



HINooN. is a 501(c)(3) Non-Profit Organization Inc.

The purpose of the Hayden Island Neighborhood Network, (HINooN) is, *"To enhance the livability of the Hayden Island neighborhood by establishing and maintaining an open line of communications and liaison between members of HINooN, other neighborhood associations and government agencies.*

(HINooN Bylaws, Effective June 9, 2011)

FROM: Martin Slapikas, Chairman, Board of Directors
Hayden Island Neighborhood Network, Inc. (HINooN)
2209 N. Schofield Street
Portland, Oregon. 97217

TO: Mr. Ronald A. Bersin, Executive Director
Oregon Government Ethics Commission
3218 Pringle Road SE, Suite 220
Salem, Oregon 97320

SUBJECT: Conflict of Interest involving the I-5 IBR mega project estimated to cost \$5 -7.5 billion of federal, state, county funding, and user tolls.

DATE: March 5, 2023

Dear Mr. Bersin,

INTRODUCTION

The Board of Directors of the Hayden Island Neighborhood Network (aka HINooN), a 501(c)(3) recognized neighborhood association in the City of Portland, located in Multnomah County, State of Oregon, petitions the Oregon Government Ethics Commission to investigate a Conflict of Interest regarding the I-5 Interstate Bridge Program (IBR program).

A recent windshield survey of the Hayden Island community indicates the Hayden Island population contains several of the marginalized and underserved communities addressed in the April 28, 2021, IBR Community Advisory Group (CAG) meeting. Specifically, older adults, persons with lower income, people with disabilities, communities with Limited English Proficiency (LEP), and immigrants and refugees. Hayden Island is also home to a mix of medium to high income professional community.

The HINooN community is located at the epicenter of the I-5 Interstate Bridge Replacement program and is familiar with the I-5's importance to the local, regional, state, national and

international economies. The Interstate 5 is described, and documented, as vital to the supply chain extending border-to-border from Mexico to Canada.

In addition, to quote the IBR Program Director, Mr. Greg Johnson, *“This is not just a local bridge. This is an international connector between Mexico and Canada on the West Coast and connects a lot of ports. And moves goods and services over vast differences, all over the United States and all over the world .”*¹ The I-5 bridge has become more and more congested while serving the local, regional, state, national and international economies.

The current cost estimate stated by IBRP to replace the bridge is \$5 - \$7.5 billion. Their estimated time to complete construction is now up to 10 years. These issues are of major concern to HINooN’s residential, business and visitor community. It affects our livability.

HINooN alleges that the IBR program dismissed the alternative Immersed Tube Tunnel (ITT) option without a traffic study, a congestion study, a time saved study, or a population movement study. Without such statistics, the IBR program has not provided members of the Joint Committee on Interstate I-5 Bridge, their partner agencies, and the public, a fair or comprehensive evaluation of an ITT option for Hayden Island or an ITT option for an alternative crossing to serve the expanding populations of Portland and Vancouver.

Given the evidence researched in documents and revealed in public meetings, HINooN is petitioning the Oregon Government Ethics Commission to investigate a series of occurrences that appear to be a conflict of interest, or are a conflict of interest, in the matter of the I-5 Interstate Bridge Replacement program.

PLEADINGS

HINooN Chronology of Events since Termination of CRC Project in 2014

A. November 18, 2019, the OR-WA MEMORANDUM of INTENT on Replacing the I-5 Bridge Over the Columbia River (Exhibit 1: Memorandum of Intent)

During the pre-signing and post signing comments, Washington Governor Inslee stated *“...this bridge is important to the economy, not just of two counties, but of two states.”*

The reasons are:

- *“It is seismically at risk.”*
- *“...the growth of our communities has been spectacular, and we are confident we will continue, and we have to accommodate the increased demands of commuters and travelers across this bridge.”*
- *“This bridge is a traffic bottle neck,”* being described as *“...the only stop light between Mexico and Canada on the I-5 corridor.”*

¹ Spring 2021, Mr. Greg Johnson, KATU, [I-5 Bridge Replacement: How did we get here? - YouTube](https://www.youtube.com/watch?v=...)www.youtube.com

Governor Inslee also stated: *“We intend this process to be a data-driven transparent process. We want to look at the data on how to design a bridge that will do the best possible job based on data rather than ideology.”*

Oregon Governor Brown added, *“Coming out of a recession that hit both of our states very hard, we’ve learned that we must focus on preparation as we look ahead to an eventual downturn. We have to invest in the bedrock of our states’ economies, and that’s infrastructure.”*

“Whereas the current I-5 bridge is a major seismic risk and traffic bottleneck for the region and the entire nation,” commitments were made:

- to the reopening of a joint Oregon-Washington state project office (project office);
- to reevaluate the purpose and need identified for the project previously known as the Columbia River Crossing, and,
- to reevaluate the scope, schedule, and budget of the program.

No start or completion date was included in the Memorandum of Intent.

B. December 20, 2019, Joint Interim Committee on the Interstate Bridge. (Project Office)

The Agenda calls for: *“Timeline and process review of the major state and federal steps required from the beginning of a project to the completion of construction.”*

Other Items on the agenda were:

- *Washington State Department of Transportation briefing on the progress report on the status of the work required by the Washington Legislature in Substitute House Bill 1160;*
- *Briefing on project option ranking system, the process for their establishment, and hope to merge ranking systems with values that are identified; and,*
- *Discussion of next steps.*

C. Mid 2020, Gregory C. Johnson selected as I-5 Interstate Bridge Replacement Program Administrator

Extracted from the October 31, 2022, issue of The Columbian:

*“At WSP Consulting, Mr. Johnson ran their Michigan operations. At the time, WSP was ranked ninth out of the consulting firms to win bids with the Michigan Department of Transportation (MDOT). With Johnson’s leadership, WSP became the No. 1 firm to earn jobs from the MDOT. Johnson was promoted to vice president of national construction services after a year. By mid-June, following a national recruitment process with input from agency partners and local stakeholders, ODOT and WSDOT selected Mr. Johnson to lead the IBR on behalf of both states. He is authorized to act on behalf of both ODOT and WSDOT and is equally responsible to both states.”*²

² By [William Seekamp](#), Columbian staff writer, The Columbian, “I-5 span replacement chief Greg Johnson has history of building bridges Interstate 5 Bridge Project administrator lauded for ability to successfully oversee complex projects. Published.” October 31, 2022.

D. June 28, 2021 – July 12, 2021, Email-chain between Mr. Bob Ortblad, MSCE, MBA and Sherri Robisch, Executive Assistant, IBR program (and WSP USA employee)
Subject: IBR discussion on ITT (Exhibit 2 - Email chain)

June 28th, IBR Executive Assistant Sherri Robisch offered a meeting time to discuss Mr. Ortblad's request to "Please remove the incorrect Tunnel Myth & Fact post on the IBR Website." The website posting states the following:

"MYTH: A tunnel can solve the Interstate Bridge transportation problem just as easily as a replacement bridge."

"FACT: A tunnel cannot be feasibly built within the footprint of I-5 without eliminating important connections to Hayden Island, downtown Vancouver, and SR-14. It also comes with significantly more operational environmental and historical resource impacts and would cost more than a replacement bridge."

July 7th, A meeting time was scheduled for July 14, 2021. Mr. Ortblad suggested the following agenda.

<i>Introductions</i>	<i>-10 minutes</i>
<i>IBR Staff & WSP evaluation</i>	<i>-20 minutes</i>
<i>Bob Ortblad's evaluation</i>	<i>-20 minutes</i>
<i>Discussion</i>	<i>-20 minutes</i>

Five days later, on July 12, Mr. Ortblad sent the following request to Ms. Robisch, IBR Executive Assistant:

"To balance the discussion, I have forwarded the invitation to two engineers:

Arjan Lutikholt, Tunnel Engineering Consultants (TEC)

Randy Urmstrum. BSCE, J.D.

Please admit them to the Zoom meeting if they accept the invitation."

The immediate response from Ms. Robisch:

"Thank you for reaching out again. The agenda for our meeting is as follows:

- Introductions – 10 min*
- Presentation on the IBR program's findings for ITT – 35 min*
- Discussion / Q&A – 15 min"*

"We unfortunately cannot admit anyone to the meeting that was not on the original invite list. Thank you again for reaching out. We look forward to Wednesday."

E. July 14, 2021, IBR Program Memorandum: Context for Immersed Tube Tunnel Analysis stated, "In recent months, the program has heard from individuals urging consideration of an immersed tube tunnel (ITT) as a potential design solution."

The IBR program assembled “...a group of engineers with international experience in tunnel design and construction to provide a comprehensive conceptual review of the suitability of an immersed tube tunnel (ITT).” The development of the 39-page Tunnel Concept Assessment document involved seventeen professional participants. Each participant was found listed on LinkedIn.

The group included 9 IBR staff members, 5 employees of WSP USA, one former WSP employee and 2 others not affiliated with WSP.³ The 6 additional WSP affiliated employees added to the 9 IBR staff made up 88.2 % of the 17 group of engineers. (Exhibit 3 – Participating engineers, Tunnel Concept Assessment & LinkedIn Employment Profiles)

F. August 20, 2021, Memorandum: Screening and Evaluation of a Tunnel River Crossing, from Emma Johnson, Environmental Coordinator, IBR program and Angela Findley, Environmental Lead, IBR program. It was addressed to Chris Regan, Environmental Coordinator, IBR Program.

“This memorandum summarizes the evaluation of a tunnel as a potential option to address the transportation problem in the Interstate Bridge corridor. Two tunnel construction technique options were evaluated as part of the alternatives screening process during the Columbia River Crossing (CRC) Environmental Impact Statement (EIS) phase and were ultimately dismissed from more detailed study in the EIS. Recently, the concept of an immersed Tube Tunnel (ITT) has been advocated by members of the public as a possible solution that should be considered by the Interstate Bridge Replacement (IBR) program. The IBR program investigated the ITT design/construction option because it was not studied during previous planning efforts.

“The IBR program prepared a detailed fact-based, data-driven whitepaper providing assessment of the technical considerations of designing, constructing, and operating an ITT.” It is referred to in E above. As stated above, the development of the Tunnel Concept Assessment whitepaper involved seventeen professional participants.

G. August 30, 2021, Hayden Island/Marine Drive Community Working Group

HINooN was a member of the Community Working Group that was to meet three times to advise on proposed Island Interchanges. The IBR program staff had their first introductory meeting on August 30, 2021. The second meeting was September 27th. Issues were raised at the September meeting such that HINooN was unable to offer informed recommendations as was needed. The October and November meetings were cancelled. Information was not forthcoming on such concerns as:

- How high will the bridge be?
- How many lanes will it have?
- How big of a footprint will the bridge have on the island?
- Why were other crossing alternatives dropped from consideration?
- HINooN would like to see a 3D visual of the proposed project.

³ IBR program, Tunnel Concept Assessment, July 14, 2021.

https://www.interstatebridge.org/media/msamswzd/2021-03-03-final-itt-v2-48-_remediated.pdf

- HINooN would like to see traffic studies to help make route decisions both on and off the island.

Traffic studies, size of the proposed Island interchanges, height, and width of the proposed bridge were requested.

A survey was sent via email to a sample of island residents - they were asked to decide among proposed interchanges on Hayden Island. Many of the residents requested more information to make an informed decision. Because of lack of information regarding the IBR program, the HINooN representative was unable to provide any of the requested and needed information that would permit an informed choice about a project that will affect the livability of the Hayden Island community.

The last meeting of the Community Working Group was scheduled to meet December 7, 2021.

In an Oregon Department of Transportation report titled **2020 Bridge Condition Report & Tunnel Data**, ODOT posed the following question to the readers, *“What is the value of a bridge to you?”* ODOT’s self-response was, *“No doubt, all bridges are important in Oregon. But what would you do if the bridge you cross every morning to get to work was suddenly closed? Most likely you would find a detour that would take you to your destination, but it came at a cost of time and added fuel. So, what’s it worth to not be delayed...?”*

That 2020 ODOT question proved prophetic. ODOT’s question was answered on December 6, 2021, when the I-5 bridge was completely closed due a serious incident. The situation and ensuing congestion on I-205 were televised on a KATU film shown in **H below**.

H. December 6, 2021, I-5 Columbia River Bridge Closure

The I-5 bridge was closed for 8 -15 hours due to a police action. Traffic was diverted to I-205, the one other local Columbia River Crossing, creating massive bumper-to-bumper congestion on that highway raising equity and environmental issues along the diversion routes.

Google December 6, 2021. KATU2abc. Hailey Dunn, Liz Burch, Kelly Doyle. “Police shoot, kill, carjacking suspect along the two I-5 in North Portland.” Accessed December 7, 2021.

<https://katu.com/news/local/all-lanes-of-i-5-closed-in-north-portland-after-crash>.

Scroll down to the video: “Traffic on I-205 at SE Stark Street during the evening commute on December 6, 2021. KATU2abc” (**Exhibit 4– Photo of I-205 Congestion, December 6, 2021**)

I. December 7, 2021, At the third and last meeting, HINooN Resolution 2021-12-7 was passed.

HINooN supports, *“... a No-Build Option to be implemented and remain in force until a third Alternative I-5 crossing of the Columbia River, by either bridge or tunnel, is designed, completed, and operational.”*

It is based on:

- the KATU video of the December 6th congestion revealing that a third Columbia River alternative crossing was necessary;
- the insufficient minimum number (3) of scheduled IBR meetings; and,
- the lack of any substantial data provided the Hayden Island/Marine Drive Interchange Community Working Group,

The attached resolution⁴ and letter⁵ was approved on December 7, 2021, and presented to the IBR hosts. ([Exhibit 5– 2021-12-7 HINooN Resolution and 2021-12-7 & E. Churchill, HINooN Representative Statement](#))

J. January 13, 2022, I-5 IBR & HINooN meeting

The IBR had been provided the complete Resolution and the statement made by HINooN’s representative to the Hayden Island/Marine Drive Interchange CWG. Several days later, HINooN was invited to participate in a joint IBR/HINooN meeting to discuss Hayden Island concerns. All six of the previous concerns ([See G](#)) were brought up but no substantive answers were offered.

HINooN did learn that, according to the IBR team, the bridge is currently exceeding its capacity, operating at a Level of Service F (LOS F).

K. July 25, 2022, HINooN joins the Just Crossing Alliance (JCA)

HINooN subsequently joined the Just Crossing Alliance and voted to “*support the JCA request that the Speaker of the Oregon House of Representatives require the following items to be completed prior to moving IBR funding in the 2023 Legislative Session.*” The items are:

1. A requirement for an investment grade analysis of toll and travel demand;
2. An agreement with the US Coast Guard on what height clearance is required for water travel; and,
3. A Comprehensive phasing plan, as called for by the 2010 expert review panel.

No response to the JCA’s request has yet been received.

L. October 25, 2022, HINooN Submits HINooN “Concerns Regarding the Current I-5 Bridge Replacement Project (IBRP)” ([Exhibit 6 – Concerns Regarding the Current...](#))

The five-page submission was presented to the 2021 -2022 Interim Joint Committee on the I-5 Bridge listing six major concerns. They are:

- Limited Access to Vancouver and Portland
- High Bridge Safety Issues
- Earthquake Vulnerability
- Inadequate Bike and Pedestrian Paths
- Quality of Life During Construction and Hope this would be mitigated

⁴ HINooN Resolution Regarding the I-5 Interstate Bridge Replacement Program (IBR), 2021-12-7

⁵ E. Churchill to IBR program, Hayden Island Neighborhood Network (HINooN) Statement, 12/2/2021

- Displaced Homes

M. October 27-28, 2022, Email Chain between Senator Beyer, Co-Chair, Joint Committee on Interstate I-5 Bridge and Ellen Churchill, Secretary, Hayden Island Neighborhood Network (HINooN),

Subject: Hayden Island Residents Concerns Regarding the Current I-5 Bridge Replacement Project. (Exhibit 7 - Email chain & Washington & Oregon Bi-State Legislative members)

HINooN was informed that “...*the Bi-State Committee is in charge of the Bridge staff*” and, “...*the legislators serving on the committee are not engineers but have been thoroughly briefed a number of times on the potential to use a tunnel and why it doesn't fit for this project.*”

N. December 5, 2022, HINooN hosted a “Crossings, Coffee, & Christmas Ships” meeting at the Holiday Inn Portland on Hayden Island.

The purpose was to introduce the IBR Program to the community at a public meeting. The six speakers included Mr. Johnson, IBR Program Administrator. Mr. Ray Mabey, Assistant Program Administrator; Mr. Bob Ortblad, a retired civil engineer, and an advocate for an immersed tube tunnel; Mr. Chris Smith, a member of the Just Crossing Alliance (of which HINooN is a part) who want a smaller footprint for the bridge; Mr. Zachary Lauritzen from Oregon Walks, and Ms. Be Friend, a HINooN board member.

Representing the IBR program, Mr. Johnson and Mr. Mabey explained some of the constraints of building a replacement bridge, like the Coast Guard’s preliminary ruling asking for at least 178 feet of clearance. The program is trying to thread a needle and hit a window of federal funding, Johnson said. With geographical and political constraints, the program will not be able to build a perfect, iconic bridge.

Mr. Mabey, assistant IBR program administrator, stated that a document (39 pages) assessing the Immersed Tube Tunnel alternative was developed by 17 professional engineers and other professionals. He revealed the IBR “...*project spent over \$100,000 looking into the immersed tube tunnel option and found it does not meet the program’s purpose and needs.*”^{6,7} The Immersed Tube Tunnel has been rejected. **See Section D and E above.**

Mr. Ortblad followed Mr. Johnson and made his case for Immersed Tube Tunnel. The underwater Immersed Tube Tunnel, is made up of segments floated to the site, sunk, and then linked together. The tunnel is also buoyant, making it seismically resilient. A tunnel would also be better for the waterfront as well as for alternative crossings of the Columbia River. It would be quieter than a bridge and out of sight, he stated.

^{6.} By [William Seekamp](#), Columbian staff writer, The Columbian, I-5 Bridge “Replacement Program leaders, critics make their case.” Published December 6, 2022.

^{7.} HINooN film, taken at the meeting revealed that Mr. Johnson, IBR Program Administrator stated the IBR project “... *spent over \$100,000 looking into the immersed tube tunnel option*”

No WSDOT, ODOT or IBR program funding was used by HINooN to present this evening to the Hayden Island community.

- O. December 10, 2022, the 2021-2022 Interim Joint Committee on the I-5 Bridge meeting met to discuss the advancement of the Modified Locally Preferred Alternative (MLPA) into the National Environmental Act process.

HINooN submitted a request to delay in advancing the Modified Locally Preferred Alternative into the National Environmental Policy Act (NEPA) process for the purpose of a public presentation, and discussion, by independent and qualified experts on the Immersed Tube Tunnel. That alternative was rejected by the Interstate Bridge Program Environmental staff in 2021. It was suggested by the U.S. Coast Guard in 2022 in their response to the IBR program staffs' request for river navigation clearance approval for a bridge over the Columbia River. (Exhibit 8 – June 17, 2022, Coast Guard Preliminary Navigation Clearance Determination (PNCD))

The HINooN concern is that if the Bi-State committee says “Yes” to the advancement of the MLPA at this time, they may be saying “Yes” to the wrong project. The reason is – the appearance of a conflict of interest and lack of community engagement regarding the rejection of alternative river crossings, specifically the Immersed Tube Tunnel option.

The operative word in our request was “Independent.” HINooN has not yet heard of the committee’s decision.

SUMMARY

At the signing of the Memorandum of Intent, Governor Inslee stated: ***“We intend this (IBR) process to be a data-driven transparent process.”*** The statement is found in IBR Memorandums, Progress Reports, and other IBR documents. There was no program beginning or completion date noted in the document.

1. HINooN representatives have yet to find the IBR process to be either Data Driven or transparent.
2. WSP, a global professional services consultancy, acquired Parsons Brinckerhoff in 2014.
3. A Columbian article points out that the IBR Program Administrator came to the IBR program from WSP USA.⁸
4. The August 20, 2021, Memorandum that dismissed the Tunnel and the Immersed Tube Tunnel alternative was based on a 39 page, July 14, 2021, Tunnel Concept Assessment that involved seventeen professional engineers. They were comprised of nine IBR program staff members, (4 of the 9 IBR staff were from WSP, 5 additional employees of WSP. Two from Parametrix, and one from Private Equity Associate.

IBR staff and WSP employees comprised 88.2% of the group briefing the Bi-State Committee.

The engineers may be professional and qualified; however, they do not comprise an independent Tunnel Assessment Team that briefed the **2021-2022 Joint Interim Committee on the Interstate Bridge on the Immersed Tube Tunnel report.**

5. **Angela Findley**, Environmental Lead for the IBR program was part of the ***“...group of engineers...”*** that the IBR program assembled ***“...to provide a comprehensive conceptual review of the suitability of an immersed tube tunnel (ITT).*** That review resulted in the, **July 14, 2021, IBR Program Memorandum: Context for Immersed Tube Tunnel accompanied by the July 14, 2021, 39-page Tunnel Concept Assessment preliminary document.**

The document was the basis for the **August 20, 2021, Memorandum: Screening and Evaluation of a Tunnel River Crossing, from Emma Johnson, Environmental Coordinator, (WSP USA) IBR program and Angela Findley, Environmental Lead, IBR program. (WSP).** It was addressed to Mr. Chris Regan, WSDOT, **(See Exhibit 3)**

The conclusion was, ***“The recent technical assessment of an ITT demonstrated that it is also not a viable replacement option for the IBR program.” Therefore... “no further analysis will be conducted.”***

⁸ IBID, By [William Seekamp](#), Columbian staff writer, “The Columbia, I-5 span replacement chief Greg Johnson has history of building bridges Interstate 5 Bridge Project administrator lauded for ability to successfully oversee complex projects.”

Published: October 31, 2022

However, the actual 39-page whitepaper of **July 14, 2021, Tunnel Concept Assessment** on Page 1 was introduced as follows, “*This is an **assessment of preliminary concepts**. These concepts are not in design and remain at the conceptual level. They will not be advanced to design until or if it is deemed appropriate.*” (Exhibit 2 – Participating Engineers, Tunnel Concept Assessment,)

Senator Beyer, Co-Chair has told HINooN that “...*the legislators serving on the committee are not engineers but have been thoroughly briefed a number of times on the potential to use a tunnel and why it doesn't fit for this project.*”

6. Angela Findley, Environmental Lead for the Interstate Bridge replacement program.

Ms. Findley, listed in the IBR's Program Leadership section, tells of her responsibilities and interests, stating “*I have been working in the environmental compliance world for a little bit more than 20 years. Part of my role is to look at federal, state, and local regulations and make sure that the program is in full compliance with those regulations. And those span from air quality to wetland protection, endangered species in the Columbia River, and just the whole gamut.*”

Appearing in the IBR Program Leadership video, she states, “*I'm a local resident here. I live 2 miles away from this bridge in Vancouver. I commute across it for work, for health services, for family. So, it's a very integral part of my life on the personal side, as well as in the work site.*”

THE CONFLICT of INTEREST

The I-5 IBR program has yet to prove it will significantly reduce congestion or decrease travel time much more than a minute. It has yet to prove it will serve the future population growth of the two cities – Portland and Vancouver. The expected period of construction will affect the livability of Hayden Island, Portland, and Vancouver for at least 10 years.

Furthermore, the makeup of the “... *group of engineers...*” that did “... *provide a comprehensive conceptual review of the suitability of an immersed tube tunnel (ITT)*” were far from independent. Totalling 17, the group was made up of 9 IBR staff members, that included employees of WSP USA, 6 additional WSP employees, and 2 others not previously affiliated with the IBR or WSP.⁹ Funded by the IBR program, amounting to over \$100,000, the six additional WSP employees added to the 9 IBR staff made up 88.2 % of the 17 group of engineers. (Exhibit 2).

HINooN Asks:

1. Which briefing did the **Joint Committee on Interstate I-5 Bridge** receive from IBR program staff – the technical assessment, the preliminary concept assessment, or the white paper.
2. Considering the members of the **Joint Committee on Interstate I-5 Bridge** are identified as “...*legislators serving on the committee are not engineers...*” did the “*group of 17 engineers (IBR, WSP & two others) with international experience in tunnel design and construction...*” explicitly identify themselves to the joint committee regarding on whose behalf they are speaking on the matter of an immersed tube tunnel across the Columbia River?
3. Who participated in the hiring of WSP employees both for the IBR program and later, the 5 employees of WSP that joined the IBR staff in preparing the **39-page Tunnel Concept Assessment?**
4. Considering The IBR “...*project spent over \$100,000 looking into the immersed tube tunnel option...*” did any of the group of 17 engineers, specifically those who listed WSP as their employer or former employer, receive compensation, financial or otherwise, from more than one party (WSP, I-5 IBR program or other parties not yet mentioned) for services on this same project?
5. What, specifically, was the “over \$100,000” expenditure for ?
6. The presence of two identical surnames, Findley and Findley, and their separate influential advisory and decision-making roles involving the I-5 IBR program give the appearance of a conflict of Interest. It is questionable, in that it raises the issue of a familial relationship as described in Chapter 244.020 (1)(13)(15) and (16) involving the

⁹ IBR program, Tunnel Concept Assessment, July 14, 2021.

I-5 IBR mega project estimated to cost \$5 -7.5 billion of federal, state, county funding, and user tolls.

The construction of a bridge or tunnel across the Columbia River will affect our children, grandchildren, families, and businesses – the future population of Portland and Vancouver – and most certainly the livability of the Hayden Island community - for the 75-100 years the river crossing is expected to last.

The process, so far, has not been data driven nor transparent. It contains the appearance of a conflict of interest, serious enough to affect local, regional, state, national and international economies.

Sincerely yours,

Martin G. Slapikas, Chairman, Board of Directors
Hayden Island Neighborhood Network (HINooN).

Ellen M. Churchill, Secretary
Hayden Island Neighborhood Network
(HINooN)
I-5/Marine Drive Interchange CWG

MGS: MS



Hayden Island Neighborhood Network

CONFLICT of INTEREST - LIST of EXHIBITS

Exhibit 1 – Memorandum of Intent (MOI)

Exhibit 2 – June 28 – July 12, 2021, Email chain between Mr. Bob Ortblad, MSCE, MBA and Ms. Sherri Robish, Executive Assistant, IBR Program

Exhibit 3 – Participating Engineers in July 14, 2021 Tunnel Concept Assessment (Extracted from Page 1) and Extracted LinkedIN WSP Employment Profiles

Exhibit 4 – Photo of I-205 Congestion, December 6, 2021

Exhibit 5 – 2021-12-7 HINooN Resolution and 2021-12-7, E. Churchill, HINooN Representative Statement to IBR Hayden Island/Marine Drive Interchange Community working Group

Exhibit 6 – October 14, 2021, “Concerns Regarding the Current I-5 Bridge Replacement Project (IBRP) to 2021-2022 Joint Committee on the Interstate I-5 Bridge

Exhibit 7 – October 27-28, 2022, Email chain between Senator Beyer, Co-Chair, 2021-2022 Joint Committee on Interstate I-5 and Ellen Churchill Secretary, Hayden Island Neighborhood Network (HINooN) HINooN Representative to Hayden Island/Marine Drive Interchange Citizens Advisory Group

Exhibit 8 – June 17, 2022, Coast Guard Preliminary Navigation Clearance Determination (PNCD)