, and Figure 2-24 in Chapter 2, Description of Alternatives. Note that the stormwater facilities are not shown to scale and the siting and design will be determined as final design progresses.

Within the Columbia Slough and the Columbia River watersheds, Oregon and Washington regulations do not require flow control for stormwater runoff. These large waterbodies are exempt from flow control requirements for direct discharges unless the stormwater conveyance systems carrying the flows have capacity limitations. Therefore, there are no flow control facilities proposed for the Modified LPA in these watersheds.

Within the Burnt Bridge Creek watershed, stormwater flow (volume) control is required by the Washington State Department of Ecology. Runoff from the Modified LPA would undergo water quality treatment and flow control prior to discharge to Burnt Bridge Creek. The Modified LPA would thereby reduce the overall volume of untreated stormwater to Burnt Bridge Creek. Therefore, no negative long-term effects on stormwater are likely for this watershed as a result of the Modified LPA.

For the Fairview Creek watershed, the Modified LPA would adhere to the City of Gresham's stormwater management requirements by infiltrating the stormwater. Thus, the Modified LPA would not have long-term effects on stormwater quantity for the watershed.

3.14.4 Temporary Reasonably Foreseeable Effects

Temporary reasonably foreseeable effects to water quality and hydrology were assessed for the primary study area and study-specific watersheds, defined in Section 3.14.2, and for the temporal scope described in the Chapter 3 introduction.

No-Build Alternative

The No-Build Alternative would not result in construction activities and would not have temporary effects on water quality and hydrology.

Modified LPA

Temporary effects on water quality and hydrology would not differ among the Modified LPA design options. The Modified LPA and potential levee modifications would have temporary effects on hydrology, water quality, and stormwater as described below.

Hydrology

Construction of the Modified LPA, including construction of the new bridges and removal of the existing bridge would place temporary obstructions in the Columbia River and North Portland Harbor. Large temporary structures may be present in these areas for several years to assist with the construction of the Columbia River and North Portland Harbor bridges and the demolition of the existing bridge structures. The Modified LPA would also use cofferdams at some pier complexes to isolate the work area from active flow in the Columbia River and contain waste material and sediments. Given the scale of the Columbia River, its width, volume, and flow rates and the regulation of river flows by upstream dams, the hydraulic effect of these temporary structures is expected to be minor, as indicated by preliminary hydraulic modeling completed to date. Additional hydraulic modeling and coordination with the local floodplain administrators from the City of Portland and the City of Vancouver will finalize the required hydraulic methodology and the necessary temporary conditions review will be completed in support of future permitting and approval processes. Construction of the Modified LPA would require a floodplain permit from local jurisdictions and a hydraulic analysis to confirm there are no temporary adverse effects on the Columbia River's hydrologic regime.

> **What are cofferdams?**
>
> A cofferdam is a temporary, watertight enclosure used to isolate work areas from surrounding waters. The Modified LPA could require cofferdams to isolate work areas in the Columbia River where new bridge pier foundations are constructed near the shore or where existing piers are removed.

Construction of depressed roadway sections (i.e., sections below the surrounding ground level) can have effects on groundwater. Construction below grade and near or beneath the water table may require groundwater pumping for dewatering. Pumping may affect groundwater flows to nearby waterways, as well as groundwater quality and stormwater quantity. However, since pumping would likely occur when the water table and river stages are high (e.g., during winter flows), this is not likely to have a substantial effect on the hydrology of affected waterways.

No temporary effects on the hydrology of Fairview Creek are anticipated for the expansion of the Ruby Junction Light-Rail OMF since the required stormwater treatment facilities, which include infiltration for the entire expansion area, would be constructed ahead of and in preparation for construction of the expanded facilities.

Water Quality

Although there are numerous sources of chemical pollutants, there is a low risk that chemicals would actually enter the receiving waters. All reasonable precautions would be taken to avoid and minimize water quality impacts during construction activities including staging, construction of the new bridges, removal of the existing bridge, and modifications to levees. The measures are outlined in Section 0 and would be developed in more detail once site-specific environmental analyses are conducted. The measures would ensure that water quality impacts during construction are minimized through the use of BMPs specified in the erosion and sediment control plans/stormwater pollution prevention plans (ESCP/SWPPP), and spill prevention, control, and countermeasures (SPCC) plans developed for all necessary NPDES permits. Temporary effects on the quality of receiving waters within the primary study area may still be possible and may include the following:

- Increased turbidity due to ground disturbance around waterways associated with construction or staging.
- Discharge of pollutants to surface waters due to equipment leaks or spills in the vicinity of waterways.
- Groundwater contamination due to upland ground improvement activities including deep soil mixing with cementitious material and/or aggregate.
- Sediment and contaminant migration into groundwater or surface water from equipment pressure or steam cleaning operations following construction periods.
- Discharge of pollutants to surface waters due to the use of fertilizers, pesticides, or herbicides during restoration or revegetation activities.
- Contamination of groundwater due to direct infiltration of toxic contaminants during groundwater pumping from locations of known existing groundwater contamination.
- Infiltration of polluted surface water into groundwater.
- Increased turbidity due to riverbed disturbance during in-water work.
- Release of pollutants due to spills or leaks of cement during pier footing and column construction.
- Construction material or other objects falling into the Columbia River and North Portland Harbor during the construction of the new bridges and demolition of the old bridge.
- Release of existing contaminated sediments due to disturbance of riverbed sediments containing hazardous materials during in-water work. Sampling and analyzing potentially hazardous sediments prior to construction is addressed in the Chapter 5 of the Hazardous Materials Technical Report (as listed in Appendix H).

Throughout the primary study area, construction improvements would disturb the ground, which may expose soil to erosion from wind, rain, and runoff. Waterbodies in the primary study area could receive sediment-laden runoff by way of stormwater inlets, ditches, or other forms of conveyance, which could result in increased turbidity and excessive sediment deposits. Construction equipment operating on land could release pollutants (e.g., petroleum-based fuel or other fluids) or construction materials that could enter waterbodies by way of stormwater inlets, ditches, or other forms of conveyance.

Dewatering during construction may create a cone of depression and the potential for the movement of contaminated groundwater from nearby hazardous materials sites. A hazardous materials analysis indicated that there are potential high-risk sources of contamination near proposed depressed road sections.

Staging area activities also have the potential to increase stormwater runoff and pollutant loading. Staging areas would meet all applicable permit and stormwater requirements during and following their use. As with all construction activities, impacts to water quality would be minimized through the use of BMPs specified in the ESCP/SWPPPs and SPCC plans developed for all necessary NPDES permits.

Following construction, the use of fertilizers, pesticides, or herbicides during restoration and revegetation activities may affect the water quality of receiving waters. Their use, however, would be minimized, especially near receiving waters. The Modified LPA would adhere to requirements described in ODOT Standard Specifications 01040.00 to 01040.90 and/or WSDOT Standard Specification 8-02 “Roadside Restoration.”

Stormwater

Construction activities related to the Modified LPA would increase stormwater runoff within the primary study area and create temporary effects related to hydrology and water quality. In general, potential temporary effects could result from increased stormwater runoff due to a temporary increase in CIA until the existing bridge is removed, ground disturbance, increased potential for pollutants in runoff in and around construction and staging sites and equipment, and increased construction-generated stormwater runoff due to groundwater pumping during depressed roadway construction.

The Columbia River and North Portland Harbor would experience a temporary increase in stormwater volumes due to the impervious surfaces of the existing bridge while present, nearby staging areas, barges, temporary work bridges, and other structures related to overwater construction. Temporary construction effects are not anticipated to affect Fairview Creek because stormwater is currently treated or infiltrated on-site at the creek, and this would continue during and after construction. Therefore, additional measures to treat stormwater are not needed. Stormwater conveyed off-site would require prescribed treatment to ensure that runoff was not turbid or contaminated.

3.14.5 Intentionally Left Blank

3.14.6 Avoidance, Minimization, and Mitigation Measures

Table 3.14-7 lists temporary and long-term avoidance and minimization measures. No temporary or long-term mitigation measures within control of the IBR Program were identified.

Table 3.14-7. Avoidance and Minimization Measures

Temporary or Long-Term	Impact Type	Avoidance and Minimization Measure
Temporary	Disruption to groundwater hydrology during construction	ODOT and WSDOT will coordinate with the contractor to minimize groundwater pumping in instances where construction activities must be conducted in the dry to allow proper installation of materials and visual inspections of completed work to avoid dewatering areas when practicable and minimize changes to groundwater hydrology.
Temporary	Water contamination from construction equipment used during construction	ODOT and WSDOT will coordinate with the contractor to stage construction equipment used for in-water work activities above the OHWM and will require construction equipment to use non-petroleum-based fluids, as feasible.

Temporary or Long-Term	Impact Type	Avoidance and Minimization Measure
Temporary	Water contamination from erosion and ground disturbance, and from pollutants in stormwater runoff during construction	ODOT and WSDOT will require the contractor to prepare and implement an erosion and sediment control plan (ESCP) and stormwater pollution prevention plan (SWPPP) to minimize impacts associated with clearing, vegetation removal, grading, filling, compaction, or excavation. The BMPs identified in the ESCP and SWPPP will be used to control sediments in areas impacted by vegetation removal or ground-disturbing activities. Additional temporary control measures may be required beyond those described in the ESCP/SWPPP if it appears pollution or erosion may result from weather, nature of the materials or progress on construction. For additional details, consult ODOT Standard Specifications 00280.00 to 00280.90 and WSDOT Temporary Erosion and Sediment Control Manual M3109.02.
Temporary	Water contamination from erosion and exposed soils during construction grading and vegetation removal	ODOT and WSDOT will require the contractor to stabilize all exposed soils as directed in measures prescribed in the ESCP and SWPPP. The contractor will hydro-seed all bare soil areas following grading activities and revegetate all temporarily disturbed areas with native vegetation. For additional details, consult ODOT Standard Specifications 01030.00 to 01030.90 and WSDOT Temporary Erosion and Sediment Control Manual M3109.02.
Temporary	Release of hazardous materials from a spill during construction	ODOT and WSDOT will require the contractor to prepare an SPCC plan prior to beginning construction, implement the SPCC plan, and have the SPCC plan available at the project site at all times. These plans will be provided to Ecology in Washington and DEQ in Oregon for review and approval. The SPCC plan will identify the appropriate spill containment materials, as well as the means and methods of implementation, response, and reporting in the event of a spill. Any modifications to the SPCC plan during construction will be provided to ODOT, WSDOT, Ecology, and DEQ for review and approval. For additional details, consult ODOT Standard Specification 00290.00 to 00290.90 and WSDOT Standard Specification 1-07.15.
Temporary	Water contamination from soils exposed during construction grading and vegetation removal	Include native plants and pollinator-friendly species, to the extent feasible and consistent with regulatory requirements and specifications, in the design of vegetative landscaping for restoration of areas that are temporarily disturbed.
		ODOT and WSDOT will require the contractor to revegetate temporarily disturbed areas as soon as practicable in compliance with applicable regulatory requirements. For additional detail, consult ODOT Standard Specifications 01040.00 to 01040.90 and WSDOT Temporary Erosion and Sediment Control Manual M3109.02.

Temporary or Long-Term	Impact Type	Avoidance and Minimization Measure
Temporary	Potential for locating flood storage areas in habitat areas	ODOT and WSDOT will continue to work with the City of Portland to confirm flood storage compensation does not jeopardize threatened and endangered species and designated critical habitats or unduly affect any other species or habitats of interest (revised Floodplain Development Code Chapter 24.50 Flood Hazard Areas).
Temporary	Risk of flooding from increased flood heights or velocities due to project construction	ODOT and WSDOT will coordinate with Cities of Portland and Vancouver to comply with special flood hazard area regulations.
Temporary	Contaminated stormwater runoff entering waterbodies during construction	ODOT and WSDOT will require the contractor to comply with all relevant water quality permit conditions for the treatment of stormwater runoff prior to discharge into receiving waters during construction.
Temporary	Spills and releases of hazardous materials and pollutants in stormwater runoff during construction	ODOT and WSDOT will require the contractor to select, design, and implement water quality BMPs to comply with all federal, state, and local construction requirements issued through CWA Section 402, to reduce suspended solids, particulates, and dissolved metals; and to treat newly identified pollutants like 6PPD-quinone.
Temporary	In-water work activities affect water quality during construction	ODOT and WSDOT will coordinate with the contractor to conduct specified in-water work during approved periods for the Columbia River, as approved by WDFW, ODFW, NOAA Fisheries, and USFWS.
Temporary	Water turbidity during construction	In compliance with requirements of the 401 permits issued by DEQ and Ecology, ODOT, WSDOT, and the contractor will monitor turbidity and provide a "rest" period to allow turbidity, if any, to dissipate between in-water work activities.
Temporary	Material spills during in-water excavation during construction	If in-water excavation is required outside of a cofferdam, ODOT and WSDOT will coordinate with the contractor to use a clamshell bucket, minimizing material spillage, within the established in-water work windows. Excavation, handling, and disposal of excavated materials will be conducted consistent with the requirements and conditions of the regulatory permits issued for the Modified LPA.
Temporary	Contaminated soil or groundwater during construction	ODOT and WSDOT will coordinate with the contractor to study, test, and remediate sites with existing soil or groundwater contamination adjacent to construction areas, as needed.
Long-Term	Water contamination from erosion of exposed soils	ODOT and WSDOT will maintain and monitor planted vegetation consistent with applicable regulatory and permit requirements. For additional detail, consult ODOT Standard Specifications 01040.00 to 01040.90 and WSDOT Temporary Erosion and Sediment Control Manual M3109.02.

Temporary or Long-Term	Impact Type	Avoidance and Minimization Measure
Long-Term	Rise in base flood elevation from changes within floodplains	As design progresses, ODOT and WSDOT will conduct a detailed hydraulic analysis of the affected floodplains. If a rise in the base flood elevation is predicted, assess mitigation through floodplain excavation (cut/fill balance) activities within the footprint of the Modified LPA and determine whether additional land may be required to accomplish the required mitigation. Complete a Location Hydraulic Study to document the impacts, mitigation measures, evaluation of alternatives, and findings in accordance with the provisions of 23 CFR Part 650A.
Long-Term	Contaminated stormwater runoff entering waterbodies during operations	ODOT and WSDOT will comply with their stormwater management requirements, and the Cities of Portland and Vancouver regulations for the portions of the Modified LPA along City-managed roads, for the long-term treatment of stormwater runoff prior to discharge into receiving waters.
Long-Term	Spills and releases of hazardous materials and pollutants in stormwater runoff during operations	ODOT and WSDOT will comply with all federal, state, and local regulatory requirements and municipal stormwater permit requirements issued through CWA Section 402, to reduce suspended solids, particulates, and dissolved metals; and to treat newly identified pollutants like 6PPD-quinone.
Long-Term	Increased rate of stormwater runoff to waterbodies	ODOT and WSDOT will construct flow control facilities to infiltrate or reduce the flow rates of all primary study area runoff, pursuant to local regulatory requirements. Mitigation for increased runoff to the Columbia Slough or the Columbia River will not be required because these water bodies are exempt from stormwater quantity management.
Long-Term	Potential increase in pollutants in stormwater and surface water	ODOT and WSDOT will design advanced and effective water quality treatment facilities in accordance with each jurisdiction's specifications, such as Ecology's Technology Assessment Protocol program (Washington), the 2025 Stormwater Management Manual (Portland), and Vancouver's Surface Water Management Program.
Long-Term	Base flood elevation increase	ODOT and WSDOT will offset potential rise in the base flood elevation through compensatory floodplain excavation (cut/fill balance) activities or through other approved mitigation strategies as determined through a Location Hydraulic Study.
Long-Term	Contaminated stormwater and changes in stormwater flow to the wellhead protection zone in the Burnt Bridge Creek watershed	For the wellhead protection zone in the Burnt Bridge Creek watershed, ODOT and WSDOT will provide stormwater treatment facilities for treatment of all Program-related runoff, such as providing underground injection control requirements, to the extent practicable, and stormwater facilities to manage stormwater volumes.

Temporary or Long-Term	Impact Type	Avoidance and Minimization Measure
Long-Term	Contaminated stormwater runoff during operations	ODOT and WSDOT will prepare stormwater monitoring plan(s) to evaluate the long-term performance and effectiveness of the updated stormwater conveyance and treatment systems.
		ODOT and WSDOT will treat stormwater runoff through approved bioretention BMPs, such as ponds/planters, biofiltration swales, bioslopes, and/or media filter drains that provide water quality treatment via infiltration through a phosphorus-free, compost-amended soil medium and/or vegetation.
Long-Term	Displacement of USGS stream gage 14144700	Through discussions with USGS Oregon Water Science Center, ODOT and WSDOT will relocate the USGS stream gage 14144700 Columbia River at Vancouver, Washington.

BMP = best management practice; CFR = Code of Federal Regulations; CWA = Clean Water Act; DEQ = Oregon Department of Environmental Quality; Ecology = Washington State Department of Ecology; ESCP = erosion and sediment control plan; LPA = Locally Preferred Alternative; NOAA Fisheries = National Oceanic and Atmospheric Administration, National Marine Fisheries Service; ODFW = Oregon Department of Fish and Wildlife; ODOT = Oregon Department of Transportation; SWPPP = stormwater pollution prevention plan; USFWS = U.S. Fish and Wildlife Service; USGS = U.S. Geological Survey; WDFW = Washington Department of Fish and Wildlife; WSDOT = Washington State Department of Transportation