

**Public Comments Addressed to
CRC Project Sponsors Council
July 16, 2010 – August 5, 2010**



Kenton Neighborhood Association
2209 N Schofield St
Portland, OR 97217
www.historickenton.com

July 28, 2010

Portland Project Sponsors Council
Portland Working Group
Columbia River Crossing Project

Subject: I-5 Interchange options for Hayden Island

I am writing today to indicate the strong support by the Kenton Neighborhood Association for an option that will provide local arterial connection to Hayden Island. As one of several North Portland neighborhoods who will bear the impacts of the new I-5 Bridge process, we feel this will strongly minimize negative impacts to our Hayden Island neighbors and provide the best choice to create neighborhood connectivity, strengthen community ties, and serve to provide sensible and thoughtful neighborhood development for North Portland.

The Kenton Neighborhood Association stands in support of Bridgetown, East Columbia and Hayden Island Neighborhood Associations and ask that the least possible disruption occur to our neighborhood livability and access.

Sincerely yours,

Angela Moos
Kenton Neighborhood Association Chair

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Roger Qualman
NAI Norris Beggs & Simpson

Executive Director
Ginger Metcalf

ICC Lobbyist
Rick Wickman

August 5, 2010

Columbia River Crossing Project Sponsors' Council
700 Washington St., Suite 300
Vancouver, WA 98660

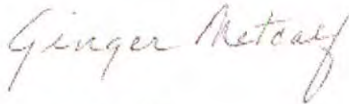
Dear Members of the CRC Project Sponsors' Council:

Identity Clark County supports a new Columbia River Crossing on Interstate 5. More specifically, a new river crossing is needed to ensure the economic health of our Portland-Vancouver USA region.

The efficient and timely movement of freight, services, goods and people has a direct influence on our ability to compete in a global economy via the five-mile influence area under consideration which is a critical link in the I-5 trade corridor. The forecast for freight volumes moving in and out of the Portland-Vancouver region are expected to double in 30 years.

We encourage your support of a replacement I-5 river crossing that includes ten lanes on opening with provision for expansion and thoughtful planning for the future.

Most sincerely,



Ginger Metcalf
Executive Director



Proud Partner
Portland - Vancouver USA
Land Here, Live Here.

Project Sponsors Council Comment Form

The governors of Oregon and Washington charged the Project Sponsors Council with advising the project on completion of the Final Environmental Impact Statement, project design, project timeline, sustainable construction methods, consistency with greenhouse gas emission reduction goals and the financial plan.

MY COMMENT IS ABOUT (feel free to fill out multiple forms)

- | | |
|---|---|
| <input type="checkbox"/> Final Environmental Impact Statement | <input type="checkbox"/> Consistency with greenhouse gas emission reduction goals |
| <input checked="" type="checkbox"/> Project design | <input type="checkbox"/> Financial plan |
| <input type="checkbox"/> Project timeline | <input checked="" type="checkbox"/> Other <u>TRANSPARENCY</u> |
| <input type="checkbox"/> Sustainable construction methods | |

INTERCHANGE CONCEPT B, WITH THE SMALLEST FOOTPRINT MAKES THE MOST SENSE. IT HAS A LOCAL STREET CONNECTION BETWEEN HAYDEN ISLAND & THE MAINLAND VIA ONE-WAY BRIDGES OVER THE PORTLAND HARBOR MAKING A TWO-WAY LOCAL STREET BRIDGE OVER THE SAME WATERWAY UNNECESSARY. CONCEPT C APPEARS TO BUILD A LOCAL STREET BRIDGE THAT WILL NEARLY IMPACT LOCAL STREETS ON THE MAINLAND WITH CONGESTION & TRAFFIC THAT OTHERWISE WOULD BE ON I-5, THEREBY ADDING TO EMISSIONS.

IN THE URS REPORT THE WORD "SIMILAR" WAS USED TO COMPARE A TRAFFIC ANALYSIS BETWEEN A 12 LANE BRIDGE & A 10 LANE BRIDGE. A DUMP TRUCK & A GARBAGE TRUCK HAVE SIMILAR ~~CHARACTERISTICS~~ BUT HAVE DIFFERENT FUNCTIONS. HOW IS SIMILAR DEFINED IN THE URS REPORT. TRANSPARENCY REQUIRES "ACTUAL" NUMBERS. HOW WILL THE PERFORMANCE OF A 10LANE BRIDGE VS A 12 LANE BRIDGE COMPARE AFTER 2030? SAY IN 2050?

A SIMILAR ACCIDENT RATE IS 20% DIFFERENCE BETWEEN THE LPA + LPA PHASE ONE - AGAIN WHAT ^{over} IS CONSIDERED SIMILAR? 20%?

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MY COMMENT IS ABOUT (feel free to fill out multiple forms)

- Final Environmental Impact Statement
- Project design
- Project timeline
- Sustainable construction methods

Consistency with greenhouse gas emission reduction goals

Financial plan

Other

Incorrected & missing Data

RTC 2009 Chair Steve Stuart
 Found That CRC Did Not study
 a 6-lane Freeway, connecting to
 Mill Plain + I-5 Hiding west in the
 Port of Vancouver + south to Oregon
 Following the around Smith + BVEBET
 Lake to HWY 30 and Newbery Hill
 in Oregon
 CRC Staff + CoChair are Confused
 + need to stop making untruthful
 Public Statements + over The third Bridge was
 Studied! Sharon
 Inset

Project Sponsors Council Comment Form

The governors of Oregon and Washington charged the Project Sponsors Council with advising the project on completion of the Final Environmental Impact Statement, project design, project timeline, sustainable construction methods, consistency with greenhouse gas emission reduction goals and the financial plan.

MY COMMENT IS ABOUT (feel free to fill out multiple forms)

Final Environmental Impact Statement

Project design

Project timeline

Sustainable construction methods

Consistency with greenhouse gas emission reduction goals

Financial plan

Other

TDM

Everybody should pay tolls to use the CRC, (SOV's, carpools, vanpools, bus riders, light rail passengers, bicyclists) - "or" nobody should pay tolls. Anything less is social engineering and lacks equity. Charging tolls to only selected user groups is a form of discrimination! Politicians that support tolls should pay double - maybe triple the toll. Additionally, any tolling of the roadway must be affordable, especially to low and middle income drivers. Users of alternative forms of transport need to start paying their own way!

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| <input type="checkbox"/> Project design | |
| <input type="checkbox"/> Project timeline | <input type="checkbox"/> Financial plan |
| <input type="checkbox"/> Sustainable construction methods | <input type="checkbox"/> Other _____ |

NOtolls.com !

— OVER —

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Portland Business Alliance

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Identity Clark County

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Port of Portland

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Providence Health & Services
Portland Service Area

EXECUTIVE DIRECTOR

Brian Gard

711 SW Alder Street | Suite 400
Portland | Oregon 97205
T 503 562 5011
F 503 226 4854

July 16, 2010

Steve Horenstein
Co-Chair
CRC Project Sponsors Council
700 Washington Street, Suite 300
Vancouver, WA 98660

Columbia River Crossing
JUL 29 2010
RECEIVED

Dear Mr. Horenstein,

Most of the discussion around the Columbia River Crossing involves debate about lanes, interchanges and tolls. This is all right and proper. However, given the current economic environment, I am surprised how rarely we talk about the number of jobs that will be created when – if – we build the Crossing. Very conservatively, the Crossing will generate 27,000 jobs that are desperately needed as soon as possible.

I cannot describe in words how devastating the Great Recession has been to our Building Trades members. I personally know people who are losing everything they have worked their entire lives for – not just their homes and vehicles but their marriages and way of life. They are spending their retirement funds to try and stay afloat. This money will now not be available for their retirement, or to help send their kids to college. We do not talk enough about the heavy price of unemployment, which includes despair and its offspring, all manner of social problems arising from the breakdown of relationships, families and neighborhoods.

The Coalition and I support the hard work going on now by the Independent Review Panel and the various work groups, and do not wish to diminish the importance of that work. But we respectfully urge all the various parties to come together in July and August with a real, substantive effort to accommodate one another now. We are close to having a bridge to build, and I have members who want to rebuild their lives.

Thanks in advance for your consideration, and please feel free to contact me or Brian Gard at the Coalition if you have any questions.

Very truly yours,

John Mohlis
CRCC Board of Advisors, and
Executive Secretary-Treasurer
Columbia Pacific Building and Construction Trades Council

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Providence Health & Services
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EXECUTIVE DIRECTOR

Brian Gard

711 SW Alder Street | Suite 400
Portland | Oregon 97205
T 503 552 5011
F 503 296 4854

COLUMBIA RIVER CROSSING COALITION

RECEIVED
JUL 29 2010
Columbia River Crossing

July 16, 2010

Henry Hewitt
Co-Chair
CRC Project Sponsors Council
700 Washington Street, Suite 300
Vancouver, WA 98660

Dear Mr. Hewitt,

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Very truly yours,



John Mohlis
CRCC Board of Advisors, and
Executive Secretary-Treasurer
Columbia Pacific Building and Construction Trades Council

Hines, Maurice

From: Patrick Murphy [pmurphy02001@yahoo.com]
Sent: Friday, July 16, 2010 3:08 PM
To: Columbia River Crossing
Subject: July 16 Meeting Appendix C: Hayden Island Access Work Group Materials

Categories: Red Category

One thing that was never pointed out was that there were NEW draft maps for Concept A and B. Concept C is so new nobody knows what it is anyway. Most people would be working off 6-22 and 6-28 maps for Concept A and B. How can the 6-29 comments be valid if they didn't have the 7-14 maps? I mean you're looking at a package with maps while the comments are based on other maps...it is confusing enough as it is. It should have at least been stated that "Oh, by the way, we made CONSIDERABLE changes to the Concept A & B maps, just in case that might have any affect on your view in these matters."

Hines, Maurice

From: Brian Wool [brianwool@gmail.com]
Sent: Saturday, July 17, 2010 6:22 PM
To: Columbia River Crossing; Leavitt, Tim
Subject: Tolls on the new bridge -Fas Trak system

Importance: High

Categories: Orange Category

I am a new resident of Vancouver and I love hearing the debate about proposal for the new bridge crossing between the different camps. But after reading Mayor Tim Leavitt's proposal on "spreading the burden" to those that lives within 5 miles of the bridge (<http://www.columbian.com/news/2010/jul/16/leavitt-backs-off-anti-tolling-stance/#c60587>) I believe his idea is absolutely flawed and I hope that the mayor enjoys his single term in office.

The more prudent way to collect the money for the bridge is by charging those that use it..and that's all. There are just as many people that live outside the five mile marker that use the bridge compared to those that live within the boundaries. I live inside the 5 mile "boundary" but only go to Portland for my check-ups at the VA hospital...after witnessing the poor traffic management system south of Jantzen Beach, I have found other ways to keep my money within the local community and to avoid the headache going south.

I understand this bridge is going to be a costly project but you can't place the major burden on the ones that live within the boundary. But instead of penalizing people that may or may not use the bridge why not be more efficient as how the tolling system works?

I, for one, as a former California resident witnessed the very efficient method of the Fas Trak system (<http://www.bayareafastrak.org/static/about/index.shtml>) employed throughout all of California on new construction roads and older bridges that require funds for maintenance. I'm sending the link for you to consider the idea. It is not only implemented in the Bay area but also is used throughout Southern California as well (<https://www.thetollroads.com/home/maps.htm>). In short, the Fas Trak system uses a special lane (although this system could be implemented on all lanes) that allows people with registered transponders to pass through selected tolling areas effortlessly and reducing the congestion that will no doubt accumulate on the I-5 and I-205 bridges. These transponders are correlated with a users account and vehicle registration in which it is either prepaid or billed monthly. Violators will be sent a camera shot of the front end of the car (driver and license plate) that has been reviewed by law enforcement and fined accordingly. Fas Trak also uses dynamic pricing which the price of the use of the Fas Trak lane changes based on freeway congestion as shown in this video (<http://vod.wsilive.com/player.php?p=vk40cs1x>).

I don't understand the justification to punish the residents that live within the boundary to bear an extra burden when they may not use the bridge or head across the river but a couple of times a month.

Respectfully,
Brian Wool
Vancouver, WA



July 26, 2010

Dear Members of the CRC Project Sponsors Council:

The Greater Vancouver Chamber of Commerce strongly supports the Columbia River Crossing project and on behalf of the more than 1,000 member businesses, representing more than 40,000 Southwest Washington citizens, we urge you to do everything within your ability to ensure that this project continues to move forward.

For the third consecutive year, our membership has ranked the CRC project as their highest priority, this year combining that ranking with the jobs creation that will occur directly as a result of this project.

The correction of this major bottleneck in the Interstate 5 trade corridor will not only enhance lifestyles regionally through shorter commute times and safer transportation possibilities for the commuters, tourists, shoppers, freight transporters and students but will also improve access to the various industrial lands and our regional ports.

The benefits of finally doing the right thing and constructing this new, safer crossing will be far reaching. As a business community we are solidly behind this project. If there is any question about our determination to see this project through, let me be perfectly clear that we believe this to be the single highest priority both in terms of financial return on investment and jobs creation. International, national, regional and locally owned businesses will all benefit from this investment in our future.

On behalf of the current and future business community in Southwest Washington I want to thank you in advance for your unwavering support of this critical project.

Sincerely,

A handwritten signature in black ink, appearing to read 'Kim J. Capeloto'.

Kim J. Capeloto
President & CEO

1101 Broadway
Suite 100
Vancouver, WA 98660
360-694-2588
Fax 360-693-8279
www.vancouverusa.com



**COLUMBIA
RIVER
ECONOMIC
DEVELOPMENT
COUNCIL**

805 Broadway, Suite 412
Vancouver, Washington 98660
Phone 360-694-5006
Fax 360-567-1054
www.credc.org

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AUG 04 2010
Columbia River Crossing

7/30/2010

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Eric Fuller & Associates
Jim Short, Treasurer
Wafar Tech
John McDonagh, Secretary
Vancouver Business Journal
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Biggs Insurance Services
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City of Vancouver
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Team Construction
Darren Wertz
City of Ridgefield
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Port of Vancouver

Directors Emeritus

Ron Frederiksen
RSV Building Solutions
Steve Hornstein
Miller Nash

Project Sponsors Council
Columbia River Crossing
700 Washington Street, Suite 300
Vancouver, WA 98660

RE: CREDC Support of Columbia River Crossing

Serving Clark County since 1982, the Columbia River Economic Development Council is a proactive, results-oriented public/private partnership working with over 130 leading businesses in SW Washington to assist business relocation or expansion in Clark County. We are charged with promoting job creation and investment while maintaining the county's exceptional environment and high quality of life.

There is not a more important project to the continued economic vitality of our region than the Columbia River Crossing. The CREDC Board of Directors strongly supports the replacement of the I-5 Crossing. We participated in the previous planning process and remain committed to the Local Preferred Alternative developed by that process including:

- A 12 lane replacement bridge
- Light rail
- Accurate, meaningful, and deliberate funding mechanisms that identify specific and real funding resources along with specific impacts of any type of congestion pricing including tolls.

The need for immediate action on a 12 lane replacement structure was confirmed by the Independent Review Panel commissioned by the PSC. We commend the Project Sponsors Council to heed the IRP's recommendation and move forward with the replacement of the existing bridge with a 12 lane solution as rapidly as possible.

Sincerely,

Bart Phillips
President

CC: Vancouver City Council
C-Tran Board of Directors
Regional Transportation Council

Hines, Maurice

From: ivan@edelia.com
Sent: Friday, July 30, 2010 1:59 PM
To: Columbia River Crossing
Subject: Comment for Project Sponsors Council

Categories: Orange Category

From: ivan mclean
E-Mail: ivan@edelia.com
Comment or Question:

Build the bridge similar to the Glenn Jackson with an upper deck that is for bikes and pedestrians in a parklike setting, perhaps even a small stream running the length with a large circular gathering area in the muddle to enjoy the great views. It would be a metaphorical link to a green Oregon, easier and cheaper to build. This idea has been brought up before and I've sent it around to politicians involved for the past couple of years.

Hines, Maurice

From: jndresen@juno.com
Sent: Monday, August 02, 2010 9:32 PM
To: Columbia River Crossing
Subject: Comment for Project Sponsors Council

Categories: Orange Category

From: Jim Andresen
E-Mail: jndresen@juno.com
Comment or Question:

when are you going to stop talking and make up your minds and build something. you could have built half of it with the money you have wasted on it so far.

build something similar to I-205 bridge. it isn't fancy but it is a very good bridge and it moves a lot of people efficently.

Hines, Maurice

From: chuckt@apfreight.com
Sent: Monday, August 02, 2010 11:40 AM
To: Columbia River Crossing
Subject: Comment for Project Sponsors Council

Categories: Blue Category

From: Chuck Thomas
E-Mail: chuckt@apfreight.com
Comment or Question:

Since the bridge is being tolled and about 70% of the traffic comes from local population of Vancouver / Portland metro, is there going to be any kind of tax breaks for the local population?

Will the local commuting population have a reduced rate? This is an interstate bridge and the interstate traffic should pay the bulk of the tolls

Hines, Maurice

From: dennis@dbarchitecture.com
Sent: Thursday, August 05, 2010 12:44 PM
To: Columbia River Crossing
Subject: Comment for Project Sponsors Council

From: Dennis Batke
E-Mail: dennis@dbarchitecture.com
Comment or Question:

What about the overall design of the bridge.

It seem that the program will get reviewed and then they will use the program as an excuse for the bad design of the bridge. Sometime you have to get a GOOD concept out for people to get behind.

Righ now everyone hates everything about it because the design were are shown is soooooooooo bad!

Hines, Maurice

From: Ricky Georgi [rsgeorgi@gmail.com]
Sent: Thursday, August 05, 2010 8:32 PM
To: Columbia River Crossing
Cc: rsgeorgi
Subject: toll booth placement

from: Ricky Georgi, 1503 N Hayden Island dr. unit 52, Portland, OR, 97217.

I just attended your public comment meeting on Hayden Island. I live on Hayden Island. I like your concept D. To allow Vancouver residents to shop on Hayden Island and Hayden Island residents to shop in Vancouver without paying a toll, I suggest putting the toll booths on the Portland side of Hayden Island.

Thank you

Hines, Maurice

From: T K RYAN [tlryan7@msn.com]
Sent: Thursday, August 05, 2010 7:34 PM
To: Columbia River Crossing
Subject: new bridge tolls

So let me see if I understand this correctly. The new bridge will eliminate the only grocery store on the island, forcing us Hayden Island residents to leave the neighborhood to buy food. Will I be tolled once or twice for the privilege of eating?

Hines, Maurice

From: Ginger Metcalf [ginger@identityclarkcounty.org]
Sent: Friday, August 06, 2010 1:39 PM
To: Metcalf, Ginger
Subject: NEWS RELEASE - Joint Statement: Columbia River Crossing
Attachments: image002.jpg; image003.jpg

For Immediate Release

JOINT STATEMENT: Vancouver's Message for the August 9 Columbia River Crossing Project Sponsors Council Vote

We are supportive of building a "Smart Bridge" - a minimum 10-lane bridge that is purposefully built to achieve less congestion, improve safety and reduce emissions, while at the same time being very progressive on making better choices in how we move people and goods in our city and our region. We want to be national innovators and leaders in making smart transportation investments.

Portland-Vancouver USA is one economic region. Both sides of the river need to move forward on this project together.

Columbia River Crossing Coalition / SW Washington

Clark County Association of Realtors
Columbia River Economic Development Council
Vancouver's Downtown Association
Bob Byrd, Pacific Die Casting Corp.
Port of Camas-Washougal
Port of Vancouver
Greater Vancouver Chamber of Commerce
Identity Clark County
Molly Wolfe, Co-Chair, Vancouver Freight Alliance
East Vancouver Business Association
Royce Pollard

Ginger Metcalf
Executive Director



Identity Clark County
703 Broadway, Suite 610
Vancouver, WA 98660

(360) 695-4116
(360) 695-3678 FAX
ginger@identityclarkcounty.org
www.identityclarkcounty.org

Hines, Maurice

From: bgtrucker@aol.com
Sent: Sunday, August 08, 2010 9:46 PM
To: Columbia River Crossing
Subject: I-5 Toll Bridge

Has anyone considered the fact that a bigger bridge with more lanes will not solve the traffic issue.

All this will do is put more cars sitting on a bridge waiting for the traffic to clear on either side. If we do not have a sufficient freeway system on both sides of the bridge, Traffic still cannot flow.

We desperately need additional freeways. however if there not built around the city to draw traffic away from the I-5 area, this effort and cost will be a total waste of tax dollars.

We could build a bridge with 8 lanes each direction, but as long as there are not equivalent lanes continuing through the city, it will not accomplish a thing.

32 years in long haul trucking and I have Never seen a Toll bridge do anything but add congestion and additional cost of maintenance to the infrastructure system.

Please consider this.

The cost of toll operators, Toll plazas, electronic toll collecting systems, Cameras, enforcement, maintenance on all this equipment ?

Some one needs to take a look at just the cost of collecting the money.

From what I have witnessed in our eastern states that have toll roads and bridges, the cost and future maintenance of these items never seem to be considered.

Thank You
Brett Schmidt
Keizer OR