

3.15 Wetlands and Other Waters

Wetlands and other waters perform valuable functions for fish, wildlife, environmental quality, and surrounding human communities. The federal Clean Water Act (CWA) and the Rivers and Harbors Act of 1899 (RHA) gives environmental oversight for waters and wetlands to the U.S. Army Corps of Engineers (USACE). The CWA and RHA also give the U.S. Environmental Protection Agency (EPA) and USACE jurisdictional oversight for “traditional navigable waters” of the United States. State governments have regulatory authority over State waters, which often results in joint regulatory oversight with USACE and EPA.

Wetlands and other waters regulated by the CWA are called Waters of the United States. Federal and state laws require projects that could impact wetlands and other waters to first avoid and minimize impacts where possible. Impacts to jurisdictional waters, such as adding or removing bridge piers or other structures in a river, or filling, excavating, or building in a wetland, require joint federal, state, and local permitting. If impacts are unavoidable, the project must compensate for these impacts by restoring or creating new wetlands or other waters to confirm that the overall environmental functions they provide are not diminished. Some jurisdictions also restrict activities in areas within a certain distance of wetlands, known as buffer zones.

The assessment of reasonably foreseeable effects in this section is based upon the geographic and temporal proximity parameters detailed in the Chapter 3 introduction.

The information presented in this section is based on the Wetlands and Other Waters Technical Report, which provides more detail. In addition, Section 3.14, Water Quality and Hydrology, and Section 3.16, Ecosystems, provide more information about the relationship between wetlands, fish and wildlife habitat, and water quality.

3.15.1 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 wetlands and other waters from the IBR Program has been updated in this Final SEIS to include:

- Updated definition of waters of the United States based on recent decisions from the U.S. Supreme Court and the subsequent updated conforming rule issued by EPA and USACE. The definition used for this analysis is the rule established in 2023 in response to the U.S. Supreme Court’s *Sackett v. US EPA* decision¹.
- Updates to methodology for wetland evaluations and updated plant species lists developed by EPA and USACE.

Are all wetlands, rivers, and streams “jurisdictional”?

Complex regulations determine which wetlands and other waters are jurisdictional. All wetlands and other waters that are potentially jurisdictional were considered in this analysis, and this section refers to them all as simply wetlands or other waterways. Final determinations of the boundaries and legal status of each would be made by the appropriate agencies during the permit process after the NEPA process is complete.

¹ The regulatory definition of Waters of the US has been revised multiple times since the CRC ROD. Recently, on November 20, 2025, the EPA and USACE published a proposed rule that would update the definition of Waters of the US. The changes in this proposed rule, as written, would not affect the analysis presented in this document.

- Updates to existing conditions based on fieldwork to identify and confirm wetland boundaries within the primary study area.
- Changes in the project footprint necessitated by changed conditions. Updates to proposed mitigation or compensation for wetland and wetland buffer effects to reflect current guidance.

3.15.2 Existing Conditions

The existing conditions for wetlands and other waters include information on resources that were initially delineated in 2008 as part of the CRC project, updated with new information from the City of Portland's Wetland Inventory Project and field-identified wetland boundaries in 2022, 2023, and 2024. The field-identified efforts included most of the primary study area in Washington, all of the parcels on Hayden Island in Oregon, all of the parcels west of I-5 on mainland Oregon, and most of the parcels east of I-5. The IBR Program plans to conduct additional field surveys in 2025 to complete wetland and other waters delineations on the parcels east of I-5 at the north end of the primary study area in Washington and east of I-5 in mainland Oregon once access has been granted. Final wetland and other waters delineation reports will be prepared and submitted to federal and state agencies for concurrence.

The primary study area for the wetlands and other waters analysis is shown in Figure 3.15-1. The primary study area is the area that could experience impacts from the construction and operation of the Modified LPA, including the expansion of the Ruby Junction Light-Rail Operations and Maintenance Facility (OMF) in Gresham, Oregon.

Wetlands in Oregon

There are large wetland systems to the east and west of the primary study area in Oregon that are remnants of the extensive wetland system that existed on the floodplain of the Columbia River before development. These wetland systems were changed by the construction of dikes and levees, which drained land and added fill material to low spots, first for agricultural purposes and then for urban development. In addition, constructed wetlands were established to manage stormwater runoff near the roadway in the primary study area. Despite the reduction in area, the remaining wetlands in the primary study area perform important functions and have high value due to their rarity and wildlife value.

The primary study area in Oregon includes a complex of small wetland systems, some of which are connected by culverts, near the I-5 roadway. These wetlands are remnants of the former slough system that has been modified to increase drainage and convey stormwater from the surrounding area to the Columbia Slough. Within the Columbia Slough watershed, there are 14 identified wetlands that intersect the primary study area, shown in Figure 3.15-2. The wetlands are identified alphabetically, in the order they were identified in the field or by off-site databases, in Table 3.15-1. No wetlands were identified in the Ruby Junction Light-Rail OMF area.

Figure 3.15-1. Wetlands and Other Waters Primary Study Area



Table 3.15-1. Wetlands Identified within the Primary Study Area in Oregon

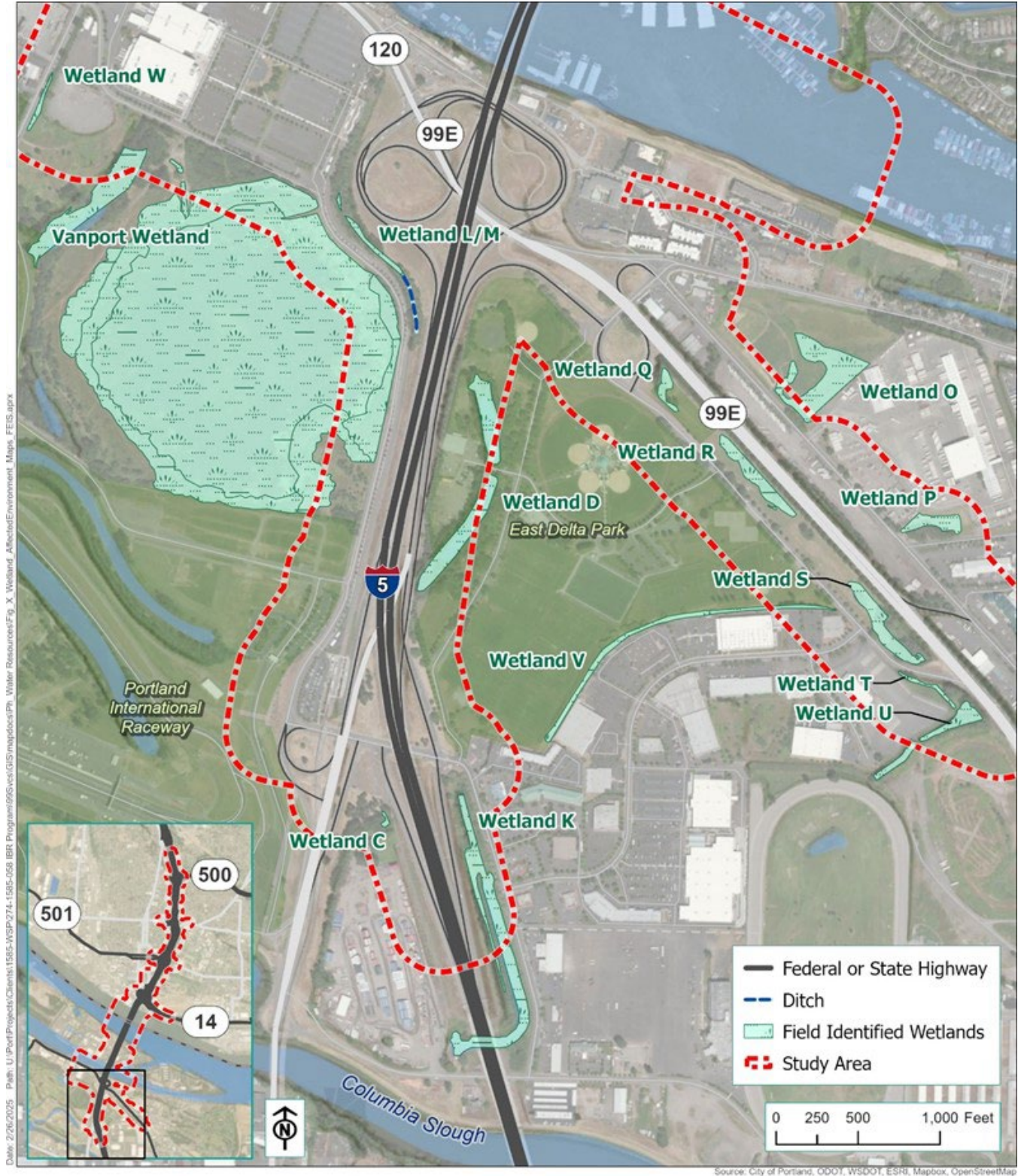
Wetland ID	Wetland Type ^a	Size (acres)
Wetland C	PEM	0.07
Wetland D	PFO/SS/EMHx	2.67
Wetland K	PUBHh	3.0
Wetlands L/M	PFOC	0.34
Wetland O	PEM	2.63
Wetland P	PEM	0.61
Wetland Q	PEM	0.30
Wetland R	PEM	0.97
Wetland S	PEM	1.10
Wetland T	PEM	0.18
Wetland U	PEM	0.55
Wetland V	PEM	1.18
Wetland W	PEM/FO	0.18
Vanport Wetlands	PFO/SS/EMHx	67.7

Note: No wetlands were identified at the Ruby Junction Light-Rail Operations and Maintenance Facility.

a The wetland type is based on the Cowardian classification system.

PEM = palustrine emergent; PEM/FO= palustrine emergent/ forested; PFOC = palustrine, forested, seasonally flooded; PFO/SS/EM = palustrine forested/scrub-shrub/emergent; PFO/SS/EMHx= palustrine, forested/scrub-shrub/emergent, permanently flooded, excavated; PUBHh = palustrine, unconsolidated bottom, permanently flooded, dike/impounded

Figure 3.15-2. Field-Identified Wetlands and Other Waters - Oregon



Source: CRC Wetland Data (2011); City of Portland (2023); field verified

Wetlands in Washington

Within the primary study area in Washington, there are two delineated wetland systems within the Burnt Bridge Creek watershed, shown in Figure 3.15-3 and listed in Table 3.15-2. No wetlands were identified in the Columbia River/Columbia Slope watershed.

Table 3.15-2. Wetlands Identified within the Primary Study Area in Washington

Wetland ID	Wetland Type ^a	Size (acres)
Wetland H	PEMA	0.12
Wetland I	PEM	0.29

^a The wetland type is based on the Cowardian classification system.

PEM = palustrine emergent; PEMA= palustrine emergent, temporarily flooded

Other Waters

The primary study area contains two regulated waters of the state and United States—the Columbia River and Burnt Bridge Creek—and one potentially regulated water (ditch) of the state and United States. The Columbia River (including North Portland Harbor, which is also known as the Oregon Slough) between the Oregon mainland and Hayden Island is also classified as a “traditional navigable water” of the United States. EPA and USACE have jurisdictional oversight for “[a]ll waters which are currently used, or were used in the past, or may be susceptible to use in interstate or foreign commerce, including all waters which are subject to ebb and flow of the tide” (33 CFR § 328.3(a)(1); 40 CFR § 120.2(a)(1)). “Traditional navigable water” includes all the navigable waters of the United States, as defined in 33 CFR Part 329. Table 3.15-3 provides a description of jurisdictional waters in the primary study area.

Figure 3.15-3. Field-Identified Wetlands and Other Waters - Washington



Source: CRC Wetland Data (2011); field verified

Table 3.15-3. Other Jurisdictional and Potential Jurisdictional Waters within the Primary Study Area

Waters	Description	Designation Type
Potential Jurisdictional Ditch (No name/ID given) (Oregon)	A stormwater ditch, adjacent to Wetland System L/M, within the city of Portland. The ditch enters the wetland system and flows to the Vanport wetland through two culverts. The ditch is located at the toe of a roadway prism and receives stormwater runoff from the roadway prism slope and TriMet light-rail tracks. This ditch was not considered a jurisdictional resource by DSL in 2008.	<ul style="list-style-type: none"> • Potentially jurisdictional as a water of the state and United States. Regulatory agencies will formally determine the jurisdictional status of waterway during their review of permit applications for the project;
Columbia River/North Portland Harbor (Oregon Slough) (Oregon and Washington)	<p>At RM 106, this traditional navigable waterway is highly managed and confined by levees. It is relatively free flowing compared to upstream reaches. Stream flow and stage height are affected by:</p> <ul style="list-style-type: none"> • Bonneville Dam management and other upstream dams • Tidal shifts in the Pacific Ocean • Heavy barge traffic • Shorelines within the cities of Portland and Vancouver. 	<ul style="list-style-type: none"> • Traditional navigable waters of the United States regulated by USACE. • Regulated waterway of the state and United States. • Local designations: <ul style="list-style-type: none"> – City of Portland Environmental Overlay Zone – Critical Area and Shoreline of the state designations by the City of Vancouver/ State of Washington
Burnt Bridge Creek (Washington)	Perennial stream located in Burnt Bridge Creek watershed within the city of Vancouver.	<ul style="list-style-type: none"> • Regulated waterway of the state and United States. • Critical Area and Shoreline of the state designations by the City of Vancouver/State of Washington.

DSL = Oregon Department of State Lands; RM = river mile; TriMet = Tri-County Metropolitan Transportation District of Oregon; USACE = U.S. Army Corps of Engineers

3.15.3 Long-Term Benefits and Reasonably Foreseeable Effects

Reasonably foreseeable long-term effects occur when an alternative results in removal or fill within jurisdictional wetlands, regulated wetland buffers, or other waters of the state or United States. The geographic proximity and temporal scope described in the Chapter 3 introduction are used to assess long-term benefits and reasonably foreseeable effects to wetlands and other waters. The following process has been used to determine long-term impacts on wetlands and other waters:

- Map project components relative to wetlands and other waters, and their buffers, identified in Section 3.15.2.
- Evaluate impacts to the functions of wetlands and other waters.
- Quantify the area of wetlands, other waters, and designated buffers affected.

No-Build Alternative

No filling or reduction of wetlands or wetland buffers would result from the No-Build Alternative. Untreated stormwater would continue to be discharged into wetlands and other waters in the primary study area. Development would continue to occur along roadways in the primary study area, which would increase impervious surfaces that would discharge into wetlands and other waters.

Modified LPA

As described in Chapter 2, activities associated with the Modified LPA would likely require both temporary and permanent modifications to portions of the Portland Metro Levee System, which is a system of federal flood control levees along the south bank of the Columbia River/North Portland Harbor. Modifications may include activities to restore temporarily disturbed portions of the levees, permanent modifications where proposed infrastructure would intersect with the existing levees, or where access to the levees would change as a result of reconfigured roadways. Modifications may also include improvements to existing levee function, if such improvements are requested or required. Modifications or improvements would be coordinated with USACE and Urban Flood Safety and Water Quality District for consistency with the planned future condition of the levees. The assessment of long-term effects to wetlands and other waters presented below includes those associated with potential modifications to the federal levee system.

Table 3.15-4 summarizes the reasonably foreseeable effects to wetlands and other waters. Detailed analysis of the effects is provided in the following sections. When comparing the No-Build Alternative and the proposed Modified LPA, including all design options, the Modified LPA would have more wetland and wetland buffer impacts but would result in restoration of other waters through removal of the existing Interstate Bridge. The removal of the existing bridge would result in the restoration of 1.04 acres of benthic habitat in the Columbia River and North Portland Harbor from the removal of the in-water piers.

Table 3.15-4. Long-Term Wetlands and Other Waters Effects

Effect	0 No-Build Alternative	1 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 Single-level Fixed-Span Bridge Configuration, ^a Two Auxiliary Lanes, with C Street ramps, Centered I-5, and All Five Park and Rides	4 Modified LPA with Double-Deck Fixed-Span Bridge Configuration, One Auxiliary Lane, 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
Wetlands (acres)	0	0.25	0.25	0.25	0.25
Wetland Buffers (acres)	0	5.69	5.69	5.69	5.69
Other Waters (acres)	0	0.88 (fill) -1.04 (removal)	0.88 (fill) -1.04 (removal)	0.83 (fill) - 1.04 (removal)	1.11 (fill) -1.04 (removal)

0	1	2: IBR Program Recommended Design Options	3	4	5
Effect	No-Build Alternative	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	Modified LPA with Single-level Fixed-Span Bridge Configuration, ^a <u>Two Auxiliary Lanes</u>, with C Street ramps, Centered I-5, and All Five Park and Rides	Modified LPA with <u>Double-Deck Fixed-Span Bridge Configuration</u>, One Auxiliary Lane, C Street ramps, Centered I-5, and All Five Park and Rides	Modified LPA with <u>Single-level Movable-Span Bridge Configuration</u>, One Auxiliary Lane, with C Street ramps, Centered I-5, and All Five Park and Rides
Other Waters Net Change (acres)	0	-0.16 (restoration)	-0.16 (restoration)	-0.21 (restoration)	0.07 (loss)

Notes: Data are approximate and have been rounded.

The underlined design options shown in columns 3 through 5 identify the specific effects on wetlands 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 3) would occur with any other combination of the C Street ramps, I-5 alignment, bridge configuration, and park and ride design options.

a Effects would be the same for both single-level fixed-span bridge types.

I-5 = Interstate 5; IBR = Interstate Bridge Replacement; LPA = Locally Preferred Alternative

Wetlands and Buffers

Anticipated filling or reduction of wetlands and other waters, and their buffers, as a result of the Modified LPA are mapped in Figure 3.15-4 and Figure 3.15-5. The acreage of fill or reduction to individual wetlands and their buffers is shown in Table 3.15-5. The Modified LPA including all design options would be constructed within the primary study area. Therefore, reasonably foreseeable effects to wetlands and wetland buffers associated with the Modified LPA would be the same under all design options. The Modified LPA, including all design options, would permanently excavate or fill approximately 0.25 acre of wetlands, all of which would be in Oregon. The wetlands that would experience the largest impacts are Wetland R, with 0.18 acre of fill, and the Vanport Wetlands, with 0.05 acre of fill. This fill and reduction in wetland size would result in a loss of wetland functions. The Modified LPA including all design options would also permanently excavate or fill a total of approximately 5.69 acres of wetland buffer. Almost all of this impact would be in Oregon, with the buffers of the Vanport Wetlands (3.76 acres), Wetland R (0.86 acre), and Wetland S (0.50 acre) experiencing the largest impacts. The Modified LPA would not result in reasonably foreseeable long-term fill to wetlands in Washington.

As described in Section 3.4.4, the Modified LPA would facilitate denser urban development in accordance with local and regional land use plans, particularly in areas with new light rail transit service. Such development could result in increased public access to wetlands and buffers in these areas, which could introduce nuisance plant species and disrupt wildlife activity. However, because the proposed Modified LPA is expected to encourage more compact development and/or redevelopment within existing urban areas that have relatively few wetland resources, it is likely to reduce the potential loss of wetlands and wetland functions throughout the region.

Table 3.15-5. Reasonably Foreseeable Long-Term Effects to Wetlands and Wetland Buffers from the Modified LPA

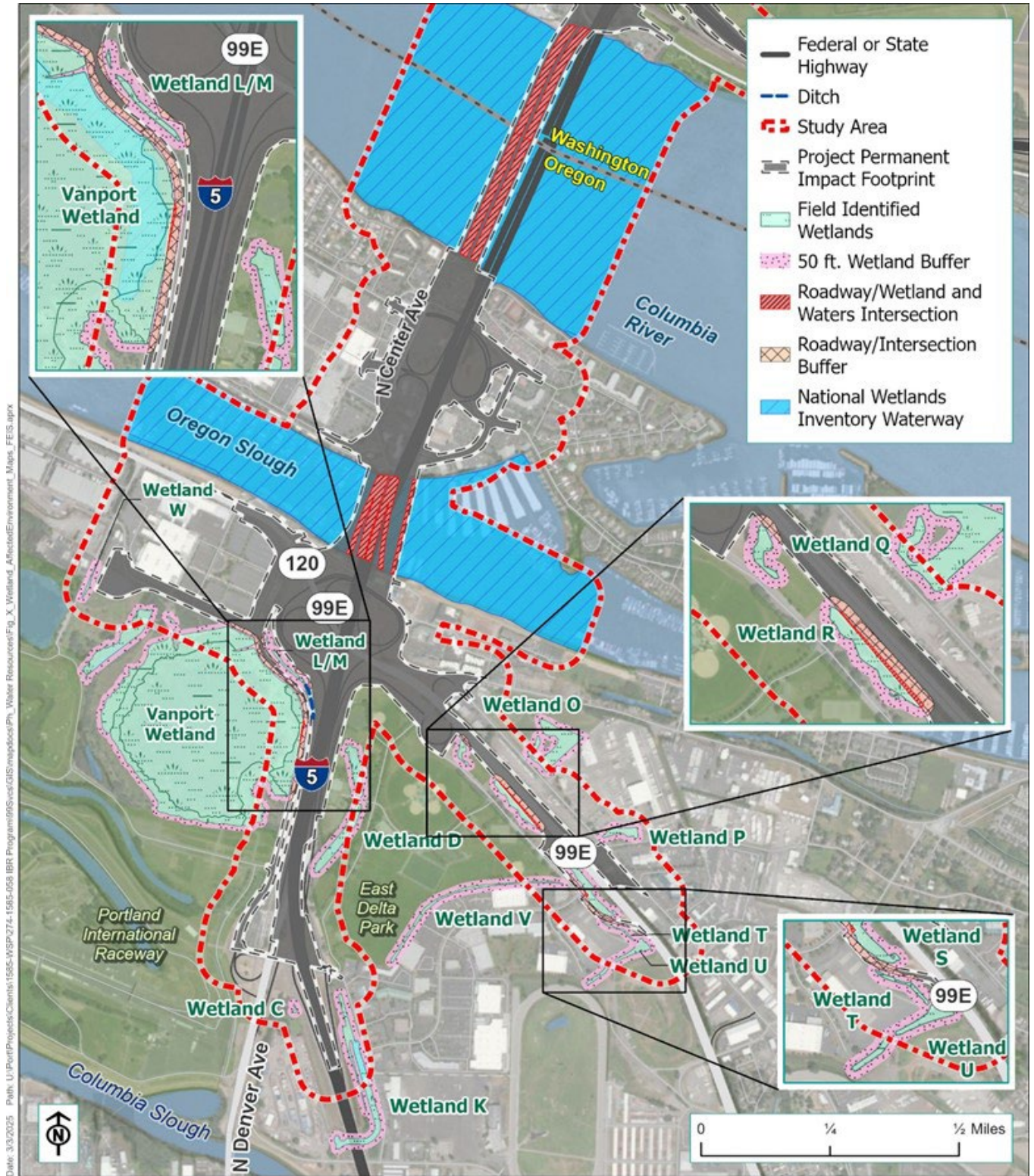
Wetlands	Affected Resources	Modified LPA (all Design Options) Wetland Fill (acres)
Wetlands	C	0
	D	0
	H	0
	I	0
	K	0
	L/M (Expo Road wetlands)	0
	O	0
	P	0
	Q	0
	R	0.18
	S	0.02
	T	0
	U	0
	V	0
	W	0
	Vanport Wetlands	0.05
	Total Wetland Impact	0.25^a
Wetland Buffers	C	0
	D	0
	H	0
	I	0
	K	0
	L/M	0.3
	O	0
	P	0
	Q	0.14
	R	0.86
	S	0.50
	T	0.13
	U	0.004
	V	0
	W	0
	Vanport Wetlands buffers	3.76
	Total Wetland Buffer Impact	5.694^a

Notes:

a Quantity of impacts may change based on additional wetlands or other waters identified during the additional wetland and other waters delineations.

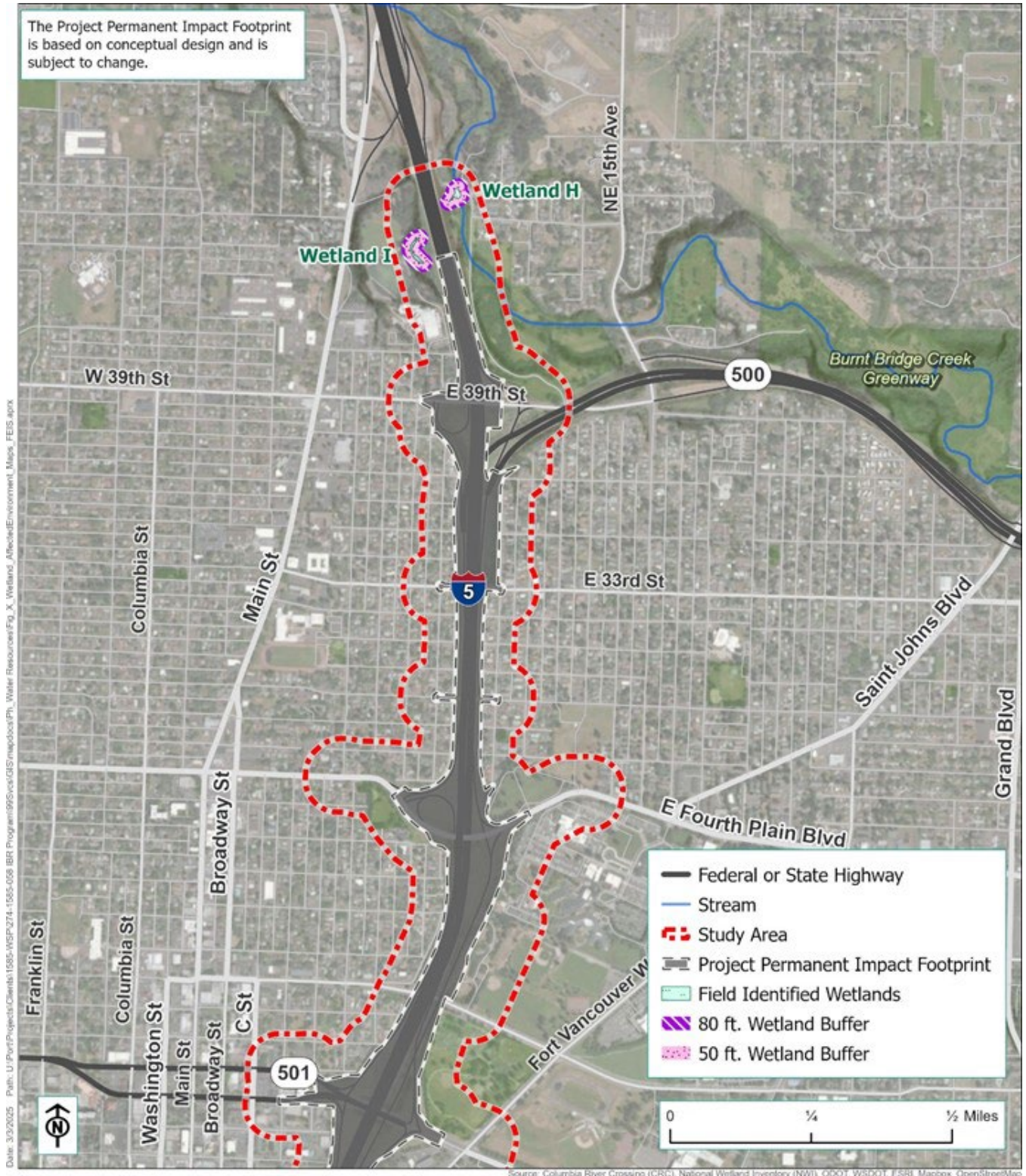
I-5 = Interstate 5; LPA = Locally Preferred Alternative

Figure 3.15-4. Modified LPA Filling or Reduction of Wetlands and Other Waters – Oregon



Source: CRC Wetland Data (2011); City of Portland (2023); field verified

Figure 3.15-5. Modified LPA Filling or Reduction of Wetlands and Other Waters – Washington



Source: CRC Wetland Data (2011); field verified

Other Waters

The Modified LPA would construct new in-water permanent bridge piers in the Columbia River and North Portland Harbor for the Columbia River bridges and the bridges over North Portland Harbor. The Modified LPA with the single-level fixed-span bridge configuration and one auxiliary lane design options would result in 0.88 acre of filled river bottom. Demolition of the foundations for the existing Interstate Bridge in the Columbia River and North Portland Harbor would restore 1.04 acres of river bottom. Therefore, construction of the Modified LPA with the single-level fixed-span bridge configuration design option would result in a net restoration of approximately 0.16 acres of waterway.

The Modified LPA with double-deck fixed-span bridge configuration design option would have a slightly smaller permanent width than the single-level fixed-span bridge configuration design option. The Modified LPA with double-deck fixed-span bridge configuration design option would fill approximately 0.83 acre of waterway for new bridge foundations and would restore approximately 1.04 acres by removing the existing bridge foundations, resulting in a net restoration of approximately 0.21 acre of in-water area.

The Modified LPA with the single-level movable-span bridge configuration design option would have a slightly larger in-water footprint than the fixed-span bridge configuration design options. The Modified LPA with the single-level movable-span bridge configuration design option would fill approximately 1.11 acres of waterway and would restore approximately 1.04 acre by removing the existing bridge foundations. This would result in a net loss of approximately 0.07 acres of in-water area. The Modified LPA with the single-level movable-span bridge configuration design option would also have the potential for minor water quality impacts associated with the maintenance and operation of the lift span, including the potential accidental discharge of cleaning, painting, and maintenance chemicals.

The Centered I-5 or I-5 Westward Shift design options, With or Without the C Street Ramps design options, and any of the park and rides would not result in different effects to other waters.

Section 3.14, Water Quality and Hydrology, describes long-term benefits and reasonably foreseeable effects on hydrology, water quality, and stormwater.

3.15.4 Temporary Reasonably Foreseeable Effects

Reasonably foreseeable temporary effects on wetlands and other waters would not differ among the Modified LPA design options. Construction of the Modified LPA would include construction of the new bridges and removal of the existing Interstate Bridge. The temporary effects analysis includes areas where construction activities would occur outside of the permanent project footprint.

The Modified LPA and all design options would be constructed within the same primary study area. For this reason, short-term effects to wetlands and wetland buffers associated with the Modified LPA would be the same under all design options.

The bridge configuration design options being evaluated as part of the Modified LPA would result in slightly different levels of short-term effects to waters and these design options are discussed in the sections below. The other design options being considered for the Modified LPA (i.e., the addition of a second auxiliary lane, the C-Street ramp design option, I-5 mainline design option, and the park and rides) would be constructed within the same temporary construction footprint, and as such would not result in different levels or types of short-term effects to waters.

Temporarily affected areas would be restored following construction, with functions returning to pre-construction performance after a period of time. The time to be considered at pre-construction performance varies by agency and can be as long as two years or as short as six months depending on the individual

agency's guidance. The geographic proximity and temporal scope described in the Chapter 3 introduction are used to assess temporary reasonably foreseeable effects to wetlands and other waters.

No-Build Alternative

The No-Build Alternative would not result in temporary effects on wetlands or other waters.

Modified LPA

Wetlands

As described above, the Modified LPA would be constructed within the same temporary construction footprint under all design options. For this reason, short-term effects to wetlands and wetland buffers associated with the Modified LPA would be the same under all design options. In Oregon, approximately 1.67 acres of wetlands (Wetland L/M, Wetland Q, Wetland R, Wetland S, Wetland T, Wetland U, and the Vanport Wetlands) and 4.44 acres of wetland buffer would have a temporary disturbance to wetland vegetation due to construction activities.

In Washington, temporary construction footprint of the Modified LPA would not encroach on identified wetlands or wetland buffers.

Other Waters

The analysis of temporary effects to other waters is based on the estimated quantity of benthic habitat that would be temporarily displaced during construction. In the Columbia River and North Portland Harbor, temporary displacement of benthic habitat would result from the installation of temporary work platforms, bridges and piers, temporary isolation systems, cofferdams, casings, barges, and temporary piles associated with these structures. These temporary features are necessary to support construction and would be designed by a contractor after a contract is awarded. For further discussion, refer to Section 3.16, Ecosystems.

Installation of the new bridge piers and removal of the existing bridge in North Portland Harbor and the Columbia River could result in the mobilization of contaminated sediments. The mobilization could transfer contaminants downstream and expose aquatic species to the contamination. Sediment characterization will be completed during the permitting process to identify potential contamination and develop specific mitigation measures to satisfy regulatory standards, and minimize the potential for, and extent of, any effect to the extent practicable.

As discussed above, the bridge configuration design options that are being evaluated as part of the Modified LPA, would result in slightly different levels of short-term effects to waters. The other design options being considered for the Modified LPA (i.e., the addition of a second auxiliary lane, the C-Street ramp design option, I-5 mainline design option, and the park and rides) would be constructed within the same temporary construction footprint, and as such would not result in different levels or types of short-term effects to waters. In the Columbia River, the Modified LPA with the single-level fixed-span bridge configuration design option would temporarily displace approximately 1.49 acres of in-water area, with about 85% of these effects resulting from the use of cofferdams during construction and demolition. Construction of the Modified LPA with the double-deck fixed-span bridge configuration design option would result in slightly less (1.44 acres) temporary displacement of benthic habitat than the single-level fixed-span bridge configuration design option (1.49 acres) due to slightly less cofferdam construction. The single-level movable-span bridge configuration design option would have slightly larger (1.51 acres) temporary displacement of benthic habitat compared to the single-level fixed-span bridge configuration design option (1.49 acres) due to slightly larger cofferdam construction.

In North Portland Harbor, approximately 0.40 acre of benthic habitat would be temporarily displaced, with approximately 60% of these effects resulting from drilled shaft isolation casings. Temporary impacts to the

Burnt Bridge Creek riparian area may occur during construction of the Modified LPA based on the specific construction methods employed; however, no direct temporary impacts to Burnt Bridge Creek would occur.

3.15.5 Intentionally Left Blank

3.15.6 Avoidance, Minimization, and Compensatory Mitigation Measures

Table 3.15-6 lists temporary avoidance and minimization measures. No long-term avoidance and minimization measures within control of the IBR Program were identified Table 3.15-7 lists temporary and long-term compensatory mitigation measures.

Table 3.15-6. Avoidance and Minimization Measures

Temporary or Long-Term	Impact Type	Avoidance and Minimization Measure
Temporary	Ground disturbance in or around wetlands during construction	In accordance with local and state standards, ODOT and WSDOT will coordinate with the contractor to implement appropriate high visibility/exclusionary fencing around avoided wetlands and other waters prior to the start of construction.
Temporary	Sediment disturbance and erosion during construction	In accordance with local and state standards, ODOT and WSDOT will coordinate with the contractor to implement best management practices for sediment and erosion control procedures during construction activities.
Temporary	Vegetation removal during construction	At the end of construction, ODOT and WSDOT will coordinate with the contractor to replace vegetation temporarily cleared for construction activities in accordance with local, state regulatory guidance or property agreements.
Temporary	Disturbing waters with in-water construction activities	ODOT and WSDOT will coordinate with the contractor to avoid restricted work outside of the in-water work window as identified in the Biological Opinion, and federal, state, and local permits.
Temporary	Wetland disturbance during construction	ODOT and WSDOT will avoid and minimize short-term, temporary impacts to wetland resources in final design to the extent practicable.

ODOT = Oregon Department of Transportation; WSDOT = Washington State Department of Transportation

Table 3.15-7. Compensatory Mitigation Measures

Temporary or Long-Term	Impact Type	Compensatory Mitigation Measure
Temporary	Wetland disturbance during construction	ODOT and WSDOT will offset unavoidable temporary impacts that cannot be minimized through BMPs or restored on site, through the purchase of credits from a mitigation bank, or Permittee Responsible Mitigation, similar to mitigation used for certain long-term effects. The total unavoidable temporary impacts and the required compensatory mitigation will be determined through the permitting process.
Temporary	Wetland and wetland buffer habitat disturbance during construction	At the end of the applicable construction activities, ODOT and WSDOT will coordinate with the contractor to restore temporarily disturbed wetland and wetland buffer habitats consistent with applicable regulatory requirements.
Long-Term	Filling or removing material in wetlands and other waters of the United States and state	ODOT and WSDOT will advance the design of the Modified LPA consistent with the applicable federal, state, and local agency regulatory mitigation related to filling or removing material in wetlands and other waters of the United States and state.
Long-Term	Loss of wetland and waters functions and values	ODOT and WSDOT will continue to evaluate mitigation actions to offset losses of wetland and waters functions and values, including wetland buffers, as the Modified LPA design progresses.
		ODOT and WSDOT will identify agency-approved compensatory mitigation banks and potential PRM sites in both Oregon and Washington to help fulfill the compensatory requirements for permanent, temporary, and indirect impacts.
		ODOT and WSDOT will prepare a compensatory mitigation plan that satisfies applicable federal, state, and local regulatory requirements, and that demonstrates no net loss of function and values of wetland and waters resources
Long-Term	Loss of wetland functions at the Vanport Wetland	ODOT and WSDOT will comply with increased wetland mitigation ratios as prescribed by the regulatory agencies during the permitting process for unavoidable impacts to Vanport Wetlands from the Expo Road improvements on mainland Oregon. Increased mitigation ratios are not known at this time, and would be dictated by the regulatory agencies during the permitting process.

BMP = best management practice; LPA = Locally Preferred Alternative; ODOT = Oregon Department of Transportation; WSDOT = Washington State Department of Transportation