


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.

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 type="checkbox"/> Other |
| <input type="checkbox"/> Environmental issues | |

IPS Concept # 2

On-Island Access

Also impact Marine Dr. + Expo Center
 Arterial roads east of I-5

YEA for
 LPA phase
 I-I already
 had input to

Cannot swing all traffic
 past my condo door! 24-hr. gas,
 3 fast foods need access.

Also Tomahawk Island Dr. cannot
 go to 6-8 lanes! Heaven help us +
 our property values.

— 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

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 mailing list?

NO

Name (First & Last Name, Organization)

V. Green

Address (Street, City, State, Zip)

539 N Hayden Bay Dr

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

97217

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

AMERICANS WITH DISABILITIES ACT (ADA) INFORMATION Materials can be provided in alternative formats: large print, Braille, cassette tape, or on computer disk for people with disabilities by calling the Office of Equal Opportunity (OEO) at (360) 705-7097. Persons who are deaf or hard of hearing may contact OEO through the Washington Relay Service at 7-1-1.

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| <input type="checkbox"/> Light rail | <input type="checkbox"/> Other |
| <input checked="" type="checkbox"/> Environmental issues | |

WE NEED TO CLEAN UP THE LOOK OF THE ISLAND. I BOUGHT BACK IN 2000 AND SINCE THEN THE SAFEWAY SIDE WHERE I LIVE HAS GONE DOWN HILL VERY BADLY. TRANSIENTS ETC. AND ON THE OTHER SIDE NEAR McDONALD'S AND BRADLEY IS VERY BAD. (PEOPLE'S BUSINESS) AND I HEARD THEY ARE PUTTING IN A STRIP CLUB AT THE OLD NEWPORT BAY.

I GATEWAY TO OREGON IS BECOMMING VERY SLEAZY / over -

LET'S GET THIS BRIDGE BUILT

TELL US ABOUT YOURSELF

Home Zip Code 97213

Work Zip Code 97213

Do you (check all that apply)

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 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) DAREN ADAMI

Phone / E-Mail DAREN3030@HOTMAIL.COM
503-351-3030

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

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Address (Street, City, State, Zip) _____

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
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| <input type="checkbox"/> Environmental issues | |

I live on the island

Bridge design concept #2 - I like and approve
Interchange design keep it as simple as possible
Light rail design is great on both concepts
Tolling - Necessary at least in peaked hours but on 305 Jackson
bridge also.

— over —

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Home Zip Code 97217

Work Zip Code _____

Do you (check all that apply)

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 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
 Walk
 Other _____

Bus some times to get to train at Delta Park

NEED MORE INFORMATION?

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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? _____

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Good evening.

My name is Pam Ferguson and I'm a member of the Hayden Island Livability Project, a grassroots organization focused on the needs of the environmental justice community in the Hayden Island Manufactured Home Community.

This community is made up of 440 manufactured homes as well as 175 RV sites with many full-time residents. The estimated population of the community is 1300 residents. This is the largest community based upon population on the island. The community is 60% senior citizens (many of on a fixed income), residents with zero to full mobility issues, people of color, single parent families, veterans, as well as many grandparents raising children.

As a community, HILP demands:

1. An interchange that reduces the impact and footprint on the Island – hence my “No 22 lanes” button!
2. Preservation of our services, especially our grocery store and pharmacy – HILP collected over 600 signatures (as you know) from Safeway shoppers asking to “Save Our Safeway” – many of our citizens can not drive off the island and are in desperate need of a local grocery and pharmacy. If the current Safeway cannot be saved or relocated on the island, we ask the CRC team to work diligently to secure another grocery / pharmacy operation here.
3. An alternative connection on and off the Island besides just the freeway interchange, and one that does not destroy the JBMI community. One of our members wanted to see more research done on the connection of MLK onto the island landing east of I-5 into the Zupan's area. This would safely avoid additional homes lost in the JBMI community. This alternative connection on and off the island (where ever it is located) was called for as part of the Hayden Island Plan.
4. HILP wants to continue to demand inclusion in these discussions, meaningful involvement in this solution and that our needs be fairly and competently met through this planning stage and into the construction phase.

HILP does not support the LPA or it's refinement package. We polled our community at our last meeting and was asked by our constituents to support the concept of a hybrid option.

Please do not fall back on the existing LPA with refinement package but continue to work towards a mutually acceptable hybrid interchange for the Hayden Island Community!

Thank you.

MAY 2010 HOME OWNERS ASSOCIATION ACTIVITIES!!
MAY MADNESS!!



FACEBOOK page – "Hayden Island Manufactured Home Community HOA" – be a fan!!

HOME OWNERS ASSOCIATION BOARD AND NEIGHBORHOOD DIRECTORS

- | | | | |
|------------------------------|--------------|--------------------------------|--------------|
| Pamela Ferguson, President | 503-265.9479 | Karen Traughber, North Shore | 503-866-0055 |
| Ray Gaddis, Vice President | 503-254-2755 | Tom Dana, River Shore | 503-954-9217 |
| Debra Porta, Secretary | 971-285-6104 | Evelyn Smith, RV Park | 503-440-7364 |
| Carol Singer, Treasurer | 503-289-3312 | Jeanette Boreland, South Shore | 503-289-6730 |
| Ed Garren, Director-At-Large | 503-922-0338 | Vernetta Bolton, West Shore | 503-287-7772 |

THURSDAY, May 20

HAYDEN ISLAND LIVABILITY PROJECT
South Shore Club House, 630pm to 8pm

This is a big meeting with Metro President David Bragdon and representatives from the other L4 (local leadership) to discuss alternatives to the 22 lanes across Hayden Island. In particular, alternatives to the Hayden Island interchange (how the bridge project hits Hayden Island) will be discussed with one option to bring MLK Jr. Boulevard from Marine Drive right onto the island.

SATURDAY, MAY 22

FREE DOCUMENT SHREDDING SERVICE

End Of Alder – Near Basketball Courts / Fitness Center, 9am to 1pm

Bring your home personal documents that need shredding to our attendants. Documents will be put in large canvas bags and secured with our team. Shred-it will pick-up all bags and shred documents at their secured facility. This is a free service sponsored by our Park Management.



SATURDAY / May 22

HICUP – HAYDEN ISLAND COMMUNITY CLEAN-UP PROJECT

Phase 1 – East Hayden Island Litter Patrols – 9pm to 1pm -- Bring your team (friends, family, neighbors) to the Jantzen Beach Super Center "Central Litter Command" HICUP headquarters (SE parking lot of Super Center near Burlington) for bags, gloves and directions. Refreshments 9am to 11am.



Phase 2 – West Hayden Island Beach Cleanup – 1pm to 5pm -- Bring your team to the West end of North Hayden Island Drive for supplies and shuttle onto West Hayden Island by Port of Portland. Narrated tours of West Hayden Island are available at 200pm, 230pm, and 300pm. This is a fabulous and rare opportunity to see our island (extended neighborhood) west of the railroad bridge. Please call Pam Ferguson at 503.265.9479 for more information.

FRI/SAT/SUN, May 28, 29, 30

COMMUNITY-WIDE PATIO SALE!! 9am to 5pm All Days

Advertised in local newspapers and online, this is a great way to clean out your closets and make some money. Signage will be up Thursday night to direct outside shoppers to our community off the main road.



FRI/SAT/SUN, May 28, 29, 30
COMMUNITY RUMMAGE SALE, River Shore Club House, All days, 9am to 5pm

Don't want to have a patio sale of your own? **Donate** sellable goods to this fundraising rummage sale to be held at River Shore Clubhouse. Proceeds will go to the Homeowner's Association Activities Fund. Volunteers will pick up donated items. Call Pam Ferguson at 503.265.9479.

A Two Crossing Option for the CRC *“Twice the bang for half the bucks”*

1. New High-speed Rail Bridges (including improved infrastructure for trucks, freight trains and marine traffic) Cost - \$1 billion

- Is an essential component of the federally designated *Northwest High-speed Rail Corridor* **“Project of National Significance”**
- Location - adjacent to the freight rail bridges in the BNSF rail corridor
- Include a **“truck-way”** connecting Marine Drive and Mill Plain Blvd.
- High-level bridges (no opening spans)
- Bi-level long-span over main channel with minimum number of piers
- 60 feet wide – top level for vehicles, bikes and pedestrians)
- Replace swing span on BNSF Bridge with new lift span
- Include passenger train flyover of North Portland Junction
- Build high-level platform for Vancouver Station or relocate further north
- Develop a C-Tran bus hub at Vancouver Station
- **Provide Commuter Rail** service between Vancouver and Portland US

2. New Light Rail Bridges (including infrastructure for vehicles, bikes and pedestrians) Cost - \$600 million

- Location – midway between I-5 and BNSF RR Bridges (Force Ave.)
- High-level bridges (no opening spans)
- Long-span over main channel with minimum number of piers in river
- 90 feet wide – two tracks, two travel lanes, 16’ bikeway and 8’ sidewalk
- Provides Hayden Island with additional vehicle, bicycle and pedestrian access to and from the mainland
- Hayden Island station at ground level near west end of Mall
- An additional light rail station in Vancouver could be located to serve the “Boise Cascades” development site.
- Initially, loop light rail at 17th St. **Do not build park an ride garages**

These projects, coupled with traffic management techniques such as ramp metering and carpool lanes on I-5, would provide sufficient alternatives for commuters and truckers that traffic demand on I-5 and its interchanges would drop to a level that would eliminate the need for a massive freeway project.

By: Jim Howell 4-19-10
Jimhowell89@hotmail.com

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| <input type="checkbox"/> Light rail | <input checked="" type="checkbox"/> Other |
| <input type="checkbox"/> Environmental issues | |

Whole project approach

The freeway mega-bridge will never be built. It is unaffordable – financially or environmentally. It is time to develop a Plan B that has a smaller ~~foot~~ imprint, fiscally ~~and~~ environmentally and on our region's livability.

With the world's worst environmental disaster going on – a disaster fueled by our addiction to a highway-oriented transportation system – we need a 21st century solution.

To address Hayden Island access issues by ~~erecting~~ ^{adding} a local traffic bridge that also carries light rail from Marine Dr onto the Island, either east or west of Santzen Beach shopping centers. This would directly connect the Island with N. Portland without requiring use of I-5. This connection between the Island and points south could later be extended across a new low-level bridge for local traffic, light rail, peds and bikes across the Columbia. This would be a later phase development.

Other improvements that would ^{over} reduce traffic on I-5 bridges: fix railroad bridge opening, operate commuter rail, improve transit tolling, closing lanes, etc. that have been suggested repeatedly, but summarily rejected.

TELL US ABOUT YOURSELF

Home Zip Code 97225 Work Zip Code 97225 / 97232

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 the region, which will be greatly affected. I drive I-5 to 2nd home in WIT

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

- Car or Truck
 Bicycle
 Bus
 Walk
 Other _____

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Yes What language? _____

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| <input type="checkbox"/> Environmental issues | |

The Columbia River Crossing is generally a poorly conceived idea:

1. The actual MAX Light rail in Vancouver is no more than 1.5 mi.
2. It does not address incipient congestion on the I-5 route. According to a 2005 ODOT Report I-5 has reached its maximum capacity.
3. There are too many proposals for secondary and supplemental bridges being advanced by interest groups.
4. The CRC proposal ignores the reality that the greatest growth has occurred on the west side of Portland.
5. We need the Third Interstate Bridge on the west side.

— over —

TELL US ABOUT YOURSELF

Home Zip Code 97202 Work Zip Code _____

Do you (check all that apply)

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 Work in the project area
 Own a business in the project area
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How do you regularly travel through the project area? (check all that apply)

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Third Bridge
Now!

needs to be Built

→ NEPA has not
be Followed

Sharon Kassel

— over —

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Do you (check all that apply)

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| <input type="checkbox"/> Environmental issues | |

We need a 3rd BRIDGE NOW!

Pat Anderson

360 892-4545

— over —

TELL US ABOUT YOURSELF

Home Zip Code

98604

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 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

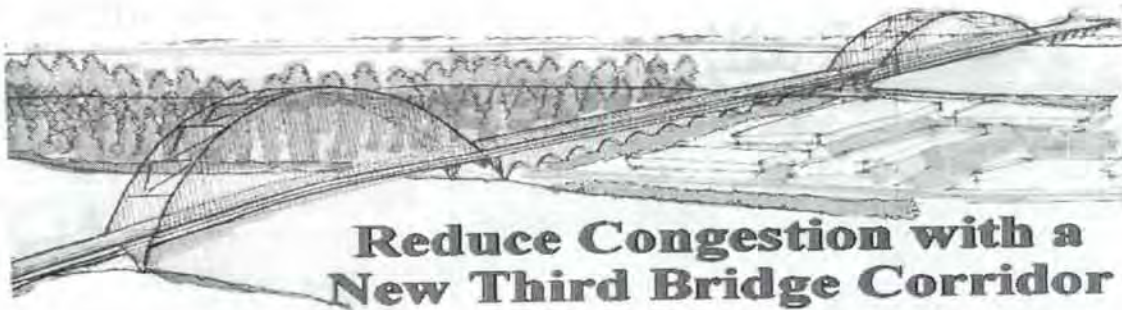
E-MAIL

feedback@columbiarivercrossing.org

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**JOBS
NOW**



**JOBS
IN THE
FUTURE**

Reduce Congestion with a New Third Bridge Corridor

Third Bridge Now

The Third Bridge Corridor

Third Bridge Now is here to let people know about a plan to give us a third bridge between Vancouver and Portland, now rather than demolish the historic Columbia River (I-5) Bridge. The goal is to add to Washington and Oregon's road systems **now** rather than take away. What it does:

- It creates a new freeway on mostly, bare, vacant, and publicly owned land
- Connects freeways to Ports in Vancouver and Portland to keep and attract business
- Relieves I-5 traffic and removes spillover traffic from neighborhoods
- Removes non-local St John freight traffic
- Provides efficient north-south route from Vancouver to Jantzen Beach, Portland, and Hwy 30
- Extends public transportation bus and heavy rail transit from Vancouver to Portland
- Creates and extends bike and pedestrian route from Vancouver to our ports and industrial areas, to both Vancouver and Portland city centers, and connects to 40 mile loop
- Preserves Columbia River historic bridge along with many other businesses and homes in Vancouver and Jantzen Beach businesses and residential neighborhoods
- Gives better access to public lands, recreation sites, and creates parks, saves historic sites
- Creates a new bridge system without interrupting traffic or adding to congestion of I-5 during construction and **gives us jobs now**
- Money is spent on infrastructure not removing homes, businesses, streets, or existing utilities.

Act now to make this happen!
A final decision has not been made.

www.Thirdbridgenow.com / Thirdbridgenow@aol.com

Third Bridge Now Headquarters: 5003 N. Lombard St., Portland. OR 97203
Mail: 1701 Broadway St., PMB #154, Vancouver, WA 98663

Paid for by Third Bridge Now Political Action Committee

503 278-7495



I-5 Is Full!

The area has fewer crossings than river cities of similar size across the United States.

Metro	Population	Body of Water	Highway Crossings	Rail Crossings
Norfolk	1.7 million	Hampton Rds/Chesapeake Bay	4	0
Cincinnati	1.65 million	Ohio River	7	2
Kansas City	1.78 million	Missouri River	10	3
Portland/Vancouver	1.92 million	Columbia River	2	1
Pittsburgh	2.36 million	Three Rivers	>30	3
St. Louis	2.60 million	Mississippi River	8	2

Comparison of River Crossings in Selected U.S. Metropolitan Areas of Similar Size

Both of the bridges that make up the current Columbia River Crossing are structurally sufficient and meet all Federal requirements with approximately 50 years of life left. None of the bridges in our area fully comply with the new Federal standards for earthquake retrofit.

Keep the existing bridges and build entirely new capacity to the West near the railroad bridge.

The freeway will connect the majority of the major regional industrial areas on one continuous corridor.

The corridor's north end would start at Mill Plain and I-5 in Vancouver, Washington and would have a multi-modal (train, truck, automobile, transit, bike, pedestrian, and space for light rail) bridge from Vancouver through Hayden Island (Jantzen Beach) to Marine Drive in Portland, Oregon, continuing to Columbia Blvd. Corridor. A bridge to Hwy 30 will form the south end of the new corridor.

Please sign our petition today!

Come be a part of the Solution!

I'm sending my contribution of:

\$2,000 \$1,000 \$500 \$250 \$150 \$
 \$100 \$75 \$50 \$25 \$10 *Thank you, very much!*

Here's how I will help:

Display a lawn sign Distribute lawn signs E-mail people
 Make phone calls Host a 'coffee' or fund-raiser Sign wave
 Walk door-to-door Invite speaker to speak to my organization
 Download from web-site and distribute information
 Contact elected official Letters to editor Blog

Stay in your slippers and volunteer from home.

Please call today. 503.278.7495

Please Volunteer Today.

www.Thirdbridgenow.com / Thirdbridgenow@aol.com

Paid for by Third Bridge Now Political Action Committee

***Please copy this flyer and hand out.**

***** Please Post This Flyers flver! *****

**Make Yourself Heard Often
Send a Letter & Call!
Tell Them Why We Need Third
Bridge Now!**

CRC Independent Review Panel

PO Box 11351

Olympia, WA 98508

Toll Free - 1-877-567-2033

crcpanel@tomwarne.com

Representative Peter DeFazio,

2134 Rayburn Office Building

Washington, D.C. 20515

P: 202.225.6416 Free:800.944.9603

Eugene: 405 East 8th Ave. #2030

Eugene, OR 97401

P: 541.465.6732 / f: 541.465.6458

Representative Blumenauer Earl

2267 Rayburn House Office Building

Washington, D.C. 20515

P: (202) 225-4811 / f: (202) 225-8941

Portland: 729 N.E. Oregon Street Suite 115

Portland, OR 97232

P: (503) 231-2300 / f: (503) 230-5413

Senator Cantwell, Maria

511 Dirksen Senate Office Building

Washington, D.C. 20510

(202) 224-3441

Senator Murray, Patty

173 Russell Senate Office Building

Washington, D.C. 20510

(202) 224-2621

Senator Wyden, Ron

223 Dirksen Senate Office Building

Washington, D.C. 20510

(202) 224-5244

Senator Merkley

107 Russell Senate Office Building

Washington, D.C., 20510

P: (202) 224-3753 f: (202) 228-3997

Representative Rick Larsen

U.S. House of Representatives

108 Cannon House Office Building


Washington, D.C. 20515

P: (202) 225-2605 / f: (202) 225-4420

119 North Commercial Street, Suite 1350

Bellingham, WA 98225

P: (360) 733-4500 / f: (360) 733-5144

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.

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

Would Like more understanding of the 3rd Bridge, Video Explaining details of the environment impact, Cost Efficiency that could be made with a 3rd Bridge, would we have as much Environmental impact as the other ideas that are being made if new 3rd Bridge is available what cost comparison would be. Why dont we have Army Core of Engineers involved like in War time so it would be built faster as if it were foreign territories.

— 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 _____

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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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700 Washington Street, Suite 300
Vancouver, WA 98660

FAX


360-737-0294

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feedback@columbiarivercrossing.org

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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 type="checkbox"/> Other |
| <input type="checkbox"/> Environmental issues | |

WE NEED A 3RD BRIDGE


JERRY PEKROL
1533 N JANTZEN
PORT OR 97217

A ROW RESIDEN @ JBMD


— 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?

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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?

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 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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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

RAIL

"With respect to the investment of capital, labor, land and energy, railroads yield by far the highest overall returns on both passenger and freight traffic"

1976 Dr. Barry Commoner

"The Poverty of Power - Energy and the Economic Crisis"

High time to invest in Railroads and only maintain the roads (highways)
Catch up on rails, for a better, more economic and healthier future

— over —

TELL US ABOUT YOURSELF

Home Zip Code

97215-1245

Work Zip Code

N/A

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 Transportation Guru

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

- Car or Truck
 Bicycle
 Bus
- Walk
 Other

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Date _____

Contact person, Phone _____

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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?
 NO

Name (First & Last Name, Organization)

RAY POLANI
Citizens for Better Transit

Address (Street, City, State, Zip)

6110 S.E. ANKENY ST.
PORTLAND OR 97215-1245

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

N/A

Thank you!

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

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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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BIA
MISSING

Summary

This summary briefly describes the contents of the I-5 Columbia River Crossing Draft Environmental Impact Statement (DEIS), including who is leading the project, what studies preceded the project, and what problems the project is seeking to fix. It also discusses the different alternatives for addressing these problems, and the key effects and impacts of these alternatives. It concludes with a brief discussion of the next steps and methods by which the public can get involved in the project.

What is the I-5 Columbia River Crossing project?

The Interstate 5 (I-5) Columbia River Crossing (CRC) project is a multimodal project focused on improving safety, reducing congestion, and increasing mobility of motorists, freight, transit riders, bicyclists, and pedestrians along a five-mile section of the I-5 corridor connecting Vancouver, Washington and Portland, Oregon. The project area stretches from State Route 500 (SR 500) in northern Vancouver, south through downtown Vancouver and over the I-5 bridges across the Columbia River to just north of Columbia Boulevard in north Portland.

I-5 is the only continuous north-south interstate highway on the West Coast, linking the United States, Canada, and Mexico. In the Vancouver-Portland region, I-5 is one of two major north-south highways that provide interstate connectivity and mobility. I-5 directly connects the central cities of Vancouver and Portland. Traffic conditions on the I-5 crossing over the Columbia River are influenced by the five-mile section of I-5 between SR 500 in Vancouver and Columbia Boulevard in Portland. This section includes six interchanges that connect three state highways and several major arterial roadways. These interchanges serve a variety of land uses and provide access to downtown Vancouver, two international marine ports, industrial centers, residential neighborhoods, retail centers, and recreational areas.

MISSING
→

CHAPTER CONTENTS

What is the I-5 Columbia River Crossing project?	S-1
Who is leading the CRC project?	S-2
What studies preceded the CRC project?	S-3
What problems does this project seek to fix?	S-4
What are the different choices for addressing the problems in the CRC corridor?	S-6
How do the different alternatives and components compare?	S-29
What are the next steps and how will a decision be made?	S-35
How can the public learn more about and be involved in the project?	S-36

Exhibit 1
CRC Project Area



DIMENSIONS ARE APPROXIMATE.

project milestones thus far. Meetings with this group throughout 2005 and into early 2006 provided important input during the formation of the Purpose and Need statement. In addition, a series of public Open Houses during the fall of 2005 provided more input from the public regarding how the project should define its goals and objectives.

The CRC project also worked with many other local, state, and federal agencies to ensure that the purpose of this project would not conflict with other local and regional goals and would not predispose itself to an alternative that would be difficult for agencies to permit or approve. Section 1.4 provides more detail on how this project has worked with local, state, and federal agencies in compliance with current federal regulations. The federal co-lead agencies for this project, Federal Transit Administration (FTA) and Federal Highway Administration (FHWA), were also instrumental in the development of the project's Purpose and Need. Appendix A provides further details, describing the agencies this project is working with and the coordination processes with this diverse group.

Ultimately, the preceding transportation planning studies of the CRC project area provided the underlying scope of this project, while coordination with stakeholder groups, the public, and a variety of local, state, and federal agencies provided important input on how this project should define why it is being initiated and what problems it seeks to address.

1.3 Purpose and Need for the I-5 Columbia River Crossing Project

One of the first and most important steps of any major project is to define why the project has been initiated, and what problem(s) it seeks to address. The Purpose and Need statement provides this definition for all projects complying with the National Environmental Policy Act (NEPA), and serves as the basis for defining how alternatives will be developed and measured. A reasonable alternative must address the needs specified in the Purpose and Need statement for the alternative to be considered in a draft environmental impact statement (DEIS), making the purpose and need an influential statement that guides all future development of the project.

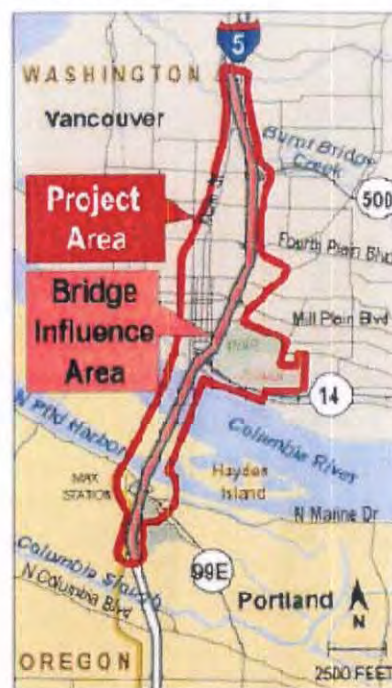
The Purpose and Need statement developed by CRC Task Force and the project co-lead agencies is provided below.

Project Purpose

The purpose of the proposed action is to improve Interstate 5 corridor mobility by addressing present and future travel demand and mobility needs in the Columbia River Crossing Bridge Influence Area (BIA). The BIA extends from approximately Columbia Boulevard in the south to SR 500 in the north (Exhibit 1.2-1). Relative to the No-Build Alternative, the proposed action is intended to achieve the following objectives: a) improve travel safety and traffic operations on the Interstate 5 crossing's bridges and associated interchanges; b) improve connectivity, reliability, travel times and operations of public transportation modal alternatives in the BIA; c) improve highway freight mobility and address interstate

Exhibit 1.2-1

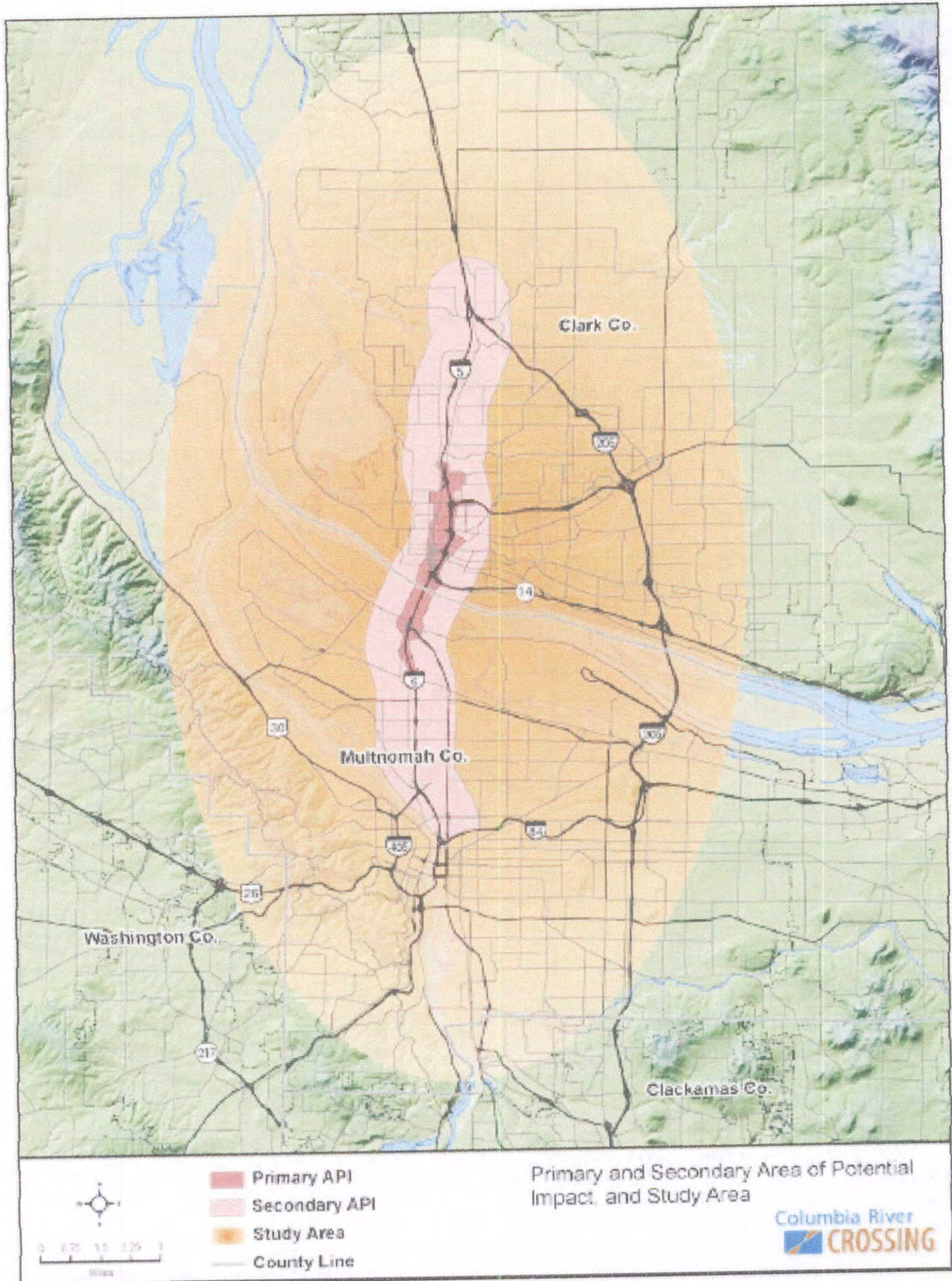
CRC Project Area and Bridge Influence Area



Handwritten blue ink note: An arrow points to the Bridge Influence Area on the map, with the text "HERE IT IS".

The Bridge Influence Area (BIA) encompasses the I-5 corridor within the CRC project area.

Exhibit 25. Primary and Secondary Area of Potential Impact, and Study Area



Portland, OR: Northwest Council on Public Access, 2001. Prepared by Northwest Council on Public Access, 2001. For more information, contact the Northwest Council on Public Access at 1000 NE Oregon Street, Portland, OR 97232. Phone: 503.241.1111.

be presented to the committee at any time by providing 25 copies to the person listed in the **FOR FURTHER INFORMATION CONTACT** section or by providing copies at the meeting. Copies of the document to be presented to ARAC for decision by the FAA may be made available by contacting the person listed in the **FOR FURTHER INFORMATION CONTACT** section.

If you need assistance or require a reasonable accommodation for the meeting or meeting documents, please contact the person listed in the **FOR FURTHER INFORMATION CONTACT** section. Sign and oral interpretation, as well as a listening device, can be made available if requested 10 calendar days before the meeting.

Issued in Washington, DC, on September 20, 2005.

Anthony F. Fazio,

Director, Office of Rulemaking.

(FR Doc. 05-19207 Filed 9-26-05; 8:45 am)
BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Federal Transit Administration

Environmental Impact Statement; Portland, OR and Vancouver/Clark County, WA

AGENCY: Federal Highway Administration (FHWA), Department of Transportation (DOT) and Federal Transit Administration (FTA), Department of Transportation (DOT).

ACTION: Notice of Intent to prepare an environmental impact statement.

SUMMARY: The Federal Highway Administration and Federal Transit Administration are issuing this notice to advise the public that an Environmental Impact Statement (EIS) will be prepared for proposed highway and transit improvements in the Interstate 5 Columbia River Crossing (CRC) corridor between the Portland, Oregon and Vancouver/Clark County, Washington area.

FOR FURTHER INFORMATION CONTACT: Steve Saxton, Area Engineer, Federal Highway Administration, Washington Division at 360-753-9411, Jeff Graham, Operations Engineer, Federal Highway Administration, Oregon Division at 503-587-4727 and from Linda Gehrke, Deputy Regional Administrator, Federal Transit Administration, at 206-220-4463.

Public information contact: Amy Echols, CRC Communications Manager, Washington State Department of

Transportation (WSDOT) at 360-737-2726 or

echolsa@columbiarivercrossing.org.

Agency Coordination contact: Heather Gundersen, CRC Environmental Manager, Oregon Department of Transportation (ODOT), at 360-737-2726 or

gundersenh@columbiarivercrossing.org.

Additional information on the Columbia River Crossing Project can also be found on the project Web site at <http://www.columbiarivercrossing.org>.

SUPPLEMENTARY INFORMATION:

Proposed Action Background

The FHWA and FTA, as Federal co-lead agencies, the Washington State Department of Transportation (WSDOT), Oregon Department of Transportation (ODOT), Southwest Washington Regional Transportation Council (RTC), Metropolitan Service District (Metro), Clark County Public Transportation Benefit Area Authority (C-TRAN), and Tri-County Metropolitan Transportation District of Oregon (TriMet), will prepare an environmental impact statement (EIS) on proposed highway and transit improvements in the I-5 Columbia River Crossing corridor between the Portland, Oregon and Vancouver/Clark County, Washington area. The Columbia River Crossing study area generally encompasses the I-5 corridor from the I-5/I-405 interchange in Portland, Oregon in the south to the I-5/I-205 merge in Clark County, Washington in the north.

The existing I-5 crossing of the Columbia River is two side-by-side bridges, built in 1917 and 1958. In 1982 another river crossing—the Interstate 205 Glenn Jackson Bridge—opened approximately six miles to the east. Together, the two crossings connect the greater Portland-Vancouver region, carrying over 260,000 trips across the Columbia River daily. Growth in the region's population and border-to-border commerce is straining the capacity of the two crossings. This has resulted in trip diversion, unmet travel demand and hours of daily congestion that stalls commuters and delay freight, adversely affecting interstate traffic and commerce.

In 1998, the Washington State Department of Transportation (WSDOT) and Oregon Department of Transportation (ODOT) formed a bi-state partnership to study transportation and potential solutions in the I-5 Columbia River Crossing corridor. ODOT and WSDOT engaged local jurisdictions and agencies, businesses, neighborhoods, and interest groups in Washington and Oregon to plan and implement improvements along the I-5 corridor

between the Portland metropolitan area and Vancouver in southern Clark County, Washington. Two studies resulted from this initial work: the Portland/Vancouver I-5 Trade Corridor Freight Feasibility and Needs Assessment Study Final Report, completed in 2000, and the Portland/Vancouver I-5 Transportation and Trade Partnership Final Strategic Plan, completed in 2002. This bi-state work included a variety of recommendations for corridor-wide improvements, traffic management and improvements in the I-5 Bridge Influence Area (BIA)—an approximately 5-mile section of the I-5 corridor extending from the SR 500 interchange north of the river to Columbia Boulevard south of the river.

Other significant transportation studies in the corridor include the South/North Major Investment Study (MIS) Final Report (1995) and the South/North Corridor Project Draft EIS (1998). These studies investigated a variety of high capacity transit corridors and modes between the Portland, Oregon area and Vancouver/Clark County, Washington.

Building on the previous studies, the I-5 Transportation and Trade Partnership Strategic Plan (2002), called for adding capacity over the Columbia River with a replacement bridge or by supplementing existing I-5 bridges to ease impacts of bottlenecks on local travel and interstate commerce. Another recommendation called for considering high-capacity transit improvements in the area of the I-5 Interstate Bridge over the Columbia River. The studies also stressed looking at a range of financing options, increasing general purpose lane capacity to three lanes where there are currently two at Delta Park and ensuring that low-income and minority populations within the corridor are involved in planning. ODOT is undertaking an Environmental Assessment at Delta Park. The Columbia River Crossing Project will study these recommendations as well as others associated with the Bridge Influence Area.

Alternatives

A reasonable range of alternatives, including those identified in the Portland/Vancouver I-5 Transportation and Trade Partnership Final Strategic Plan and the South/North Corridor Project Draft EIS, will be considered. The EIS will include a range of highway and transit build alternatives, as well as a No-Build Alternative.

Probable Effects

FHWA, FTA, WSDOT, ODOT, RTC, Metro, C-TRAN, and TriMet will

evaluate significant transportation, environmental, social, and economic impacts of the alternatives. Potential areas of impact include: support of state, regional, and local land use and transportation plans and policies, neighborhoods, land use and economics, cultural resources, environmental justice, and natural resources. All impacts will be evaluated for both the construction period and the long-term period of operation. Measures to avoid, minimize and mitigate any significant impacts will be developed.

Scoping Process

Agency Coordination: The project sponsors are working with the local, state and federal resource agencies to implement regular opportunities for coordination during the National Environmental Policy Act (NEPA) process. This process will comply with SAFETEA-LU Section 6002.

Tribal Coordination: The formal Tribal government consultation will occur through government-to-government collaboration.

Public Meetings: Three public information meetings will be held in October 2005, including:

- Saturday, October 22, 2005, 11 a.m.–2 p.m., at the Jantzen Beach Super Center (central mall area), 1405 Jantzen Beach Center, Portland, Oregon;
- Tuesday, October 25, 2005, 4 p.m.–8 p.m., at Clark College, Gaiser Hall, 1800 E. McLoughlin Blvd., Vancouver, Washington 98663; and
- Thursday, October 27, 2005, 4 p.m.–8 p.m., at OAME (Oregon Association of Minority Entrepreneurs) Main Conference Room, 4134 N. Vancouver St. (at N. Skidmore St.), Portland, OR 97211.

All public information meeting locations are accessible to persons with disabilities. Any individual who requires special assistance, such as a sign language interpreter, should contact Amy Echols, CRC Communications Manager at 360-737-2726 or echolsa@columbiarivercrossing.org at least 48-hours in advance of the meeting in order for WSDOT or ODOT to make necessary arrangement.

To ensure that the full range of issues related to this proposed action are addressed and all significant issues identified, comments and suggestions are invited from interested parties. Comments or questions concerning this proposal will be accepted at the public meetings or can be sent to the Columbia River Crossing project office at 700 Washington Street, Suite 222, Vancouver, WA 98660 or to Heather

Gundersen at gundersenh@columbiarivercrossing.org (Catalog of Federal Domestic Assistance Program Number 20.205, Highway Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

Issued on: September 20, 2005.

Steve Saxton,

Area Engineer, Washington Division, Federal Highway Administration.

Linda M. Gehre,

Acting Regional Administrator, Region 10, Federal Transit Administration.

[FR Doc. 05-19230 Filed 9-26-05; 8:45 am]

BILLING CODE 4910-22-M

DEPARTMENT OF TRANSPORTATION

Pipeline and Hazardous Materials Safety Administration

[Docket No. PHMSA-05-21747; Notice 2]

Pipeline Safety: Grant of Waiver; Southern LNG

AGENCY: Pipeline and Hazardous Materials Safety Administration (PHMSA); U.S. Department of Transportation (DOT).

ACTION: Grant of Waiver: Southern LNG.

SUMMARY: Southern LNG (SLNG) requested a waiver of compliance from the regulatory requirements at 49 CFR 193.2301, which requires each liquefied natural gas (LNG) facility constructed after March 31, 2000, to comply with 49 CFR part 193 and the National Fire Protection Association (NFPA) Standard NFPA 59A "Standard for Production, Storage, and Handling of Liquefied Natural Gas."

SUPPLEMENTARY INFORMATION:

Background

SLNG, an El Paso Company, requested a waiver from § 193.2301. This regulation requires each LNG facility constructed after March 31, 2000, to comply with 49 CFR part 193 and Standard NFPA 59A.

Standard NFPA 59A requires that welded containers designed for not more than 15 pounds per square inch gauge comply with the Eighth Edition, 1990, of American Petroleum Institute (API) Standard API 620, "Design and Construction of Large, Welded, Low-Pressure Storage Tanks (Appendix Q)." The Eighth Edition of API 620 requires inspection according to Appendix Q which calls for a full radiographic examination of all vertical and horizontal butt welds associated with the container.

SLNG is proposing to use the current Tenth Edition, Addendum 1, of API 620. The Tenth Edition, Addendum 1, of API 620, allows ultrasonic examination—in lieu of radiography—as an acceptable alternative non-destructive testing method. SLNG proposes to use ultrasonic examination on its project, which consists of full semi-automated and manual ultrasonic examination using shear wave probes. SLNG also proposes to use a volumetric ultrasonic examination which combines creep wave probes and focused angled longitudinal wave probes.

Findings

PHMSA considered SLNG's waiver request and published a notice inviting interested persons to comment on whether a waiver should be granted (70 FR 40781; July 14, 2005). There were two comments from the public in response to the notice; both were in support of the waiver.

One commenter, a member of the API Committee on Refinery Equipment, Subcommittee on Pressure Vessels and Tanks, said that the use of ultrasonic examination in lieu of radiographic examination for large LNG tanks improves jobsite safety because it eliminates the hazards of radiation exposure. This commenter also said that ultrasonic examination is more capable than radiographic examination for detecting crack-like weld defects.

The other commenter provided a copy of NFPA 59A Report on Comments, dated May 2005 and stated that the NFPA 59A Committee approved the latest edition of API 620.

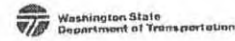
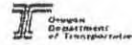
The 2006 edition of NFPA 59A was approved as an American National Standard on August 18, 2005.

Grant of Waiver

In its Report on Comments, dated May 2005, the NFPA 59A Committee accepted in principle the latest edition of API 620, Tenth Edition, Addendum 1. The Tenth Edition, Addendum 1, of API 620 adds ultrasonic examination as an acceptable method of examination. The Tenth Edition, Addendum 1, of API 620 indicates that both radiographic and ultrasonic examination are acceptable means of testing.

For the reasons explained above and in the Notice dated July 14, 2005, PHMSA finds that the requested waiver is consistent with pipeline safety and that an equivalent level of safety can be achieved. Therefore, SLNG's request for waiver of compliance with § 193.2301 is granted.

COLUMBIA RIVER CROSSING



PROJECT UPDATE

BRIEFING PAPER

Presented to the Oregon Transportation Commission
and Washington Transportation Commission at their
April 2005 Meetings

PURPOSE:

Provide the full Commission with an update on the Columbia River Crossing Project.

ACTION/OUTCOME:

No action required.

BACKGROUND:

The Columbia River Crossing (CRC) is a bi-state project to expand highway capacity and provide high capacity transit over the Columbia River between Vancouver, Washington and Portland, Oregon. The Oregon and Washington Departments of Transportation jointly lead the project.

Scope



Figure 1: Project Study Area

Project Location

The project study area (Figure 1) starts at the interchange of I-5 and I-205 in Clark County, and extends south to the interchange of I-5 and I-84 in Portland.

A smaller area called the "Bridge Influence Area" is defined generally as the I-5 corridor between SR-500 in Washington and Columbia Blvd. in Oregon.

The primary focus of study has been the I-5 corridor and the I-5 Interstate Bridge over the Columbia River. However, the study has also looked at the I-205 corridor and the Glenn Jackson Bridge because the two river crossings work together to

not know if they are considering tearing out or recycling the current bridge. They are confident that the project will go from SR 500 in Vancouver to Columbia Boulevard in Portland. He noted that the project is not just the bridge itself, it is also the 4.5-5 mile stretch that contains eight interchanges.

Walter Valenta asked if it was fair to say that this group has narrowed down the corridor more than the previous Task Force.

Rob replied that, during scoping, the community might want to look at a third corridor. The FHWA expects the project team to look at a new corridor besides I-5 and I-205. He noted that the corridors would have to be analyzed in scoping. He stated that the members would need new information besides the information they had 3-4 years ago.

Dave Frei stated that he would like to make sure pedestrian and bike traffic components are visible in the project.

Land Use

Katy stated that members also commented extensively on land use and communities, and noted that members are working in a primarily built environment and there are existing land uses for Vancouver, Clark County, Portland, and beyond. She emphasized that members have to be mindful of the project footprint, and aware of the I-5 Partnership planning process and its recommendations. Katy noted the importance of the environmental justice component and of considering the people living along the I-5 corridor on both sides of the river.

Multnomah County Commissioner Serena Cruz asked, "Where are you placing the fund? The 1% environmental justice fund (that was included as a recommendation in the previous I-5 Partnership process)? Is that getting placed in funding or under this (NEPA) environmental justice?"

Katy replied that the fund was not under discussion at this time, because the Task Force is at the beginning of its process. The purpose of today's exercise is to provide feedback from interviews with Task Force members. Katy explained Multnomah County Commissioner Serena Cruz's comment: an action item in the I-5 Partnership set aside 1% for building communities. Katy is not sure how that action item would be carried out in this project. Katy asked DOT staff for comment.

The context for Multnomah County Commissioner Serena Cruz's question, Rob explained, is in the Draft Vision and Values Statement: "*distributing fairly the associated benefits and impacts for the region and the neighborhoods adjacent to or affected by the Crossing.*" He added that, at this point, the DOTs are not talking about specific recommendations that came out of the I-5 Partnership; rather, they are discussing the underlying principles that will shape the project. He also noted that the idea of environmental justice is incorporated in the Draft Vision and Values statement and, if it is not adequately addressed, Multnomah County Commissioner Serena Cruz could speak up at that point.

Multnomah County Commissioner Serena Cruz's stated, "I think it is an adequate value statement to capture that. Since it was not listed on there, I wanted to make sure it was remembered in the process." Multnomah County Commissioner Serena Cruz stated, "I am actually really comfortable it's being carried out right now in the Delta Park project. I believe there are lessons gained there on how to do it. I'm confident that we will continue. I just wanted to make sure that it wasn't forgotten somehow in this process." Katy replied that if members review the Draft Vision and Values statement and believe it is not incorporated, members can discuss it and make changes.

Tom Zelenka stated that the Draft Vision and Values Statement is vague and ambiguous. He asked who is distributing the money; if the government is distributing benefits, Task Force members may be creating the wrong set of expectations. He asked how the DOTs are viewing the statement, as it should not be seen in a legalistic sense.

Katy responded that the Draft Vision and Values Statement is a litmus test designed to acknowledge the varied interests and complexities of the project as the Task Force deliberates on its

Third Bridge 1st!

Makes Sense To Me !!

Think it was studied and rejected? NOT SO!

From: Stuart, Steve

Sent: Mon 12/21/2009 11:35 AM

To: 'Debbie Jermann'; A21dietz@aol.com; ganley.bill@bgd.k12.wa.us; Stewart, Jeanne; Harris, Jeanne External; Jirish@ci.lacenter.wa.us; Idietzman@ci.cammas.wa.us; Boldt, Marc; Stewart, Jeanne external; Tim Leavitt; Mielke, Tom; wbganley@comcast.net

Cc: Executive Staff

Subject: RE: Response to Sharon Nasset

Debbie et al,

In our meeting, I answered Ms. Nasset's question differently than the attached letter does. So, I feel like I should explain and ask for clarification.

Ms. Nasset (if I'm remembering right) asked if the CRC project had ever studied a FREEWAY option that would take people west of I-5 at Mill Plain, to connect the ports. My answer was "no". I've looked back through my materials, to confirm, and my answer is still "no".

The CRC project staff references RC-14, which was a potential option screened in the process to create draft alternatives in the DEIS. I have the document (dated March 22, 2006) that describes this alternative. RC-14 did not model the path from I-5 to or from the new/replaced multi-modal bridge west of I-5, so there was no clear way for I-5 traffic to divert. One reason for it's failure was that issue, since it didn't clear enough traffic from the I-5 Bridge. Thus, the alternative was simply a multi-modal bridge replacing the rail bridge, not a new FREEWAY bridge.

There WAS a "new freeway corridor" alternative that was studied. It was identified as RC-16 (New Western Highway) in the same 2006 document. The answer to Ms. Nasset's specific question would still be "no", however, because this option didn't "connect the ports" by starting at Mill/4th Plain. It started up around Ridgefield and completely went around the ports.

SO, given the specific question Ms. Nasset asked, the answer is and should be "no". That doesn't change the fact that neither option described above helps fix the inadequacy of the I-5 Bridge (number of lanes, lane width, lack of shoulders, lift span) and surrounding interchanges (spacing, lack of adequate length ramps). Nor does it mean I think we should do another analysis.

Just wanted to clarify.

Merry Christmas all!

Steve

***This is not meant to imply support of a Third Bridge Corridor by Commissioner Stuart.**

Karl D. Hill

Hayden Hill

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.

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 type="checkbox"/> Other |
| <input type="checkbox"/> Environmental issues | |

Thru bridge only

— 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)* _____

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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