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Columbia River Crossing

June 18, 2008

Columbia River Crossing
C/o Heather Gundersen, Environmental Manager
700 Washington Street, Suite 300
Vancouver, WA 98660

Sub: Marine Drive Interchange/ Portland Expo Center
Ref: Ch.2, Page 26

Dear Ms. Gundersen, CRC Project Staff and CRC Task Force Manager

B-058-001 My name is Randall Rosenau and I represent Trade Shows West, we do Consumer Trade Shows in the Ski and Snowboard Industry. We have been doing shows at the Expo Center for at least 15 years now, as has more than 100 other event coordinators. I would like to comment about your proposal and impact of both the Diagonal and Southern Alignment options for the Marine Drive interchange.

As I stated above we have been holding our event for over 15 years now and we have at least 150 exhibitors at our show, both retail and manufactures, representing every aspect of the Ski and Snowboard industry, from clothes to ski's and everything in between. Each year our show has an attendance of over 22,000. While my staff is relatively small about 120, they are all more than full time employees, meaning they work from sun up to sundown. We work with DWA, Don Worth & Associates as our decorator and they have a staff of 50 to set up and tear down our event.

Our exhibitors come from eleven Western States and four Canadian Provinces so we provide a huge financial impact on the surrounding area. Our Host Hotel is the Marriot Courtyard Portland North Harbour. Over the course of 3 days we book over 450 room nights and we have them cater all of our functions, from morning coffee breaks for our TV personalities, to a Party for our Exhibitor on Saturday night. The total amount that this brings to the Hotel is in excess of \$100,000.00. This does not take into account all the breakfasts, lunches, and dinners that each of our exhibitors spend in the local area. I have no idea how much money is spent on liquor or the lottery but I can assure you that the State of Oregon sees a huge amount of capital coming into their coffers during this time.

As far as our community involvement, we offer free space for the Mount Hood Ski Patrol, Disabled Sports USA, MS Society, Special Olympics just to name a few. These booths are informational and donation locations for each of these organizations. It also allows these organizations to get their name out as well as their Mission Statement.

B-058-002 I cannot state how strongly I oppose both the Diagonal and Southern Realignment proposals. The diagonal proposal will remove two Exhibition Halls and a considerable amount of parking spaces, this is a MAX stop but the parking lot is always completely full to capacity. Just the revenue from the parking tickets alone, because there is no room to park, would hit the Portland Police revenue dramtaly. As for the Southern Realignment this again would incur a loss of parking, and restrict the loading and

B-058-001

Thank you for taking the time to submit your comments on the I-5 CRC DEIS.

B-058-002

Following the publication of the DEIS in May 2008, and the selection of the LPA in July 2008, the CRC project team established a Stakeholder Group to provide feedback on the function and design of the Marine Drive interchange. This advisory group was comprised of a wide range of stakeholders with strong interests in the final design of this interchange including Metro; TriMet; the Oregon Department of Transportation; the City of Portland; the Port of Portland; trucking and distributions companies; the Audubon Society; nearby property owners or operators, such as Diversified Marine and the Metropolitan Exposition Recreation Commission; as well as community members from the surrounding Bridgeton, Kenton, and East Columbia Neighborhoods.

As discussed in Chapter 2 (Section 2.7) of the FEIS, working with this advisory group, the CRC project team conducted studies that analyzed the traffic operations, property impacts, and potential environmental effects for a range of potential interchange designs. The Marine Drive interchange design included in the LPA that is analyzed in the FEIS was developed with this stakeholder advisory group to balance many competing interests, including freight mobility, property impacts to nearby properties, and environmental impacts. More detailed information regarding this process and its outcome is available in the Marine Drive Interchange Alignment Recommendation Process: Final Summary Report and Stakeholder Recommendation, available online in the project's electronic library at www.columbiarivercrossing.org or by contacting the project office.

B-058-002 unloading of products of our exhibitors. I can only support the Standard or current interchange option that minimizes these issues.

In closing I request you to only consider or support the **Standard Interchange** option. This option would preserve the integrity of the existing structures of the Expo Center as well as the livelihood of my business and all the business at my Show. The decision not to use the Standard Interchange will also affect all the businesses in the local vicinity. Please consider all of the above when voting for the proposed options within the DEIS.

Sincerely,



Randall Rosenau
Marketing Director
Trade Shows West
4634 NE 40th
Portland, OR 97211

Cc: Chris Bailey, Director- Portland Expo Center