



## Workshop Agenda

**MEETING TITLE:** Project Sponsors Council Workshop with Integrated Project Staff  
**DATE:** Friday, May 14, 2010  
**TIME:** 10 a.m. – 12:30 p.m.  
**LOCATION:** Oregon Department of Transportation Region 1  
 123 NW Flanders St, Portland, OR

TIME	AGENDA TOPICS
10:00 a.m.	Welcome
10:15 a.m.	IPS Work Plan Progress Reports <ul style="list-style-type: none"> <li>• Redesigned Hayden Island Interchange</li> <li>• Remove Hayden Island Interchange/Alternative Access</li> <li>• Alternative 10-Lane Bridge</li> </ul>
11:15 a.m.	Break
11:30 a.m.	IPS Work Plan Progress Reports – continued <ul style="list-style-type: none"> <li>• Metroscope</li> </ul>
12:00 p.m.	IPS Work Group Updates <ul style="list-style-type: none"> <li>• Performance Measures</li> <li>• Managed Lanes/HOV</li> <li>• Transportation Demand Management</li> </ul>
12:30 p.m.	Adjourn

### TRANSIT DIRECTIONS from PORTLAND:

From SW 4<sup>th</sup> and Yamhill, board MAX Red line to Airport. Exit at Old Town/Chinatown MAX Station. Walk west to 123 NW Flanders St.

### TRANSIT DIRECTIONS from VANCOUVER:

From the Vancouver Mall Transit Center, board the #4 bus (Fourth Plain WB). Exit at Delta Park/Vanport MAX station. Board MAX Yellow line to City Center. Exit at Union Station / NW 5<sup>th</sup> and Glisan St. MAX station, walk 0.2 mile north to 123 NW Flanders St.

For detailed trip planning, please contact the two transit agencies: C-TRAN, [www.c-tran.com](http://www.c-tran.com), 360-695-0123, or TriMet, [www.trimet.org](http://www.trimet.org), 503-238-RIDE.

Meeting facilities are wheelchair accessible and children are welcome. Individuals requiring reasonable accommodations may request written material in alternative formats or sign language interpreters by calling the project team at the project office (360-737-2726 and 503-256-2726) in advance of the meeting or calling Washington State's TTY telephone number, 1-800-833-6388.

# Schedule

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## **Project Sponsors Council Workshops:**

- May 14
- June 11
- June 25
- July 16
- *July 23 – if needed*

## **Public Hearings:**

- June 11, focus on Hayden Island
- *July 13 – if needed*

## **Independent Review Panel:**

- May 19-20
- June 1-2
- June 17-18
- *July 7-8 – if needed*

**WORKSHOP:** Columbia River Crossing (CRC) Project Sponsors Council and Integrated Project Staff

**DATE:** April 23, 2010, 10:00 am – 12:30 pm

**LOCATION:** Washington State Department of Transportation (WSDOT), SW Region  
11018 NE 51<sup>st</sup> Circle, Vancouver, WA

**PROJECT SPONSORS COUNCIL ATTENDEES:**

Horenstein, Steve	Co-Chair, Washington
Bragdon, David	Council President, Metro
Garrett, Matthew	Director, Oregon Department of Transportation
Hammond, Paula	Secretary of Transportation, Washington State
Hansen, Fred	General Manager, TriMet
Harris, Jeanne	City Councilor, City of Vancouver
Stuart, Steve	Chair, SW Washington Regional Transportation Council

**PROJECT SPONSORS COUNCIL MEMBERS ABSENT:**

Hewitt, Henry	Co-Chair, Oregon
Adams, Sam	Mayor, City of Portland
Leavitt, Tim	Board Member, C-TRAN

**INTEGRATED PROJECT STAFF:**

Brandman, Richard	ODOT CRC Project Director
Wagner, Don	WSDOT CRC Project Director
Rorabaugh, Thayer	Transportation Director, City of Vancouver
Hamm, Jeff	Executive Director, C-TRAN
Brooks, Katy	Community Planning & Outreach Manager, Port of Vancouver
Lookingbill, Dean	Transportation Director, SW Washington Regional Transportation Council
Smith, Paul	Transportation Planning Division Manager, City of Portland
Cotugno, Andy	Policy Advisor, Metro
Lehto, Alan	Director of Project Planning, TriMet

**INTEGRATED PROJECT STAFF ABSENT:**

Lahsene, Susie	Regional Transportation and Land Use Manager, Port of Portland
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**OTHER PRESENTING STAFF:**

LeProwse, Ryan	CRC Traffic Engineering
Liles, Casey	CRC Highway Engineering
McCaig, Patricia	CRC Communications
Ransom, Matt	City of Vancouver Department of Transportation

**Note:** Workshop materials and handouts referred to in this summary can be accessed online at:  
<http://www.columbiarivercrossing.org/ProjectPartners/PSCMeetingMaterials.aspx>

## Welcome

Secretary Paula Hammond introduced new Project Sponsors Council (PSC) members appointed by Governor Christine Gregoire. The new PSC new co-chair is Steve Horenstein. Mr. Horenstein has a long and active history of work in Vancouver and Clark County including with the Columbia River Economic Development Council and the Greater Clark County Chamber of Commerce. Jeanne Harris is the newly-appointed PSC member for the City of Vancouver and is a member of Vancouver's City Council, and board member of both C-TRAN and the Southwest Washington Regional Transportation Council.

## Integrated Project Sponsors Council Staff Overview

Patricia McCaig, Columbia River Crossing staff speaking for the absent Henry Hewitt, provided an overview of the Integrated Project Staff (IPS) group's purpose. PSC members decided at their March 12 meeting that a timely, credible, and collaborative process is needed to discuss and resolve outstanding issues. PSC members and the Ports have each appointed a staff delegate to meet on a regular basis and produce work following a work plan focused on some of the project conclusions to-date as well as several additional alternatives. Today's meeting will look at the work plan that the IPS members have agreed to at this point so PSC members can comment.

IPS work plan items include:

- Remove Hayden Island Interchange & Alternative Access
- Redesign Hayden Island Interchange
- Remove City Center Access
- Alternative 10 Lane Bridge, Managed Lanes
- Post-Completion Transportation Demand Management
- Performance Measures
- Metroscope Modeling

All work groups will report their findings back to the entire IPS before presenting it to PSC members. Some of this work will be advanced by the May 14 PSC meeting/work shop where IPS members will present their work, receive comment, and have the PSC draw conclusions about items that are ready for decision.

## Background for Work Plan Discussion – Review Current 10-Lane Locally Preferred Alternative Proposal

Casey Liles, CRC Highway Engineering Manager, reviewed the current 10-lane Locally Preferred Alternative (LPA) Phase I proposal for PSC members. This included a description of the number of lanes, add/drop lanes, and interchange movements along the project's five-mile length.

## IPS Work Plan Progress Reports

IPS members leading each of the work plan items presented an overview of their tasks.

### Remove Hayden Island Interchange & Alternative Access

Richard Brandman, CRC co-director, explained that there are two separate work plan items concerning Hayden Island. This item asks the question of it's possible to remove the existing interchange at Hayden Island and provide access in an alternative manner. Casey Liles presented a number of interchange and arterial bridge options for Hayden Island that had been studied by the project or others, but did not move forward for a variety of reasons.

Paul Smith, City of Portland, explained that this task will look at removal of the Hayden Island interchange and how to approach a redesign of the Marine Drive interchange that would also serve the island. The City of Portland has hired URS, a freeway engineering consultant, to develop options and provide technical analysis for the interchange and will work with CRC staff to evaluate these ideas. Additional

traffic analysis may be conducted by CRC with assistance from Metro, SW Regional Transportation Commission, and the City of Portland. A joint work session for this task is planned in May. This work plan item is linked to the Alternative 10-Lane Bridge item, described below.

### **Redesigned Hayden Island Interchange**

Andy Cotugno, Metro, described an effort to explore a redesigned interchange at Hayden Island with CRC staff and island residents. The purpose of this task is to see if there are designs that can perform similar movements with a smaller footprint. New design concepts will be presented to the IPS in April. CRC will provide conceptual analysis of the new design.

### **Remove City Center Access**

Thayer Rorabaugh, City of Vancouver, briefed the group on analysis conducted by the City of Vancouver to explore the option of removal of the City Center/C Street access to Downtown Vancouver that came out of questions raised about reducing the footprint of the interchange and number of lanes of the highway, as well as cost, to the extent possible.

PSC members agreed with the City's conclusions that: a) there are no reasonable reductions in the mainline that could be gained from closing the downtown interchange due to stacking of the SR14 and Fourth Plain on-ramps at that point and b) removal of the downtown interchange would contribute to arterial traffic failures in the downtown area. This IPS work plan task is complete and will no longer be considered.

### **Alternative 10-Lane Bridge**

Paul Smith explained that the City of Portland is directing their consultant, URS, to look at a permanent 10-lane bridge configuration, alternative designs for interchanges/collector-distributors in the project area, and traffic management options. Under this scenario, a 12-lane bridge would not be possible in the future. The goal of this exercise is to find alternatives that provide equal functionality at a lower cost. URS and CRC will work together to evaluate possible changes in the designs.

### **Managed Lanes**

Jeff Hamm, C-TRAN, gave an overview of this task. The workgroup will be looking at a range of managed lane topics including high occupancy vehicle (HOV) and high occupancy toll (HOT) lanes, variable speed limits, ramp metering, preference for freight movement. This group will be reviewing work done to-date on HOV lane concepts and determine whether further work is desired.

### **Post-Completion Transportation Demand Management**

Matt Ransom, City of Vancouver, reported that the group working on this task will be reviewing options for a post-construction TDM program. Their report will summarize these findings, as well as capital and operating costs.

### **Performance Measures**

Katy Brooks, Port of Portland, reported that this work group has met and discussed four measures that will likely be explored in more detail, including: freight travel time, reliability, and queuing; multiple occupancy vehicles travel time, reliability, and queuing; GHG emissions; and benefit-cost analysis.

### **Metroscope**

Andy Cotugno briefed the group on the potential use of an updated Metroscope model for the project. The latest version of Metroscope includes new assumptions about land use and regional transportation projects in Oregon and is being used by Metro to predict how land use patterns will change under different conditions. Metro proposes to also run a no-build scenario and a scenario for a 12-lane bridge, light rail transit, and no tolls for purposes of comparison. Additional model runs will take approximately 8 weeks to complete and cost about \$100,000. Metro is now running Metroscope for their own planning purposes, which will include the currently proposed Phase 1 LPA, including a 10-lane bridge, light rail transit, and tolls. Richard Brandman said this new model run will be compared with the previous Metroscope used for CRC and other regional transportation projects before further discussion with the

IPS. Mr. Cotugno reported there has been one meeting so far on Metroscope assumptions. Steve Horenstein requested to be at the next meeting to discuss these assumptions.

## **Independent Review Panel Update**

Director Matt Garret and Secretary Paula Hammond provided an update on the Independent Review Panel (IRP) requested by Governors Kulongoski and Gregoire. Both governors have selected IRP members, including Tom Warne who will serve as the IRP Chair. IRP members bring expertise in the areas of project implementation and scheduling; risk assessments; value engineering; planning; permitting; highway, urban, and context-sensitive design; project readiness, and project management. The panel's charge will be to assess the implementation plan for the CRC project, review the financial plan for the project, and review and evaluate post-construction performance measures.

The first formal meetings of the IRP will be May 19-20. The IRP's report will be submitted to the Governors by July 30, 2010.

## **Next workshop**

**Friday, May 14, 2010 | 10:00 a.m. – 12:30 p.m.**

Oregon Department of Transportation, Region 1  
123 NW Flanders Street  
Portland , Oregon

May 10, 2010

**TO:** Project Sponsors Council  
**FROM:** Travis Brouwer, ODOT Federal Affairs Advisor  
Larry Ehl, WSDOT Federal Relations Manager  
**SUBJECT:** Summary of March presentation on Funding Projects of National and Regional Significance

## Funding Projects of National and Regional Significance

Travis Brouwer, ODOT Federal Affairs Advisor, and Larry Ehl, WSDOT Federal Relations Manager, provided an overview of the process and methodology for funding Projects of National Significance (PNS). Topics included program background, the history of the two states' experience with the program, including impacts this may have had on local and regional funding requests, and Congress' intent and timeline for the program.

### Strategy Overview

ODOT and WSDOT are requesting funding for the CRC's highway component in the PNS account to ensure that the project competes at the national level against other megaprojects rather than at the regional and local level against local and state project funding requests in the Portland/Vancouver metro region. There are no other projects in the Portland/Vancouver metro region or the rest of the state of Oregon that would be competitive in this program; however, there are several projects in Washington that could be competitive.

We believe we have an excellent opportunity to secure significant funding for the project with regional support, and we believe the \$400 million in federal highway program funds assumed in the finance plan is reasonable given our experience in securing megaproject funds in SAFETEA-LU, the current interest we've seen in funding projects of regional and national significance, and the likely growth in the size of the federal transportation program.

### Our Experience in SAFETEA-LU/Creation of Projects of National and Regional Significance

There are two general types of earmarks:

- "Above the line"/megaproject earmarks, which provide large amounts of additional money for larger projects, and this funding does not come out of a state's normal formula funding.
- "Below the line", mainly known as High Priority Projects, which generally provide smaller amounts; these come out of formula money states, metro regions, and local governments otherwise would receive. Each member of Congress generally receives an allocation of funds to distribute to projects under this program.

These two types of earmarks are generally distributed separately, so there isn't a direct connection between what you get in one group and what you get in another.

In SAFETEA-LU Congress created the Projects of National and Regional Significance (PNRS) and National Corridor Infrastructure Investment programs as "megaproject" programs to provide funding to projects that are nationally or regionally important and therefore arguably deserve significant federal funding and which are unlikely to be completed without significant federal funding because of their size.

These two programs provided a total of \$3.6 billion. Oregon and Washington received a total of \$420 million in megaproject money in SAFETEA-LU from PNRS, Corridors, and the Bridge programs:

- Oregon received a total of \$200 million to complement and extend the OTIA III State Bridge Program.
- Washington received \$220 million in PNRs money for the Alaska Way Viaduct; Washington received this money in part because the region's congressional delegation and local stakeholders were united in their support for the request.

By comparison, \$17.3 billion was provided for 5500 earmarks in the two main "below the line" earmark programs, so the vast majority of money is for smaller earmarks. Receiving significant megaproject earmarks didn't reduce earmarks for other state and local agency requests and didn't reduce formula funding for OR and WA:

- Oregon still received \$332 million in earmarks for other projects.
- Washington received \$299 million in money for state and local agency projects; about 2/3 of that went to projects in Puget Sound—the same region that contains the Alaska Way Viaduct.

### **Going Forward: Congressional Proposals and Their Impacts to CRC and Other Requests**

In the House bill proposed by Chairman Oberstar and Congressman DeFazio, known as the Surface Transportation Authorization Act, these PNRs and Corridors programs are consolidated into a Projects of National Significance Program (PNS), and they are refocused and expanded significantly. The funding level would go from \$3.6 billion for PNRs and Corridors in SAFETEA-LU to a proposed level of \$25 billion—a nearly sevenfold increase.

Oberstar wants to refocus the program on projects of truly national significance; he dropped regional from the title and the selection criteria in the bill reflect this: The program's purpose is to fund projects that "generate national economic and mobility benefits, including improving economic productivity by facilitating international trade, relieving congestion, and improving transportation safety by facilitating passenger and freight movement" and "can not easily be addressed or funded through State apportionments of Federal surface transportation funds".

Unlike the TIGER program, the criteria focus on much larger projects and with a stronger freight focus. The criteria closely match the CRC because it is an Interstate route with heavy freight volumes and provides access to international ports. With support from the region we'll be more likely to be successful in this program and bring additional resources into the region to create jobs

### **Earmark Versus Discretionary**

Chairman Oberstar does not want to earmark the PNS program; he wants to leave it to US DOT as a discretionary competitive grant program. If it's left as a discretionary program, we believe CRC will be very competitive, and \$400 million would be very reasonable, as it's just 1.6% of the proposed funding level.

Two US DOT programs have demonstrated that significant grant awards are possible when US DOT has a lot of money in a discretionary program:

- In the New Starts program, grants are regularly running in the range of half a billion dollars, from a program that over the course of SAFETEA-LU had about \$8 billion available
- The ARRA High Speed and Intercity Passenger Rail program had \$8 billion available, and we saw six separate grants of at least half a billion dollars—including one for \$1.1 billion (FL) and one for \$2.25 billion (CA).

The ARRA TIGER program awards weren't as large, but the program funding level was significantly lower and wasn't as focused on megaprojects.

If PNS is earmarked, Congress will likely spread the money around a bit more, but \$400 million— \$200 million per state— is still a very reasonable request given the priority of the project for the two states and the positions our delegation members occupy on congressional authorizing, appropriations, and finance committees.



The budgetary environment is now very favorable to megaprojects. Between PNS and TIGER, Congress has shown they strongly support funding for major projects that have regional and national significance. The Obama Administration has also added to the chorus in support of paying for big projects by requesting \$4 billion in the FY 2011 budget to create the National Infrastructure Innovation and Finance Fund, a hybrid grant program/infrastructure financing fund that would provide grants and loans, for major projects, so even though they don't have a bill yet they've shown their support for funding major projects.



**Public Comments Addressed to  
CRC Project Sponsors Council  
December 5, 2009 – May 13, 2010**

January 12, 2010

Governor Christine O. Gregoire  
State of Washington  
P.O. Box 40002  
Olympia, WA. 98504-0002

RECEIVED

JAN 15 2010

Columbia River Crossing

Dear Governor Gregoire:

In August 2008 you appointed me to be co-chair of the Columbia River Crossing Project Sponsor's Council.

I was delighted to serve in this capacity because I believed the project would benefit the combined Oregon and Washington communities both tangibly and intangibly. I still believe so and see it as important for safety, commerce and community building. I have been especially pleased at the way in which elements on both sides of the river coalesced to address common issues and with the creative problem solving of the CRC staff.

However, in early December I received a diagnosis which has required me to restrict my activities and focus my attention. Today I began a series of follow-up treatments that demand my attention even more.

Unfortunately, I have concluded that my contributions to the Council in my current condition could not be at the level which this project deserves. Both for benefit of the project and for my own need to focus, I must, regrettably, resign as Co-Chair of the Columbia River Crossing Project Sponsor's Council. I know that this letter comes at a difficult time and I remain willing to assist in any way that I reasonably can.

Finally, thank you for the opportunity. I had a chance to learn a great deal during the past 5 years of working on this effort.

Sincerely,



H. A. Dengerink  
Chancellor  
Washington State University Vancouver

Cc: **Project Sponsor's Council**  
Schuyler Hoss

Here is what we need to do (transportation related):

1. Toll both Columbia River crossings, now.
2. Significantly increase bus service to/from Vancouver.
3. Paint 24 hour HOV lanes in both directions and on both crossings, and enforce them.

Those are the easy and quick solutions.

Now moving on to the long term solutions:

4. Modify the railroad bridge to move its lift span, and reconfigure the Columbia channel to align it with the hump in the I-5 Bridge. The dangerous S turn for ships and barges is eliminated by aligning the hump and the railroad lift and we reduce the need for I-5 bridge lifts to almost zero.
5. Restrict pleasure craft (sailboats and yachts) from having bridge lifts during peak periods.
6. Build a small local bridge to Hayden Island from Portland, including planning for Light Rail on it in the future. Close the I5 ramps to Hayden Island to all except emergency vehicles. This gets rid of the merging at Hayden Island, and also gives two bridges to the Island in the event of emergency.
7. Institute commuter rail between Portland and Vancouver on the existing railroad tracks.
8. Seismically retrofit the existing I-5 bridges and while doing so increase the size of the pedestrian and bicycle paths (like the Hawthorne Bridge).

Those 8 things would solve 95% of the problems. Once you do that - you can then start working on these:

9. Begin planning for a third bridge, preferably a non-interstate bridge.
10. Begin planning for Light-Rail or BRT access into Clark County.

Here is what we should be doing (starting NOW) from a regional standpoint to decrease the need for transportation solutions:

11. Begin work to increase supply of affordable and desirable housing in inner Portland, to reduce the need for people to move to Vancouver.
12. Begin work to increase quality of Portland schools to reduce the desirability of moving to Vancouver.
13. Begin work to increase the number of quality jobs in Vancouver to reduce the need for Vancouver residents to commute to Portland.

Sincerely,  
Bret Hooper  
417 NW 74<sup>th</sup> St.  
Vancouver, WA 98665  
Bret.hooper@metso.com

TERRY PARKER  
P.O. BOX 13503  
PORTLAND, OREGON 97213-0503

January 22, 2010

**Subject: Testimony to the Columbia River Crossing Sponsors Council**

Redistribution of wealth is specifically constrained in the US Constitution. If tolls are charged motorists to subsidize another mode of transport, that would be a redistribution of wealth in direct conflict with the common interpretation of the constitution. The term "wealth" here applies to the simple earnings of the working class who commute by driving. Therefore, if motorists are charged tolls, the freeloading bicyclists and heavily subsidized transit passengers **MUST** also be required to directly pay for the specialized infrastructure they use - with bicycle tolls and transit fare surcharges respectively.

Secondly, this is not a social engineering project. If cuts are being made to the highway components, then balance and equity must prevail here too. Cuts **MUST** also be made across the board to the other transport mode components too. Those cuts need to include cutting out all the unnecessary recreational bicycle trails that have hitched a ride to this project, eliminating the frills such as turn outs on the crossing so bicyclists can stop and view Mt. Hood, and narrowing down the overly-wide, super-sized, bicycle crossing itself. The mega light rail component also needs to receive its share of cuts and all the non-functional artsy add-ons also need to be eliminated.

Respectfully submitted,

Terry Parker



The New Interstate 5 Bridge crossing over the Columbia river from Portland Oregon to Vancouver Washington, infrastructure design should include, large scale electric power generation from Damless passive "Horizontal-axis Impulse turbines" hydroelectric generation for Electrolysis

Damless Hydrokinetic hydroelectric is a relatively new technology based on capturing the kinetic energy of rivers, without the need to construct dams. "Run-of-the-river" hydro installations usually using underwater plant resembling a Gorlov helical Impulse turbine.

"A better type of bridge pilings".

We are forced to replace the old bridge

DUH if we have to put a big piece of concrete in the middle of the mighty Columbia River,

Have them make our electric power.

It can pay for the crossing bridge. Through this civil works project pairing with The U.S. Department of Energy EPSCoR.

The Department of Energy's Experimental Program to Stimulate Competitive Research (DOE EPSCoR)

a federal-state partnership program designed to help the Department lead the world in meeting today's and tomorrow's energy needs through increased competition in energy-related research and development across the entire nation. The program supports DOE's overarching mission of advancing the national, economic, and energy security of the United States, by promoting scientific and technological innovation uniquely to designated EPSCoR states and territories. The mission of DOE EPSCoR is to support basic research activities spanning the broad range of science and technology programs within DOE, and to increase the number of scientists and engineers in energy-related areas. DOE EPSCoR manages a research portfolio that supports fundamental research programs in basic energy sciences, biological and environmental sciences, computational science, materials and chemical sciences, climate change, geosciences, genomics, life sciences,

and The U.S. Department of Transportation

the I-5 Crossing as an energy system can, create a rise of industry around the inexpensive electric and hydrogen, allow us to remove the power house at the Bonneville Lock and Dam, give us back our salmon

This is how

<http://www.inhabitat.com/2008/09/10/oxford-engineers-transverse-horizontal-axis-water-turbine/>

When most people think of hydro-electric power they probably think of large dam projects such as China's Three Gorges Dam, India's dams on the Narmada River, or closer to home (at least to my home) the Hoover Dam. Perhaps needless to say, big hydroelectric projects like this can generate a great deal of power, but there is significant environmental trade off, like no salmon.

A less environmentally intrusive way is known as Hydrokinetic Power that describes run-of-river hydro as well as most terms:

Hydrokinetic power makes use of swiftly flowing rivers to turn or move turbines, which in turn generate electricity. Hydrokinetic power is distinct from traditional hydropower in that dam construction is not required. Typically, a Hydrokinetic turbine is submerged and secured to the riverbed, or is attached to infrastructure, such as bridge pilings

Hydrokinetic Power, "Capturing the kinetic energy of rivers, without the need to construct dams". Usually using an underwater plant resembling a Gorlov helical Impulse turbine. As no dam is required, it will dramatically reduce the major disadvantages associated with traditional hydroelectric systems. Like no Salomon.

These Damless hydro systems require little to no maintenance. The initial setup cost and environmental impact is minimal in comparison to the cost of building dams.

There is no risk of flash flooding caused by a breached dam and no risks during construction of a dam. The environmental benefits speak for themselves:

- No flooding of large catchment areas, thus resulting in no effect on the natural ecosystem in the river valley.
- No silt accumulation in the dam basin
- No need for fish ladders
- No additional greenhouse gases (Dams create greenhouse gases)

The development of damless hydro technology is being regarded very favorably by all concerned. It is likely that it will take the lead as the future choice for hydro electricity generation.

Based on current project proposals, experts predict that the country could be producing 13,000 MW of power from hydrokinetic energy by 2025. This level of development is equivalent to displacing 22 new dirty coal-fired power plants avoiding the annual emission of nearly 86 million metric tons of carbon dioxide, as well as other harmful pollutants like mercury and particulate matter. The avoided carbon emissions in 2025 would be equivalent to taking 15.6 million cars off the road. State and federal policymakers across the U.S. have taken notice of the potential of hydrokinetic energy, and have begun to support its development through legislative and monetary means;

Operating as an Independent Power Producer (IPP), the I-5 Crossing Project can sell the power generated by its hydro kinetic turbine via long-term, wholesale power purchase agreements (PPAs) to project equity partners, power marketing firms, utilities, cities and industrial interests.

In-stream hydrokinetic power projects will generate the lowest cost renewable power since water currents are predictable and available 24 hours a day, unlike solar, and have an energy density 850 times greater than wind.

River and ocean-based hydrokinetics projects will operate in baseload fashion, which is important for grid reliability, reducing the impacts of climate change and to better meeting our nation's growing electricity needs

Hydrokinetic power projects, generate electricity exclusively from moving water (river currents, tidal currents and ocean currents) without having to construct dams, impoundments or conduits.

The next piece, Electrolysis

The Electrolysis process splits hydrogen from water.

Hydrogen Energy will be produced huge volume at this a large central facility, thereby lessening the need for the out dated Bonneville Lock and Dam and it's Old, hydro-electric power station and it's miles of high voltage transmission power lines.

Once this Hydroelectric-Electrolysis Columbia River Channel control complex is constructed, it will make Jansen Beach the world's largest Hydrogen Refueling station. Well placed for serving hydrogen vehicles, cars, trucks, boats, planes, trains, and sea going ships, or space bound rockets.

PLUS,

Home fuel cells, also called micro combined heat and power (microCHP) and microgeneration and portable (Movable) fuel cell applications that are either used as micropower in consumer electronic devices to provide power or as portable power.

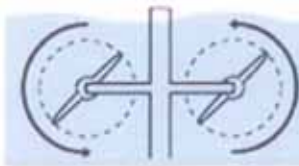


Ending Batteries in the landfill.

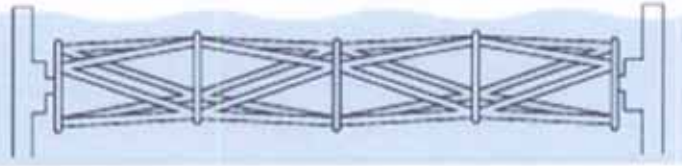
And O' yea, it makes profit \$ = JOBS

Thank you for your time:  
James Taylor  
1219 NE 98th AVE  
Vancouver WA 98664  
cp 360-980-9330

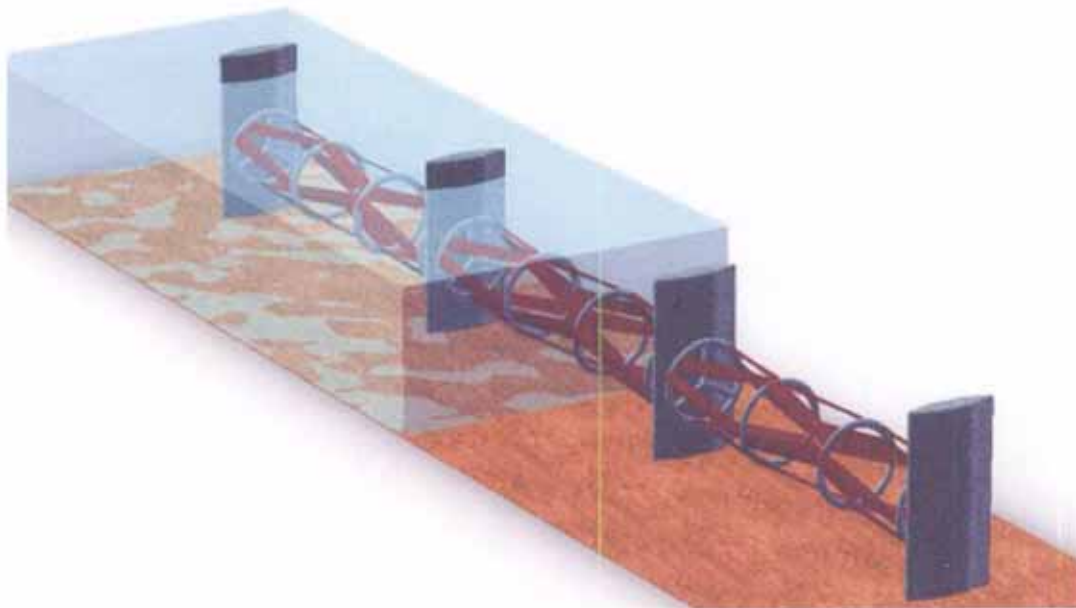
**Conventional tidal turbines** (below left) operate like windmills and must be turned with the tides



The **THAWT** device (below right) is more robust and so can be larger, harnessing more of the energy of the flow

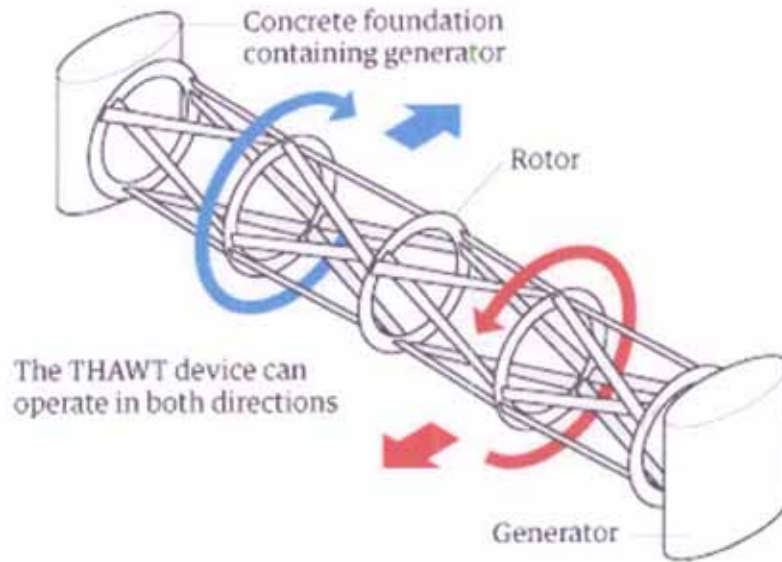



Multiple THAWT rotors can be chained together across the width of channel





## Next generation marine turbine



Columbia River  
 CROSSING  
Comment Form

Thank you for taking time to give us your comments and help shape the future of this project.

Completed forms may be mailed to the address listed on the other side, or given to a staff member.

Comments may also be e-mailed to [feedback@columbiarivercrossing.org](mailto:feedback@columbiarivercrossing.org).

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

- Bridge design and aesthetics
- Bicycle and pedestrian paths
- Interchange design
- Light rail
- Environmental issues

- Safety
- Process
- Tolling
- Other

FINANCING PROJECT

If the study findings conclude that the vast majority of bridge use, both, peak and off peak, is to get to a job, then, what is industry's ability to pay in order to achieve "economic vitality"? Freight should consolidate loads and ship there, creatively - REGIONALLY.

NOT just the trucking industry, but, more appropriately, any and all industry requiring an employee to get to a job in the function of facilitating and maintaining employment.

So far, discussion is around a citizen's ability to pay, therefore, the burden is shifted onto the people and NOT the business community.

If the burden is on industry, then, they will examine their hiring practices in relation to funding sprawl, Who's "ability to PAY!?!"

— over —



## TELL US ABOUT YOURSELF

Home Zip Code 97068 Work Zip Code 97217

Do you (check all that apply)

- Live in the project area  
 Work in the project area  
 Own a business in the project area  
 Commute through the project area  
 Other \_\_\_\_\_

How do you regularly travel through the project area? (check all that apply)

- Car or Truck  
 Bicycle  
 Bus  
 Walk  
 Other Drive for Yellow Roadway (Teamster)

## NEED MORE INFORMATION?

Speaker | Would you like a presentation to your community group? Who should we contact to schedule this?

Name (First & Last Name, Organization) Chris Henry - Pacific Green Party  
Phone / E-Mail 503.443.5801 chenny@pdx.edu

Upcoming community events | Please suggest events, festivals, etc. where we can tell others about this project:

Name of Event Pacific Green Party Date Thursdays @ 7pm  
Contact person, Phone Chris Henry (see above) @Bipartisan Cafe

Translation | Does your group need information in a language other than English?

- Yes What language? \_\_\_\_\_

## SIGN UP FOR PROJECT UPDATES | Optional

- YES Would you like to be added to the project mailing list?  
 NO

Name (First & Last Name, Organization)

Please, save the paper and stamp

Address (Street, City, State, Zip)

Email ONLY!

chenny@pdx.edu

E-mail (enter address to receive monthly electronic updates)

## Thank you!

Please give this form to a staff person or send it to the project office in a stamped envelope.

MAIL

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

FAX

360-737-0294

E-MAIL

feedback@columbiarivercrossing.org

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Columbia River  
 CROSSING  
Comment Form

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

- |   |   |
|---|---|
| <input type="checkbox"/> Bridge design and aesthetics | <input type="checkbox"/> Safety             |
| <input type="checkbox"/> Bicycle and pedestrian paths | <input type="checkbox"/> Process            |
| <input type="checkbox"/> Interchange design           | <input checked="" type="checkbox"/> Tolling |
| <input type="checkbox"/> Light rail                   | <input type="checkbox"/> Other              |
| <input type="checkbox"/> Environmental issues         |   |

Tolling findings: the "15 hours daily congestion for no-build option" is hard to believe. They modelled diversion of traffic to I-205 due to tolling - did they measure diversion due to congestion? Are we sure that growth projections supporting this number are still accurate, or even desirable? Also, why wasn't the Draft FIS toll structure included in the findings?

— over —



## TELL US ABOUT YOURSELF

Home Zip Code 97211 Work Zip Code 97211

Do you (check all that apply)

- Live in the project area  
 Work in the project area  
 Own a business in the project area  
 Commute through the project area  
 Other \_\_\_\_\_

How do you regularly travel through the project area? (check all that apply)

- Car or Truck  
 Bicycle  
 Bus  
 Walk  
 Other \_\_\_\_\_

## NEED MORE INFORMATION?

Speaker | Would you like a presentation to your community group? Who should we contact to schedule this?

Name (First & Last Name, Organization) \_\_\_\_\_

Phone / E-Mail \_\_\_\_\_

Upcoming community events | Please suggest events, festivals, etc. where we can tell others about this project:

Name of Event \_\_\_\_\_ Date \_\_\_\_\_

Contact person, Phone \_\_\_\_\_

Translation | Does your group need information in a language other than English?

Yes What language? \_\_\_\_\_

## SIGN UP FOR PROJECT UPDATES | Optional

- YES Would you like to be added to the project mailing list?  
 NO

Name (First & Last Name, Organization) \_\_\_\_\_

Address (Street, City, State, Zip) \_\_\_\_\_

E-mail (enter address to receive monthly electronic updates) \_\_\_\_\_

## Thank you!

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700 Washington Street, Suite 300  
Vancouver, WA 98660

FAX

360-737-0294

E-MAIL

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

- |   |   |
|---|---|
| <input type="checkbox"/> Bridge design and aesthetics | <input type="checkbox"/> Safety             |
| <input type="checkbox"/> Bicycle and pedestrian paths | <input checked="" type="checkbox"/> Process |
| <input type="checkbox"/> Interchange design           | <input type="checkbox"/> Tolling            |
| <input type="checkbox"/> Light rail                   | <input type="checkbox"/> Other              |
| <input type="checkbox"/> Environmental issues         |   |

The people who decide whether or not to continue this project are the same people who are paid by the project. There are vested interests in the red tape that does not benefit the Public.

— over —



## TELL US ABOUT YOURSELF

Home Zip Code 97211 Work Zip Code \_\_\_\_\_

Do you (check all that apply)

- Live in the project area  
 Work in the project area  
 Own a business in the project area

- Commute through the project area  
 Other \_\_\_\_\_

How do you regularly travel through the project area? (check all that apply)

- Car or Truck  
 Bicycle  
 Bus  
 Walk  
 Other \_\_\_\_\_

## NEED MORE INFORMATION?

Speaker | Would you like a presentation to your community group? Who should we contact to schedule this?

Name (First & Last Name, Organization) \_\_\_\_\_

Phone / E-Mail \_\_\_\_\_

Upcoming community events | Please suggest events, festivals, etc. where we can tell others about this project:

Name of Event \_\_\_\_\_ Date \_\_\_\_\_

Contact person, Phone \_\_\_\_\_

Translation | Does your group need information in a language other than English?

Yes What language? \_\_\_\_\_

## SIGN UP FOR PROJECT UPDATES | Optional

- YES Would you like to be added to the project mailing list?  
 NO

Name (First & Last Name, Organization) \_\_\_\_\_

Address (Street, City, State, Zip) \_\_\_\_\_

E-mail (enter address to receive monthly electronic updates) \_\_\_\_\_

## Thank you!

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

- |  |   |
|--|---|
| <input type="checkbox"/> Bridge design and aesthetics    | <input type="checkbox"/> Safety             |
| <input type="checkbox"/> Bicycle and pedestrian paths    | <input checked="" type="checkbox"/> Process |
| <input type="checkbox"/> Interchange design              | <input type="checkbox"/> Tolling            |
| <input type="checkbox"/> Light rail                      | <input type="checkbox"/> Other              |
| <input checked="" type="checkbox"/> Environmental issues |   |

Please start listening to what our communities are saying: there is not consent among communities on either side of the river and both Portland + Vancouver's mayors have asked for more dialogue and input from their constituents before the project moves forward.

We want to see non-biased + fair assessment of the environmental cost and CO<sub>2</sub> emissions of the bridge project.

We do not want to be given biased environmental information from an "environmental justice" committee created by the project sponsors themselves to greenwash the project.

— over —



## TELL US ABOUT YOURSELF

Home Zip Code 97206 Work Zip Code \_\_\_\_\_

Do you (check all that apply)

- Live in the project area  
 Work in the project area  
 Own a business in the project area  
 Commute through the project area  
 Other \_\_\_\_\_

How do you regularly travel through the project area? (check all that apply)

- Car or Truck  
 Walk  
 Bicycle  
 Other \_\_\_\_\_  
 Bus

## NEED MORE INFORMATION?

Speaker | Would you like a presentation to your community group? Who should we contact to schedule this?

Name (First & Last Name, Organization) No manipulation or greenwashing,  
Phone / E-Mail please.

Upcoming community events | Please suggest events, festivals, etc. where we can tell others about this project:

Name of Event \_\_\_\_\_ Date \_\_\_\_\_

Contact person, Phone \_\_\_\_\_

Translation | Does your group need information in a language other than English?

Yes What language? \_\_\_\_\_

## SIGN UP FOR PROJECT UPDATES | Optional

- YES Would you like to be added to the project mailing list?  
 NO

Name (First & Last Name, Organization) \_\_\_\_\_

Address (Street, City, State, Zip) \_\_\_\_\_

E-mail (enter address to receive monthly electronic updates) \_\_\_\_\_

## Thank you!

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Columbia River  
**CROSSING**  
**Comment Form**

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

- |  |   |
|--|---|
| <input type="checkbox"/> Bridge design and aesthetics    | <input type="checkbox"/> Safety             |
| <input type="checkbox"/> Bicycle and pedestrian paths    | <input checked="" type="checkbox"/> Process |
| <input type="checkbox"/> Interchange design              | <input type="checkbox"/> Tolling            |
| <input type="checkbox"/> Light rail                      | <input type="checkbox"/> Other              |
| <input checked="" type="checkbox"/> Environmental issues |   |

The priorities being discussed today concern me for the future livability of both Vancouver & Portland. ~~There~~ A large chunk of the meeting has discussed Hayden Island's priorities & Plan. However, how does the plan now address & support the larger PORTLAND PLAN? In this plan the city of Portland aims to DECREASE carbon emissions by 2030 - how does the ~~the~~ CRC ~~address~~ support & contribute to the strategies the city will take?! I am concerned that CRC staff & PSC is catering to only certain groups of people, and not taking into consideration all groups who live, work, & travel through the Bridge Impact Area. in both Vanc!!!

— over —



## TELL US ABOUT YOURSELF

Home Zip Code \_\_\_\_\_ Work Zip Code \_\_\_\_\_

Do you (check all that apply)

- Live in the project area  
 Work in the project area  
 Own a business in the project area

- Commute through the project area  
 Other \_\_\_\_\_

How do you regularly travel through the project area? (check all that apply)

- Car or Truck  
 Bicycle  
 Bus  
 Walk  
 Other \_\_\_\_\_

## NEED MORE INFORMATION?

Speaker | Would you like a presentation to your community group? Who should we contact to schedule this?

Name (First & Last Name, Organization) \_\_\_\_\_

Phone / E-Mail \_\_\_\_\_

Upcoming community events | Please suggest events, festivals, etc. where we can tell others about this project:

Name of Event \_\_\_\_\_ Date \_\_\_\_\_

Contact person, Phone \_\_\_\_\_

Translation | Does your group need information in a language other than English?

Yes What language? \_\_\_\_\_

## SIGN UP FOR PROJECT UPDATES | Optional

- YES Would you like to be added to the project mailing list?  
 NO

Name (First & Last Name, Organization)

Katelyn Hale

Address (Street, City, State, Zip)

1305 SE Madison St.  
PDX, OR 97214

E-mail (enter address to receive monthly electronic updates)

## Thank you!

Please give this form to a staff person or send it to the project office in a stamped envelope.

MAIL

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700 Washington Street, Suite 300  
Vancouver, WA 98660

FAX


360-737-0294

E-MAIL

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

- |  |   |
|--|---|
| <input type="checkbox"/> Bridge design and aesthetics            | <input type="checkbox"/> Safety                         |
| <input checked="" type="checkbox"/> Bicycle and pedestrian paths | <input type="checkbox"/> Process                        |
| <input type="checkbox"/> Interchange design                      | <input type="checkbox"/> Tolling                        |
| <input type="checkbox"/> Light rail                              | <input checked="" type="checkbox"/> Other <u>Budget</u> |
| <input type="checkbox"/> Environmental issues                    |   |

Where is the budget?

We were told the Tram would cost \$20mil and it cost \$60

This is not a 3 or 4 bil. bridge.

If you can promise safety for Hayden Island Seniors why is there no promise + commitment to bike safety. → Yearly budget for security of bike path

— over —



## TELL US ABOUT YOURSELF

Home Zip Code 97217 Work Zip Code \_\_\_\_\_

Do you (check all that apply)

- Live in the project area  
 Work in the project area  
 Own a business in the project area  
 Commute through the project area  
 Other \_\_\_\_\_

How do you regularly travel through the project area? (check all that apply)

- Car or Truck  
 Bicycle  
 Bus  
 Walk  
 Other \_\_\_\_\_

## NEED MORE INFORMATION?

Speaker | Would you like a presentation to your community group? Who should we contact to schedule this?

Name (First & Last Name, Organization) Piedmont Neighborhood Assoc.

Phone / E-Mail jrowe@igc.org

Upcoming community events | Please suggest events, festivals, etc. where we can tell others about this project:

Name of Event \_\_\_\_\_ Date \_\_\_\_\_

Contact person, Phone \_\_\_\_\_

Translation | Does your group need information in a language other than English?

Yes What language? \_\_\_\_\_

## SIGN UP FOR PROJECT UPDATES | Optional

- YES Would you like to be added to the project mailing list?  
 NO

Name (First & Last Name, Organization)

Joe Rowe

Address (Street, City, State, Zip)

6325 N Albina #4  
Portland OR 97217

E-mail (enter address to receive monthly electronic updates)

jrowe@igc.org

## Thank you!

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MAIL

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Vancouver, WA 98660

FAX


360-737-0294

E-MAIL

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

- Bridge design and aesthetics
- Bicycle and pedestrian paths
- Interchange design
- Light rail
- Environmental issues

- Safety
- Process
- Tolling
- Other

Fiscal Responsibility

The proposal pushed by the CRC Task Force is a 1900's response to "projected traffic demand" and not a 21st century solution to meet future needs.

AORTA's proposal will help improve highway, rail and marine traffic in the near term.

AORTA's proposal is incremental and affordable.

AORTA's proposal removes local traffic from I-5. This improves both interstate freeway and local traffic.

AORTA's proposal safeguards past public investments during an era when fiscal responsibility is demanded by the public.

— over —



## TELL US ABOUT YOURSELF

Home Zip Code

97007

Work Zip Code

Do you (check all that apply)

Live in the project area

Work in the project area

Own a business in the project area

Commute through the project area

Other

How do you regularly travel through the project area? (check all that apply)

Car or Truck

Walk

Bicycle

Other

Bus

## NEED MORE INFORMATION?

**Speaker** | Would you like a presentation to your community group? Who should we contact to schedule this?

Name (First & Last Name, Organization)

Phone / E-Mail

**Upcoming community events** | Please suggest events, festivals, etc. where we can tell others about this project:

Name of Event

Date

Contact person, Phone

**Translation** | Does your group need information in a language other than English?

Yes

What language?

## SIGN UP FOR PROJECT UPDATES | Optional

**YES** Would you like to be added to the project

**NO** mailing list?

Name (First & Last Name, Organization)

Dan McFarling

Address (Street, City, State, Zip)

20585 SW Cherokee Ct

Aloha OR 97007

E-mail (enter address to receive monthly electronic updates)

Oregon Rail@aol.com

## Thank you!

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MAIL

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700 Washington Street, Suite 300  
Vancouver, WA 98660

FAX


360-737-0294

E-MAIL

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

- |   |   |
|---|---|
| <input type="checkbox"/> Bridge design and aesthetics | <input type="checkbox"/> Safety           |
| <input type="checkbox"/> Bicycle and pedestrian paths | <input type="checkbox"/> Process          |
| <input type="checkbox"/> Interchange design           | <input type="checkbox"/> Tolling          |
| <input type="checkbox"/> Light rail                   | <input checked="" type="checkbox"/> Other |
| <input type="checkbox"/> Environmental issues         |   |

LIVABILITY

THE PROPOSED I-5 BRIDGE, WITH 12 LANES OF AUTO TRAFFIC, IS INCOMPATIBLE WITH THE CITY OF PORTLAND, VANCOUVER, AND THE SURROUNDING AREA, IF LIVABILITY IS TO BE CONSIDERED. THE INDUCED DEMAND CREATED BY MORE CAPACITY WILL CREATE MORE SPRAWL, LESS DENSITY, AND GREATER RELIANCE ON SINGLE OCCUPANCY VEHICLES FOR AREA CITIZENS.

— over —



## TELL US ABOUT YOURSELF

Home Zip Code

97214

Work Zip Code

Do you *(check all that apply)*

Live in the project area

Work in the project area

Own a business in the project area

Commute through the project area

Other \_\_\_\_\_

How do you regularly travel through the project area? *(check all that apply)*

Car or Truck

Walk

Bicycle

Other \_\_\_\_\_

Bus

## NEED MORE INFORMATION?

**Speaker** | *Would you like a presentation to your community group? Who should we contact to schedule this?*

Name *(First & Last Name, Organization)* \_\_\_\_\_

Phone / E-Mail \_\_\_\_\_

**Upcoming community events** | *Please suggest events, festivals, etc. where we can tell others about this project:*

Name of Event \_\_\_\_\_

Date \_\_\_\_\_

Contact person, Phone \_\_\_\_\_

**Translation** | *Does your group need information in a language other than English?*

Yes

What language? \_\_\_\_\_

## SIGN UP FOR PROJECT UPDATES | Optional

YES

Would you like to be added to the project

NO

mailing list?

Name *(First & Last Name, Organization)* \_\_\_\_\_

Address *(Street, City, State, Zip)* \_\_\_\_\_

E-mail *(enter address to receive monthly electronic updates)* \_\_\_\_\_

## Thank you!

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MAIL


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


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Comments may also be e-mailed to [feedback@columbiarivercrossing.org](mailto:feedback@columbiarivercrossing.org).

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

- |  |                                  |
|--|----------------------------------|
| <input checked="" type="checkbox"/> Bridge design and aesthetics | <input type="checkbox"/> Safety  |
| <input type="checkbox"/> Bicycle and pedestrian paths            | <input type="checkbox"/> Process |
| <input type="checkbox"/> Interchange design                      | <input type="checkbox"/> Tolling |
| <input type="checkbox"/> Light rail                              | <input type="checkbox"/> Other   |
| <input type="checkbox"/> Environmental issues                    |                                  |

I am concerned about what the bridge will look like. Is it just going to be moving the bottleneck yet not solving it because the larger bridge then just goes (merges) back into the same sized freeway & yet cost a large sum of debt yet with out giving people any other options for commuting. People who ~~live~~ work in Portland and live in Vancouver should be given another option to commute. A light rail should be included or a safe bicycle path. We need to think of modern ways of planning transportation so people can make choices that are saving time gas the environment & have those options available & not just be forced into a tolled inefficient large debt of this new bridge that doesn't even make their commute any easier.

More choices, Smarter Bridge.

— over —



## TELL US ABOUT YOURSELF

Home Zip Code 97210 Portland Work Zip Code Beaverton

Do you (check all that apply)

- Live in the project area  
 Work in the project area  
 Own a business in the project area

- Commute through the project area  
 Other live in portland

How do you regularly travel through the project area? (check all that apply)

- Car or Truck  
 Bicycle  
 Bus

- Walk  
 Other \_\_\_\_\_

## NEED MORE INFORMATION?

Speaker | *Would you like a presentation to your community group? Who should we contact to schedule this?*

Name (First & Last Name, Organization) \_\_\_\_\_

Phone / E-Mail \_\_\_\_\_

Upcoming community events | *Please suggest events, festivals, etc. where we can tell others about this project:*

Name of Event \_\_\_\_\_ Date \_\_\_\_\_

Contact person, Phone \_\_\_\_\_

Translation | *Does your group need information in a language other than English?*

Yes What language? \_\_\_\_\_

## SIGN UP FOR PROJECT UPDATES | Optional

- YES Would you like to be added to the project mailing list?  
 NO

Name (First & Last Name, Organization) \_\_\_\_\_

Address (Street, City, State, Zip) \_\_\_\_\_

E-mail (enter address to receive monthly electronic updates) \_\_\_\_\_

## Thank you!

*Please give this form to a staff person or send it to the project office in a stamped envelope.*

MAIL


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


FAX

360-737-0294

E-MAIL

[feedback@columbiarivercrossing.org](mailto:feedback@columbiarivercrossing.org)

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Columbia River  
 CROSSING  
Comment Form

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

- |  |                                  |
|--|----------------------------------|
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| <input type="checkbox"/> Bicycle and pedestrian paths    | <input type="checkbox"/> Process |
| <input type="checkbox"/> Interchange design              | <input type="checkbox"/> Tolling |
| <input type="checkbox"/> Light rail                      | <input type="checkbox"/> Other   |
| <input checked="" type="checkbox"/> Environmental issues |                                  |

The entire premise of this bridge is insane from anyone that has been paying attention to climate science. We are running out of time - if we haven't already - to drastically reduce our carbon emissions. This bridge takes us in the opposite direction and needs to be entirely re-thought.

— over —



## TELL US ABOUT YOURSELF

Home Zip Code 97217 Work Zip Code \_\_\_\_\_

Do you (check all that apply)

- Live in the project area  
 Work in the project area  
 Own a business in the project area  
 Commute through the project area  
 Other \_\_\_\_\_

How do you regularly travel through the project area? (check all that apply)

- Car or Truck  
 Bicycle  
 Bus  
 Walk  
 Other \_\_\_\_\_

## NEED MORE INFORMATION?

Speaker | Would you like a presentation to your community group? Who should we contact to schedule this?

Name (First & Last Name, Organization) \_\_\_\_\_

Phone / E-Mail \_\_\_\_\_

Upcoming community events | Please suggest events, festivals, etc. where we can tell others about this project:

Name of Event \_\_\_\_\_ Date \_\_\_\_\_

Contact person, Phone \_\_\_\_\_

Translation | Does your group need information in a language other than English?

- Yes What language? \_\_\_\_\_

## SIGN UP FOR PROJECT UPDATES | Optional

- YES Would you like to be added to the project mailing list?  
 NO

Name (First & Last Name, Organization) \_\_\_\_\_

Address (Street, City, State, Zip) \_\_\_\_\_

E-mail (enter address to receive monthly electronic updates) \_\_\_\_\_

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FAX

360-737-0294

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Columbia River  
 CROSSING  
Comment Form

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

- |  |   |
|--|---|
| <input type="checkbox"/> Bridge design and aesthetics            | <input type="checkbox"/> Safety             |
| <input checked="" type="checkbox"/> Bicycle and pedestrian paths | <input type="checkbox"/> Process            |
| <input type="checkbox"/> Interchange design                      | <input checked="" type="checkbox"/> Tolling |
| <input checked="" type="checkbox"/> Light rail                   | <input type="checkbox"/> Other              |
| <input checked="" type="checkbox"/> Environmental issues         |   |

I am 27 years old, have no healthcare, shop locally as much as possible, & have no wants or needs for this bridge expansion. However I will be one most affected by increased pollution. 4.2 billion dollars needs to go to local issues. Local economy. Local healthcare for lower class. This proposal is a war on the lower class!

Tolling - I suggest posting a sign on I-5 both ways alerting commuters of a future toll. With your contact. So that those who are actually affected are alerted & have the opportunity to give their concerns.

Environmental Issues - Creating more lanes will bring more cars.

More cars = more pollution = more sprawl = less local economy. More health problems.

Your Capitalist greed cannot dictate my health & community for the next 30+ years!

NO CRC Bridge Expansion.

— over —



## TELL US ABOUT YOURSELF

Home Zip Code

97212

Work Zip Code

97212

Do you (check all that apply)

- Live in the project area  
 Work in the project area  
 Own a business in the project area

- Commute through the project area  
 Other \_\_\_\_\_

How do you regularly travel through the project area? (check all that apply)

- Car or Truck  
 Bicycle  
 Bus

- Walk  
 Other \_\_\_\_\_

## NEED MORE INFORMATION?

Speaker | Would you like a presentation to your community group? Who should we contact to schedule this?

Name (First & Last Name, Organization)

Phone / E-Mail

Upcoming community events | Please suggest events, festivals, etc. where we can tell others about this project:

Name of Event

Date

Contact person, Phone

Translation | Does your group need information in a language other than English?

- Yes What language? \_\_\_\_\_

## SIGN UP FOR PROJECT UPDATES | Optional

- YES Would you like to be added to the project mailing list?  
 NO

Name (First & Last Name, Organization)

Address (Street, City, State, Zip)

E-mail (enter address to receive monthly electronic updates)

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


FAX

360-737-0294

E-MAIL

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# Columbia River CROSSING Comment Form

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

- Bridge design and aesthetics
- Bicycle and pedestrian paths
- Interchange design
- Light rail
- Environmental issues

- Safety
- Process
- Tolling
- Other

PROJECT OF NATIONAL SIGNIFICANCE?

THIS IS NOT A PROJECT OF NATIONAL SIGNIFICANCE. IT IS A PROJECT THAT ATTEMPTS TO SOLVE A CONGESTION PROBLEM ON A 6-LANE INTERSTATE FREEWAY CAUSED BY LOCAL TRAFFIC FORCED TO USE I-5 BECAUSE OF NO LOCAL ALTERNATIVES.

ON THE OTHER HAND, THE NORTHWEST'S "CASCADES" PASSENGER RAIL CORRIDOR IS A PROJECT OF NATIONAL SIGNIFICANCE AS ESTABLISHED BY THE FEDERAL GOVERNMENT.

A NEW PASSENGER RAIL BRIDGE ACROSS THE COLUMBIA RIVER WILL BE REQUIRED FOR HIGH-SPEED RAIL SERVICE BECAUSE THE EXISTING BNSF BRIDGE LACKS THE CAPACITY FOR A MODERN PASSENGER SYSTEM, AS OPPOSED TO THE I-5 BRIDGE THAT CURRENTLY MATCHES THE CAPACITY OF THE FREEWAY (6 LANES).

IF A PASSENGER RAIL BRIDGE IS BUILT FOR H.S. RAIL IT COULD ALSO ACCOMMODATE COMMUTER SERVICE BETWEEN VANC. USA AND UNION STATION. THIS WOULD GREATLY REDUCE COMMUTER DEMAND ON THE I-5 BRIDGE NOT YET CONSIDERED.

— over —



## TELL US ABOUT YOURSELF

Home Zip Code 97213 Work Zip Code \_\_\_\_\_

Do you (check all that apply)

- Live in the project area  
 Work in the project area  
 Own a business in the project area  
 Commute through the project area  
 Other \_\_\_\_\_

How do you regularly travel through the project area? (check all that apply)

- Car or Truck  
 Bicycle  
 Bus  
 Walk  
 Other \_\_\_\_\_

## NEED MORE INFORMATION?

Speaker | Would you like a presentation to your community group? Who should we contact to schedule this?

Name (First & Last Name, Organization) \_\_\_\_\_

Phone / E-Mail \_\_\_\_\_

Upcoming community events | Please suggest events, festivals, etc. where we can tell others about this project:

Name of Event \_\_\_\_\_ Date \_\_\_\_\_

Contact person, Phone \_\_\_\_\_

Translation | Does your group need information in a language other than English?

Yes What language? \_\_\_\_\_

## SIGN UP FOR PROJECT UPDATES | Optional

- YES Would you like to be added to the project mailing list?  
 NO

Name (First & Last Name, Organization) \_\_\_\_\_

Address (Street, City, State, Zip) \_\_\_\_\_

E-mail (enter address to receive monthly electronic updates) \_\_\_\_\_

## Thank you!

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MAIL

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700 Washington Street, Suite 300  
Vancouver, WA 98660

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360-737-0294

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Columbia River  
 CROSSING  
**Comment Form**

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- Bridge design and aesthetics
- Bicycle and pedestrian paths
- Interchange design
- Light rail
- Environmental issues

- Safety
- Process
- Tolling
- Other

*K.I.S.S.*

*Keep it Simple Silly*

— over —



## TELL US ABOUT YOURSELF

Home Zip Code \_\_\_\_\_ Work Zip Code \_\_\_\_\_

Do you *(check all that apply)*

- Live in the project area  
 Work in the project area  
 Own a business in the project area  
 Commute through the project area  
 Other \_\_\_\_\_

How do you regularly travel through the project area? *(check all that apply)*

- Car or Truck  
 Bicycle  
 Bus  
 Walk  
 Other \_\_\_\_\_

## NEED MORE INFORMATION?

Speaker | *Would you like a presentation to your community group? Who should we contact to schedule this?*

Name *(First & Last Name, Organization)* \_\_\_\_\_

Phone / E-Mail \_\_\_\_\_

Upcoming community events | *Please suggest events, festivals, etc. where we can tell others about this project:*

Name of Event \_\_\_\_\_ Date \_\_\_\_\_

Contact person, Phone \_\_\_\_\_

Translation | *Does your group need information in a language other than English?*

Yes What language? \_\_\_\_\_

## SIGN UP FOR PROJECT UPDATES | Optional

- YES Would you like to be added to the project mailing list?  
 NO

Name *(First & Last Name, Organization)* \_\_\_\_\_

Address *(Street, City, State, Zip)* \_\_\_\_\_

E-mail *(enter address to receive monthly electronic updates)* \_\_\_\_\_

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THE HAYDEN ISLAND LIVABILITY PROJECT  
Protecting, Renewing and Investing in the Livability of Hayden Island

---

March 5, 2010

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

Cc: Columbia River Crossing, Mayor Sam Adams, Governor Ted Kulongoski, Environmental Justice Task Force, Senator Ron Wyden, Senator Jeff Merkeley, Representative Earl Blumenauer, Representative Peter Defazio, Representative Tina Kotek, Representative Jules Kopel-Bailey, Commissioner Randy Leonard, Commissioner Dan Saltzman, Commissioner Nick Fish, Commissioner Amanda Fritz, Multnomah County Board of Commissioners Chair Ted Wheeler, Clark County Board of Commissioners Chair Steve Stuart, Oregon Department of Transportation Director Matthew Garrett, Secretary of Transportation Paula Hammond, TriMet General Manager Fred Hansen, Organizing People Activating Leaders (OPAL), Coalition for a Livable Future

Dear Sir or Madam:

It is with great pleasure that we formally announce the inception of the Hayden Island Livability Project (HILP), a grassroots community-based group of concerned residents, neighbors and friends of Hayden Island. HILP's mission is to **protect, renew and invest in the livability of Hayden Island**, our home. HILP is inclusive and open to all people concerned about the livability of Hayden Island, but is focused primarily on protecting the interests of the low-income, elderly and diverse members of our manufactured home community. Our community is an Environmental Justice community. Environmental justice is the fair treatment of all people regardless of race, ethnicity or class, with respect to environmental protection and the opportunity for meaningful involvement in the decision-making process.

Our primary concern is the Columbia River Crossing bridge project, which, in its current "refined" form, will place 22 lanes of traffic directly onto our island. There is no doubt that this will result in adverse health impacts upon our community, significantly disrupt our quality of life, and remove many of our basic amenities, including our beloved Safeway, the only grocery and pharmacy on the island. Our concerns with the CRC are twofold: we have not had the opportunity for meaningful participation in this process, and our immediate health and quality of life are threatened by both the short- and long-term impacts of this project.

According to the EPA, meaningful involvement means that we are provided with full access to critical information, invited to participate in the discussion around the project scope and have the opportunity to influence decisions about the project's direction. Thus far, critical information has been withheld or obscured, our community has not been able to participate meaningfully in the discussion, and we have not had a meaningful opportunity to influence the project's direction. Residents of the Hayden Island Manufactured Home

THE HAYDEN ISLAND LIVABILITY PROJECT  
[helpilp@me.com](mailto:helpilp@me.com)

RECEIVED

MAR 08 2010

Columbia River Crossing



## THE HAYDEN ISLAND LIVABILITY PROJECT

### Protecting, Renewing and Investing in the Livability of Hayden Island

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Community live under the shadow of the bridge and will be most impacted by the project. We demand full inclusion and participation in this process going forward.

HILP challenges the sufficiency of CRC's draft environmental impact statement (EIS). The EIS is fundamentally flawed because the project scope is too narrow, alternatives were not fully considered, and it was prepared in advance of important decisions that determine the true impact to our health and environment. For example, CRC cannot determine the true impact from the construction staging area when it has not yet determined its exact location.

Our residents live within arm's reach of the Thunderbird Hotel, the probable construction staging area, and they will undoubtedly be severely impacted by the noise, dust and vibration of the project's construction. CRC has a duty under federal law to consider these types of immediate impacts in undertaking the EIS process. Given these inadequacies, our residents are caught in the middle: CRC has time and again refused to discuss mitigation because they don't know what the true impacts are going to be. This is unacceptable, particularly in light of the recent "Refinement Package," which directly conflicts with our Hayden Island Plan, splitting our island in half, limiting mobility and removing our only source of fresh food and medicine. It is clear that the current Refinement Package requires a Supplemental EIS, given these obvious significant impacts.

We ask for no less than what any community deserves:

1. **Access** to full information and **Inclusion** in the process;
2. **Preservation** and provision of basic amenities, before, during and after construction;
3. **Mobility** and safe corridors for our residents, particularly those who do not leave the island and use motorized carts as their only means of transportation;
4. **Mitigation** of all negative impacts of the construction, including dust and air pollution, vibration and noise; and
5. **Respect** for community cohesion.

We expect our elected leaders to recognize the gravity of our concerns and help us ensure that our health and community are protected. While we hope for an amicable dialogue that will resolve our concerns, we have engaged the Sustainability Law Clinic at Willamette University College of Law to represent us in this matter. We invite you to visit our neighborhood and see for yourself how close we live to the bridge and freeway. Our meetings are held the third Thursday of every month at 6:30pm, at the South Shore Clubhouse, at 12221 N. WestShore Drive.

THE HAYDEN ISLAND LIVABILITY PROJECT

[helphilp@me.com](mailto:helphilp@me.com)

Erick Reddekopp (Co-Chair) Ph: 503-724-8008, email: [helphilp@me.com](mailto:helphilp@me.com)

Tom Dana (Co-Chair) Ph: 503-954-9217, email: [thomashdana@gmail.com](mailto:thomashdana@gmail.com)

Meetings: Every Third Thursday

Location: 12221 N Westshore Drive, Portland OR 97217



THE HAYDEN ISLAND LIVABILITY PROJECT  
Protecting, Renewing and Investing in the Livability of Hayden Island

---

Sincerely,



Erick Reddekopp, Co-Chair  
Hayden Island Livability Project



Thomas Dana, Co-Chair  
Hayden Island Livability Project

THE HAYDEN ISLAND LIVABILITY PROJECT

[helphlp@me.com](mailto:helphlp@me.com)

Erick Reddekopp (Co-Chair) Ph: 503-724-8008, email: [helphlp@me.com](mailto:helphlp@me.com)

Tom Dana (Co-Chair) Ph: 503-954-9217, email: [thomashdana@gmail.com](mailto:thomashdana@gmail.com)

Meetings: Every Third Thursday

Location: 12221 N Westshore Drive, Portland OR 97217

Sharon  
Nassut

1

## 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 \_\_\_\_\_

Now A 2<sup>nd</sup>  
power point his  
handed out! To  
"The table" Not the  
Public Another OPEN  
Meeting Breaking Ass

— over —

## WHAT IS THE BEST WAY TO SHARE PROJECT NEWS WITH YOU?

- |          |                              |                             |                                      |                              |                             |
|----------|------------------------------|-----------------------------|--------------------------------------|------------------------------|-----------------------------|
| Email    | <input type="checkbox"/> Yes | <input type="checkbox"/> No | Presentation at community meeting    | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| Web site | <input type="checkbox"/> Yes | <input type="checkbox"/> No | Information booth                    | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| Facebook | <input type="checkbox"/> Yes | <input type="checkbox"/> No | Newsletter or mailing                | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| Twitter  | <input type="checkbox"/> Yes | <input type="checkbox"/> No | CRC-sponsored workshop or open house | <input type="checkbox"/> Yes | <input type="checkbox"/> No |

## NEED MORE INFORMATION?

**Speaker** | *Would you like a presentation to your community group? Who should we contact to schedule this?*

Name (First & Last Name, Organization) \_\_\_\_\_

Phone / E-Mail : \_\_\_\_\_

**Upcoming community events** | *Please suggest events, festivals, etc. where we can tell others about this project:*

Name of Event \_\_\_\_\_ Date \_\_\_\_\_

Contact person, telephone : \_\_\_\_\_

**Translation** | *Does your group need information in a language other than English?*

Yes What language? \_\_\_\_\_

## SIGN UP FOR PROJECT UPDATES | Optional

- YES** Would you like to be added to the project mailing list?  
 **NO**

Name (First & Last Name, Organization) \_\_\_\_\_

Address (Street, City, State, Zip) \_\_\_\_\_

E-mail (enter address to receive monthly electronic updates) \_\_\_\_\_


## Thank you!


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stamped envelope.*

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2

*Imker  
Project*

## Project Sponsors Council Comment Form

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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 \_\_\_\_\_

In a Building with  
Copy machine That  
Copies could be made  
to meet the Public  
Open Meetings LAWS -  
Instead You Choice  
To knowingly & Willingly  
Break the Open meetings  
LAWS

## WHAT IS THE BEST WAY TO SHARE PROJECT NEWS WITH YOU?

- |          |                              |                             |                                      |                              |                             |
|----------|------------------------------|-----------------------------|--------------------------------------|------------------------------|-----------------------------|
| Email    | <input type="checkbox"/> Yes | <input type="checkbox"/> No | Presentation at community meeting    | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| Web site | <input type="checkbox"/> Yes | <input type="checkbox"/> No | Information booth                    | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| Facebook | <input type="checkbox"/> Yes | <input type="checkbox"/> No | Newsletter or mailing                | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| Twitter  | <input type="checkbox"/> Yes | <input type="checkbox"/> No | CRC-sponsored workshop or open house | <input type="checkbox"/> Yes | <input type="checkbox"/> No |

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Yes What language? \_\_\_\_\_

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- YES **Would you like to be added to the project mailing list?**

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Address (Street, City, State, Zip) \_\_\_\_\_

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Sharon  
Munn

3

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Are you trying to  
break a record on  
open meetings how  
being broken in  
meeting?  
Sure seems like  
it

— over —



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- |          |  |                                      |  |
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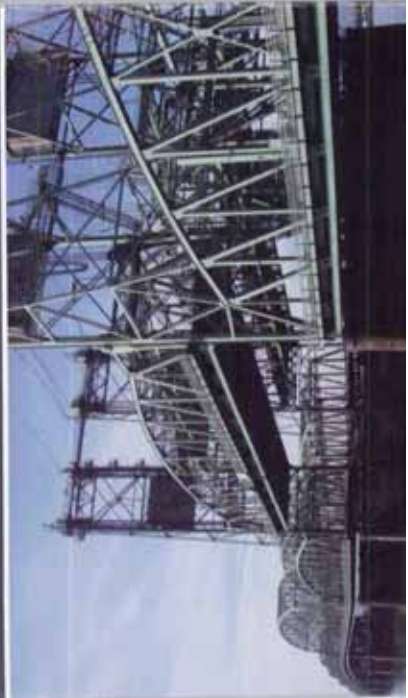
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# Advantage Steel

- 1.** A steel bridge has the lowest life cycle cost of any other alternative structure.
- 2.** Using steel allows for longer spans which puts fewer piers in the water, causing less disruption to both vessel and fish passage.
- 3.** The Pacific Northwest is home to some of the most high-tech steel fabrication in the nation.

This not only means a bridge of high quality standards, but the wages earned by fabrication and construction will turn over many times in the local economy. Many of the taxes associated with the wages or materials will go to local governments.

- 4.** Modern steel design and fabrication offers an opportunity to make this bridge a signature landmark for the region.
- 5.** In this new era of building green and concern for the size of a "carbon footprint," construction options offered by steel can lead to less maintenance.
- 6.** Much of the steel material used will have a 93 to 96 percent recycled content.



**Northwest Fabricators Association**  
900 SE Lawnfield Rd.  
Clackamas, OR 97015

**Iron Workers District Council of the Pacific Northwest**  
10828 Gravelly Lake Dr. SW  
Lakewood, WA 98499



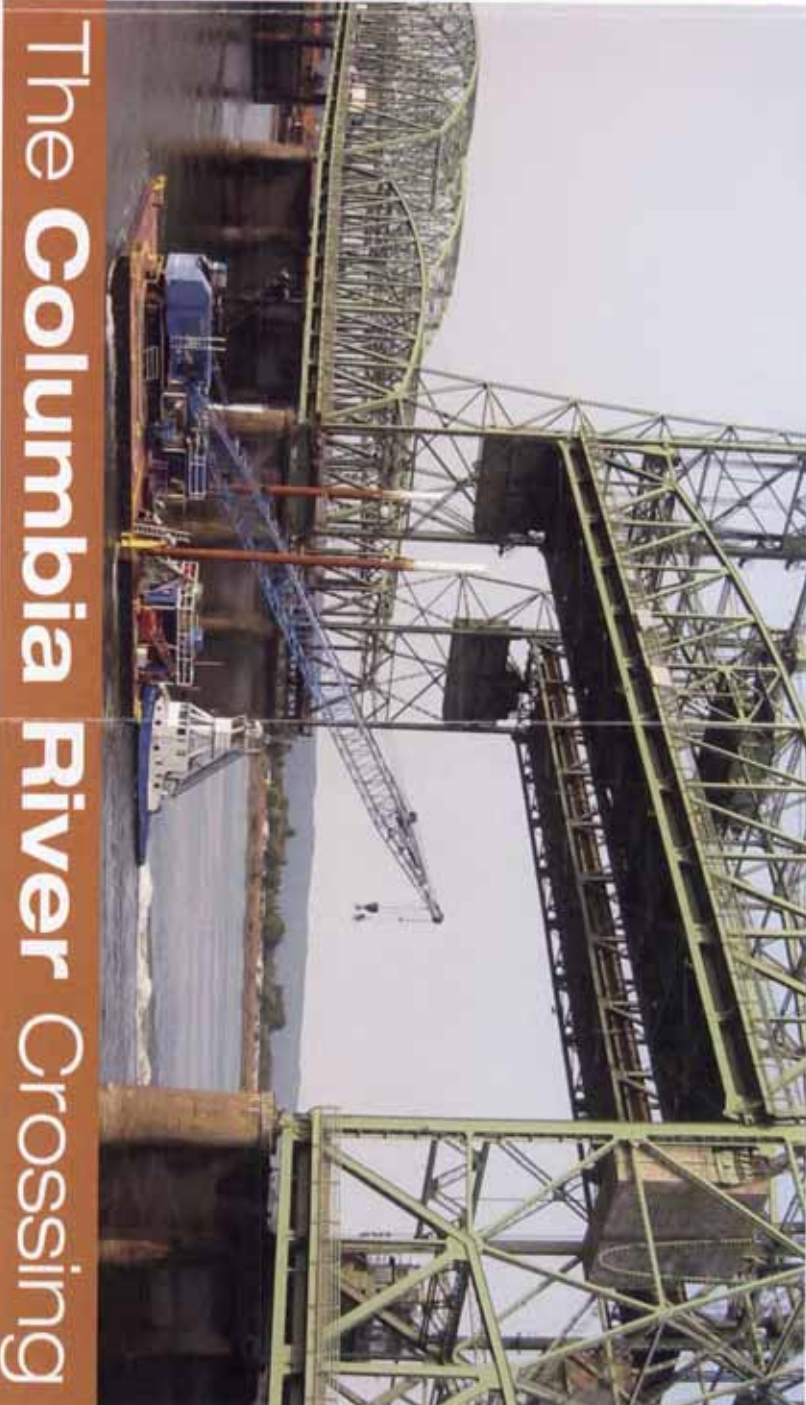
## The Columbia River Crossing



The Columbia River Crossing,  
**improving transportation**  
and business opportunities for  
the new century



# The New Columbia River Crossing



## The Columbia River Crossing

### Safer travel and improved design

- Eliminate bridge lifts & delays
- Add safety shoulders and widen lanes
- Improve connections to and from I-5 at seven interchanges
- Increase structure safety
- Reduce collisions, which now occur daily

### Better freight mobility

- Relieve congestion to keep goods moving
- Improve access to ports and highways

### More commuter choices and community connections

- Extend light rail from Portland to Vancouver
- Enhance and widen pedestrian and bicycle paths
- Reduce travel times, especially for afternoon northbound travel

### Environmental protection

- Expand storm water treatment
- Decrease highway noise
- Cut time that cars idle in traffic, as well as overall commute time

- 1 New Columbia River bridge with light rail along right side looking SE.
- 2 Rendering of bridge with light rail along left side looking NE.
- 3 Rendering of bridge with light rail under the span, a "Stacked Bridge" looking SE.
- 4 Existing conditions.

## The Columbia River Crossing

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| <input type="checkbox"/> Project timeline                     | <input type="checkbox"/> Financial plan   |
| <input type="checkbox"/> Sustainable construction methods     | <input checked="" type="checkbox"/> Other <u>METROScore</u>                       |

METROScore Needs to ADD BICYCLE TOLLS & TRANSIT FARE SURCHARGES TO THEIR SCENARIO STUDIES & HOW SUCH CHARGES MIGHT AFFECT ALTERNATIVE USE. IT IS ONLY FAIR THAT ALL USERS OF THE CRC HELP PAY FOR IT!!! ADDITIONALLY THIS TYPE OF FAIRNESS HAS NOT YET BEEN STUDIED. IF EVERYTHING IS ON THE TABLE, THEN TOO MUST BICYCLE TOLLS & TRANSIT FARE SURCHARGES!!! ANYTHING LESS IS ASSUMED & MANIPULATING THE PROCESS.

— over —

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Facebook	<input type="checkbox"/> Yes	<input type="checkbox"/> No	Newsletter or mailing	<input type="checkbox"/> Yes	<input type="checkbox"/> No
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Yes What language? \_\_\_\_\_

## SIGN UP FOR PROJECT UPDATES | Optional

YES **Would you like to be added to the project mailing list?**

Name (First & Last Name, Organization) \_\_\_\_\_

TERRY PARKER

Address (Street, City, State, Zip) \_\_\_\_\_

P.O. Box 13503

PORTLAND OR 97213-0503

E-mail (enter address to receive monthly electronic updates) \_\_\_\_\_

customerserupro@hotmail.com

## Thank you!

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HOW DO HOV LANES NEGATIVELY  
IMPACT OTHER TRAFFIC LANES?

EXAMPLE CROSSOVER TRAFFIC TO & FROM  
THE HOV LANE TO & FROM ENTRANCES &  
EXITS CREATING STOP & GO TRAFFIC IN  
THE OTHER LANES - ESPECIALLY LARGE SEMI-  
TRUCKS THAT START SLOW

THE CURRENT HOV LANE (NORTHBOUND) CREATES  
THESE ULTRA-NEGATIVE IMPACTS ON OTHER TRAVEL  
LANES. ~~IS~~ IS THIS HOV LANE JUST A FEEL GOOD  
POLITICALLY MOTIVATED MEASURE EVEN THOUGH IT NEGATIVELY  
AFFECTS THE FLOW OF TRAFFIC IN THE FREE FLOW LANES?  
SHOULD THE HOV LANE BE REMOVED?

IF TOLLING IS PART OF THE FINANCING PLAN - THEN ALL  
BRIDGE USERS NEED TO PAY TOLLS INCLUDING TRANSIT PASSENGERS  
-over- & BICYCLISTS!!!\*

THE FAIRNESS DOCTRINE

\* IPS NEEDS TO ADDRESS & STOP BICYCLE TOLLS &  
ADDED TRANSIT FARE SURCHARGE - HOW WILL IT AFFECT TRAVEL



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CAN THE EXISTING I-5 DUAL BRIDGES (ONE OR BOTH) BE USED FOR AN ARTERIAL BRIDGE, AND/OR USED FOR LIGHT RAIL, PEDESTRIANS & BICYCLES THEREBY SAVING THE COSTS OF A LOWER DECK ON A NEW BRIDGE?

IF NOT, CAN THE EXISTING I-5 BRIDGE SPANS BE REUSED - POSSIBLY RELOCATED FOR AN ARTERIAL BRIDGE OR FOR MAX CONNECTING HAYDON ISLAND TO THE MAIN LAND?

IF THE ONLY ACCESS TO HAYDON ISLAND IS FROM THE MAIN LAND, SHOULD I-5 ACROSS THE NORTH PORTLAND HARBOR BE FIVE LANES IN EACH DIRECTION?

HOW WILL REMOVING THE HAYDON ISLANDS INTERCHANGES THE VANCOUVER CITY CENTER INTERCHANGES AFFECT STRUGGLING BUSINESSES ON HAYDON ISLAND & VANCOUVER CITY CENTER? (SOUTH END)

— over —



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*SAAR*  
*MASS*

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*OPEN*  
*meetings*  
*LAWS*  $\phi$

— over —

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Sharon V. Asst

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OPEN  
Meeting Laws  
Require  
HAND OUTS  
FOR PUBLIC  
→

—over—



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| Web site | <input type="checkbox"/> Yes | <input type="checkbox"/> No | Information booth                    | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
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Contact person, telephone : \_\_\_\_\_

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Address (Street, City, State, Zip) \_\_\_\_\_

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Vancouver, WA 98660

FAX  
360-737-0294

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Sharon  
Russell

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### 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 |
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| <input type="checkbox"/> Project timeline                     | <input type="checkbox"/> Other _____  |
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Not Having Them  
Available & Not  
Putting Them on  
Line until After  
Meeting is a total  
Lack of TRANSPARENCY!

—over—

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Sharon  
Peters

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

- Consistency with greenhouse gas emission reduction goals
- Financial plan
- Other \_\_\_\_\_

OPEN Meetings  
LAWS ARE  
Important +  
have. Not be  
followed! YET  
A Pain —

—over—

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- |          |                              |                             |                                      |                              |                             |
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Lack of Respect  
For Public + The  
Law is Not Good

Sharon Nuss

— over —



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Why have  
you intentionally  
broken these laws  
instead of following  
them if you have  
information

— over —

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*Sharon  
Name*

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Van cover Access -  
Proposed out ~~Outside~~  
The so called " ~~Project Area~~  
" Project Area " ?  


— over —

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## Hines, Maurice

---

**From:** Luanna [luannag@hevanet.com]  
**Sent:** Sunday, May 02, 2010 1:05 PM  
**To:** Columbia River Crossing; Adams, Sam; Bragdon, David; Amanda@portlandoregon.gov; nick@portlandoregon.gov; randy@portlandoregon.gov; dan@portlandoregon.gov  
**Subject:** Columbia Crossing Project - Hayden Island bears the brunt of cost-savings

Mayor Sam Adams,  
Commissioner Amanda Fritz,  
Commissioner Nick Fish,  
Commissioner Randy Leonard,  
Commissioner Dan Saltzman,  
Metro's David Bragdon,  
and the entire Columbia River Crossing team:

### Elected Officials and Planners:

As a resident of Hayden Island, I'm very disappointed in the compromises that have been made to the original Columbia River Crossing plan. Decisions made to save money come at the expense of the people who live, work and play on Hayden Island. The City of Portland and the metro area may often overlook us because we are at the far north end of Multnomah County, but we pay our taxes, vote and matter too. We worked together to come up with the Hayden Island Plan, our vision for the future, that was adopted by the Portland City Council. The changes to the Columbia Crossing project put that plan in jeopardy.

I'm all for a new bridge, including the light-rail and bike lanes, but it needs to be community friendly to this often overlooked area of Portland. I realize the need to keep costs reasonable. However, I am urging you to reconsider whether the the several million in cost savings outweighs the benefits of the original (and much better) plan for the interchanges on Hayden Island. When money is the issue, evaluations focus on construction cost savings. There will be a much higher price to pay for negative impacts to the quality of life for the residents of Hayden Island now, and for future generations of Oregonians and residents of SW Washington.

The revised plan passes over us with a massive concrete elevated structure that will be built on fill. The original plan took our needs into account, with a more open, elevated pier approach. As currently envisioned, Tomahawk Island Drive would descend 22 feet below ground, requiring pumping to keep the underpass dry. The much wider overpass-footprint will take out our only grocery store. This is not a wealthy community, and losing our Safeway store and easy access throughout the island would be devastating. There are many senior citizens and people without a lot of financial resources living here who rarely leave Hayden Island.

Don't cut costs for the project in a manner we will all regret later. The appearance of the overall project and the consequences are just as important as saving money. Transportation planners look at one element. It's your job to look at all of them.

Please help us preserve and protect the environmental, social and public access attributes of Hayden Island -- an important part of Portland and Multnomah County. I appeal to you step up to make the right decisions, for the right reasons. Keep Hayden Island's concerns in mind, please. Better yet, let's unlock the potential of Hayden Island while solving a major transportation challenge.

Respectfully,

Luanna Grow  
707 N Hayden Island Dr. #317



Portland, OR 97217