



1881 N. JANTZEN AVE
PORTLAND, OREGON
97217-7808

February 17, 2011

Dear Governor Christine Gregoire &
Governor John Kitzhaber

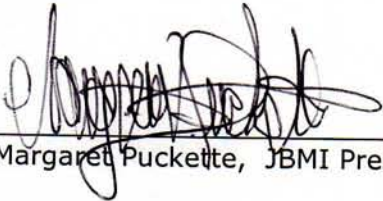
Re: Columbia River Crossing Bridge Project (CRC)

We are writing you from Jantzen Beach Moorage Inc.(JBMI). An established Floating Home community on the southern banks of Hayden Island, Oregon for over 50 years. We consist of 177 Floating Homes with 300 plus Residents. Concerning the CRC Bridge project; no matter which Bridge design you support the impact of condemnation on 20 to 30 of our Homes will be life changing, and to a lesser degree, the remaining 150. So, as you can see, we have a great deal invested in this undertaking.

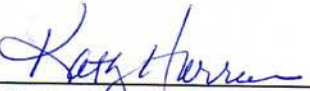
Last week the CRC Bridge Review Panel proposed three alternative design options over the current plan, all of which are less expensive and less risky. Our Homeowners Association (JBMI) consensus strongly favors the Cable Stayed Design.


Since the Bridge will be in use for the next 150 years or so, we feel that it is imperative that aesthetics play an important role in the design. The Cable Stayed Design will be a landmark seen from miles around and will make a visual statement that the residents of Washington and Oregon can be proud of. In addition, the Cable Stay Design has the best rating for surviving an earthquake which we know is somewhere in our future.

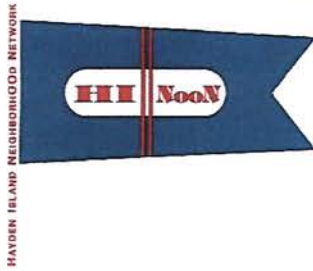
Living in these financially troubled times is a challenge for all of us. We at JBMI feel the investment in this aesthetically pleasing and iconic bridge design would provide the focus to move forward with enthusiasm by all parties concerned. The Cable Stayed Design will get the CRC project back on track.


Margaret Puckette, JBMI President


Alex Alexander, Chairman
JBMI Architectural Committee


Kathy Harrison, JBMI Manager


Barbara Nelson, JBMI Director



February 15, 2011

Governors John Kitzhaber & Christine Gregoire
Electronically Transmitted

Re: Bridge Review Report

Dear Governors Kitzhaber and Gregoire;

The recent release of the Bridge Review Panel Report on the Columbia River Crossing Project's bridge design is both enlightening and encouraging. Once again Hayden Island is the most impacted community in the path of this revised project. The Board of Directors of Hayden Island Neighborhood Network (HINooN) reviewed the report at our February 10th board meeting, has taken a position on these revisions, and is transmitting our preferences to the key decision makers in this process.

Over recent years of study and involvement, there have been incalculable hours spent by many Hayden Island residents and volunteers, and we have made strong statements in support of many of the choices and decisions made in the CRC process. We are enthusiastic about the proposals offered by the BRP, and continue to support the basic concepts envisioned by CRC. We are fully prepared to proceed with what we believe to be an incredibly positive step in the evolution of a vastly improved CRC, and an opportunity to create a clearly more desirable CRC project.

HINooN is in close touch with its well-informed constituency, and is pleased to report enthusiastic support of the new proposals offered by the Bridge Review Panel. Reflecting the preferences of our community, HINooN presents the following for your consideration:

- Our BOD unanimously and enthusiastically supported the proposed Cable-Stayed design, and a polling of the membership in attendance was overwhelmingly in favor (91%) of that design as well.
- We continue our long-standing support of an arterial bridge adjacent to I-5 for access to and from the south to maintain the safety, efficiency, and economic vitality of our community. This is a critically important element that has been part of all the recent iterations of the project
- The Island should have convenient and reasonable access to and egress from I-5. We accept the prospect that this might not be a full interchange on Hayden Island;
- We expect, as a critical necessity, a light rail station to be situated conveniently in the central area of Hayden Island;
- We anticipate Tomahawk Island Drive will be retained in the final design as the central, continuous connector for East/Central/West travel on Hayden Island.
- We continue to place high value on aesthetics and cost effectiveness as priorities in the design, construction and operation of the entire CRC project.

The trade offs between cost-effectiveness, accessibility, safety, and aesthetics are always problematic. But, the difference between the preferred Cable-Stayed design and the least-expensive Composite-Deck Truss (least preferred by HINooN) is less than eight-tenths of one percent of the projected overall project cost, currently estimated at approximately \$3.8 Billion. That is a very small price to pay for a design that will be not only aesthetically appealing, but one that also offers a safer, more seismically sound, and more fully functional structure that can be expected to last far into the future.

HINooN enthusiastically anticipates continuing our collaborative participation in this important process, and thanks you for including our community comments on this extremely important decision.

Sincerely,

HINooN Board of Directors


By: Roger Staver, Chair

Cc: CRC, Interested Parties



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February 17, 2011

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VIA EMAIL

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Councilman Rex Burkholder: rex.burkholder@oregonmetro.gov
Director Matt Garrett: matthew.l.garrett@odot.state.or.us
Secretary Paula Hammond: hammonp@wsdot.wa.gov
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Henry Hewitt: hhewitt@stoel.com
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Neil McFarlane: mcfarlan@trimet.org
Steve Stuart: steve.stuart@clark.wa.gov

Re: Consideration of Bridge Review Panel Report

Dear Members of the Council:

This office represents Jantzen Dynamic Corp. (“Jantzen Dynamic”). Jantzen Dynamic is the owner of the Jantzen Beach SuperCenter. Over the last five years or more, Jantzen Dynamic has sought to redevelop the existing “1970s” mall located on the site into an open air retail environment which would serve the needs of the citizens of Hayden Island, the City of Portland, and southwest Washington.

Jantzen Dynamic fully participated in the development of the Hayden Island Plan which became the governing land use law for Hayden Island adopted by the Portland City Council in 2009. This plan had the support of the owners of the SuperCenter as well as the residents of Hayden Island. Subsequently, and in reliance upon that land use plan, Jantzen Dynamic proceeded to work with various Hayden Island working groups formed to identify alternatives for bridge alignment across Hayden Island. It participated on these groups with residents of Hayden Island, and representatives of ODOT, WDOT, Metro, the Port of Portland, the City of Portland, and the City of Vancouver. Through an exhaustive process, a conclusion was reached and endorsed by the Project Sponsors Council (PSC), commonly known as Alternative D. Alternative D was satisfactory to all the members of the working group, and was advanced to the PSC and adopted by the PSC on August 9, 2010. Alternative D establishes a footprint for the Hayden Island



interchange and creates a local street network responding to the requirements of the Hayden Island Plan.

Of major significance in the 2010 negotiations leading to Alternative D, was the adoption of an alternative that allowed Jantzen Dynamic to continue its efforts to redevelop its site. All agreed that allowing the redevelopment of the retail center was of paramount importance. Every interchange configuration examined by the Hayden Island working groups that did not allow for the retail redevelopment was rejected. Similarly, when the PSC made its decision, it specifically referenced the fact that Alternative D allowed for the redevelopment of the retail center in accordance with the adopted Hayden Island Plan.

In reliance upon the City's Hayden Island Plan, as well as the clear selection of that interchange configuration by the PSC, Jantzen Dynamic has proceeded at substantial expense to redevelop its site. Its steps have included substantial architectural and engineering design, continued negotiations and permit submittal to the City's Bureau of Transportation and the Bureau of Development Services, and continued negotiations with existing and potential tenants for the retail center. Jantzen Dynamic's efforts have brought it to the threshold of redevelopment and it expected to break ground on redevelopment of the site on or about April 1, 2011 – 45 days from now.

Jantzen Dynamic has reviewed the February 3, 2011 report from the Bridge Review Panel and was disturbed to note that the panel recommended an alternative interchange configuration. That alternative significantly encroaches upon the redevelopment site, and, more importantly, encroaches to such a degree that the redevelopment plans are now not feasible. It is simply inconsistent with the requirements of the City's Hayden Island Plan.

While Jantzen Dynamic recognizes that the report essentially centers upon engineering solutions, we find it disappointing that the study did not consider the impact on projects already in process, especially, projects that were pursued in reliance upon the PSC's earlier policy choice.

Jantzen Dynamic has operated in good faith over many years and has done everything it should do in order to tailor its redevelopment plans to required city codes, and negotiate in good faith on alternatives for a bridge alignment which would satisfy the needs of the retail center, its tenants and the residents of the region.

We understand there is debate about the aesthetics of design, but one thing should be inalterable in those debates—the roadway alignment and interchange configuration established in 2010 by the PSC.



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Jantzen Dynamic urges you to honor the commitments made to Jantzen Dynamic and others over the space of many years by the PSC, its staff, and the process itself. Please reject any alternative that alters the commitments made by the PSC. And, more importantly, honor the commitments to those who work in good faith to provide alternatives that allow bridge construction and, simultaneously, add to the economic vitality of the Island, and the City of Portland.

Very truly yours,

Steven W. Abel

cc: Governor Chris Gregoire (*via facsimile*)
Governor John Kitzhaber (*via facsimile*)
Ms. Chris Novotny (*via email*)
Mr. Jim McKenney (*via email*)
Mr. Lyle Darnall (*via email*)
Mr. Sam Judd (*via email*)



architecture foundation of oregon
connecting Oregonians with our designed environments

afo supports Oregon's quality of life and creates awareness of our designed environments through education, advocacy, philanthropy and inspiration

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February 14, 2011

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 DaminTarlow
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Dear Messrs. Hewitt and Horenstein,

We appreciate the response of Governors Kitzhaber and Gregoire to the recently released report of the CRC Bridge Review Panel. We believe that Tom Warne and his panel did a remarkable job; and are encouraged by the governors' direction to discontinue work on the open web box girder design. We will closely follow the review of the three bridge types presented by the panel.

However, we remain deeply concerned that critical issues which deserve greater scrutiny are entirely missing from the governors' directives. We urge that attention be given to three key issues: Land Use Planning/Infrastructure, Aesthetic Opportunities and Transparency of Process.

1. Land Use Planning/Infrastructure

It appears that the governors' direction to "focus on the panel's primary recommendations" misses potential solutions to be addressed by the panel's secondary recommendations:

"Review all interchanges, ramps and other geometric features to simplify the overall corridor design for substantial cost savings and to improve safety and corridor operations."

This directive from the panel is significant, not only in its potential for cost savings and safety, but in the positive contributions it can make to land use, economic impacts, development opportunities and livability on both sides of the river.

Limiting project improvements to the bridge alone, without considering how it connects to traffic, land use and the communities, appears to be wasteful of the

Executive Director

G. Jane Jarrett

Architects in Schools Manager

Kim Ruthardt Knowles

public investment and ignores the important long-term opportunities this project affords our region.

2. Aesthetic Opportunities

We remain puzzled that the panel's criterion for "higher aesthetic opportunity" was completely eliminated from the standards communicated to the DOTs. We urge the Project Sponsors Council to endorse the statement from the BRP's Executive Summary that the **"new Columbia River crossing represents the most dramatic river structure in the northwest."**

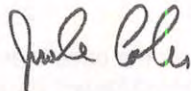
This project simply cannot miss the opportunity to enhance, rather than detract from its magnificent setting. It is plainly obvious from the images on the report's cover that two of the recommended bridge types can contribute to pride in the daily crossings that connect our states. While the third – the Composite Deck Truss – will only move traffic through and past our region without reflecting our well-earned reputation for stewardship and capturing the spirit of our citizens and our quality of life in the Pacific Northwest. Once a bridge type has been selected, a highly qualified designer must be engaged to lead the bridge design process.

3. Transparency of Process

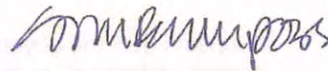
The CRC Project has made decisions along the way without transparency and adequate public involvement. This course appears to have changed somewhat in the last year with appointment of the Independent Review Panel and subsequent Bridge Review Panel. Now we strongly advocate a thorough public review of the DOTs' response to the governors' directive.

As leaders and representatives of the public's response to this project, we urge you to be certain that our public investment provides maximum return by taking full advantage of the Bridge Review Panel's expertise and recommendations, and by giving full consideration to Land Use Planning/Infrastructure, Aesthetic Opportunities and Transparency of Process in the next steps forward.

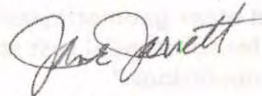
Respectfully submitted,



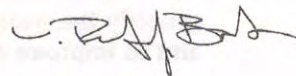
Jonah Cohen, AIA
AFO President



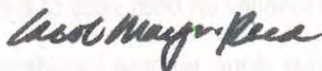
Susan Emmons Poss, Advocacy Chair
Immediate Past President



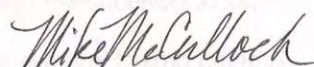
G. Jane Jarrett
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L. Rudolph Barton
AFO Board Member/PDXplore



Carol Mayer-Reed
Former AFO Board Member/PDXplore



Michael McCulloch, AIA
AFO Board Member/PDXplore

Messrs. Henry Hewitt and Stephen W. Horenstein
February 14, 2011
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cc

Governor John A. Kitzhaber, M.D.

Governor Christine O. Gregoire

Oregon Transportation Commission Chair Gail Achterman

Washington Department of Transportation Secretary Paula Hammond

Oregon Department of Transportation Director Matthew Garrett

Vancouver Mayor Tim Leavitt

Portland Mayor Sam Adams

METRO President Tom Hughes

METRO Representative Rex Burkholder

METRO Representative Carlotta Colette

Clackamas County Board of Commissioners Chair Lynn Peterson

Southwest Washington Regional Transportation Council Director Steve Stuart

Vancouver City Council member Jeanne Harris

Tom Warne, CRC Bridge Review Panel Chair

Richard Brandman, CRC Project Manager

Neil McFarlane, TriMet General Manager