

October 24, 2011

Nancy Boyd
Executive Director
Columbia River Crossing
700 Washington Street, Suite 300
Vancouver, WA 98660

RE: CRC PROJECT COMMUNITY CONCERNS
FEIS COMMENT SESSION

Dear Nancy,

Thank you for coming to our recent Hayden Island Livability Project meeting.

The Hayden Island Manufactured Home Community (1300 people approximately) is largely in favor of the LPA. We live in the "traffic congestion zone", would like improvements in the highway system, and would enjoy light rail to the island.

Our Homeowners Association has a few concerns about the FEIS and the project in general.

Safeway / Full Grocery Store Loss

- O-004-001 ❖ Target will NOT be a total substitution for the loss of Safeway on the island
- ❖ Target has only marginal fresh meats and vegetables department
- ❖ The FEIS states that the addition of light rail will mitigate the loss of Safeway, this is not a logical argument as the people that 'need' Safeway the most will not be riding light rail to the next grocery store. This argument is false.

Arterial Bridge

- O-004-002 ❖ Needs to be moved up to the first stages of construction
- ❖ Will assure ease of getting to and from our homes during years of major road construction
- ❖ Will assure more availability of emergency responders for our aging community
- ❖ Needs to NOT be an 'option' in the FEIS

Air Pollution / Noise / Vibration / Utility Services Impacted By During Construction

- O-004-003 ❖ Manufactured homes are unique, do not have full foundations, and may not make it through the construction phasing, CRC needs to work with LauTrec to assist homeowners if problems occur
- O-004-004 ❖ Air / Noise impacts to community will be high during years of construction, specifics are needed on impacts, mitigation, respiratory clinic for local residents
- O-004-005 ❖ Utility Services will be greatly impacted locally, assurance is needed that seniors (many on life support machines) will not suffer needless because of disrupted services

Local Transportation Concerns

- O-004-006 ❖ Handicapped parking, "senior citizen" parking needs to be confirmed at light rail station, our community is not in "walking distance" to the station
- ❖ Island-wide shuttle during construction (to lessen local traffic) as well as after to get people to light rail needs to be guaranteed

O-004-001

The project has endeavored to avoid the displacement of any businesses, though it is not possible to do so within the densely developed corridor. The project will continue to look for ways in which impacts can be minimized and avoided. The displacement of Safeway is documented in the FEIS. Mitigation for this impact is governed by the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. The project will suggest that Safeway relocate on Hayden Island, but cannot require them to relocate in any specific location. The eventual relocation will be a business decision by Safeway.

O-004-002

The local multimodal bridge is part of the Selected Alternative, and the project will consider and seek opportunities to build and open it during, rather than at the end of, overall project construction. However, limited construction funding could lead to some elements being built before others.

O-004-003

There will be monitoring for any structures at risk of being damaged by vibration construction. Damage is highly unlikely for the manufactured homes on Hayden Island.

O-004-004

The project does not plan to build a respiratory clinic but has committed to air and noise reduction mitigation during construction that can help minimize impacts.

O-004-005

The project team, through coordination with the utility owners and construction staging planning, will develop a Conceptual Utility Relocation Plan that indicates how utilities will be relocated, where they


O-004-007

Environmental Justice Community Recognition

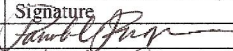
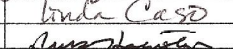
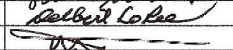
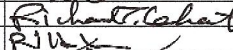
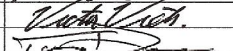
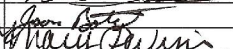
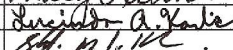
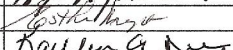
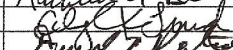
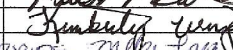
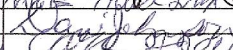
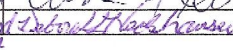



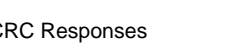


- ❖ This community was not surveyed (like the Jantzen Beach Moorage), this community was hardly counted in the 2000 census, it's numbers were rolled together with the numbers from the wealthier side of the island, and this segued the island's numbers for the FEIS
- ❖ Our community IS an environmental justice community – many of our residents are living at or below the poverty line – we need protection, we are in the impact zone, we need special considerations
- ❖ Jobs need to be generated from this community – flaggers, etc.
- ❖ Enhancement fund needs to be guaranteed for use to mitigate the liabilities that this community (and Hayden Island as a whole) will bare for this project

Thank you for hearing our comments and concerns and relating them to the FEIS.

Signed,


 Pamela Ferguson
 President, Home Owners Association
 HAYDEN ISLAND MANUFACTURED HOME COMMUNITY
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 Portland, OR 97217
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and other community members

Print Name	Street Address	Signature
Pamela Ferguson	2270 N. Broughton Drive, PDX	
Linda Claso	1501 N. Hayden Island Dr. #14B	
Russ Hoverton	12241 N. Westshore Dr	
Delbert Lorie	1503 N. Hayden Is. Dr. #247	
Boggs Staver	11638 N. Island Cove Ln	
Richard T. Carhart	134 N. Tomahawk Island Dr.	
Brad Hoverton	Brad Hoverton - PDX	
Victor Viets	421 N. Tomahawk Is. Dr. 97217	
Tom Dana	1501 N. Hayden Island Dr #110	
Jason Botel	1501 N. Hayden Island Dr #38	
Marylewiner	17462 N. Westshore Dr	
Lucinda Karlic	1503 N. Hayden Is. Dr #28	
Steffan Karlic	1503 N. Hayden Is. Dr #28	
Esther Wright	2630 N. Hayden Isl. Dr. #9	
Kathleen Dorr	1503 N. Hayden Is. Dr. #249	
Cheryl K. Lund	Slip 17, 2630 N. Hayden Island Dr.	
David Redthunder	1503 N. Hayden Is. Dr #229	
Kimberly Wing	12730 N. Seaside Ave. Portland, OR	
Mikalewis	1501 N. Hayden Island Dr	
Carla Herlihy	1503 N. Hayden Island Dr	
Dani Johnson	1503 N. Hayden Island	
Deborah L. Heckhausen	12890 N. Image Circle Ave. Portland, OR 97217	

will be relocated to, how much the relocation will cost, and who is responsible for the relocation (i.e., the DOT or the utility owner). This plan will also propose a schedule for when the utilities should be relocated in coordination with the construction to minimize any potential temporary impacts to utility services. The project team will also work closely with the utility owners to ensure that any temporary outages are communicated to their customers.

O-004-006

The Hayden Island LRT station cross-section illustrations in the FEIS show a conceptual design with placeholders for station elements. CRC is committed to working with the community to advance the station design. Station design work will take place during final design.

At the December 2010 Portland Working Group (PWG) meeting, TriMet representatives discussed bus service. TriMet will work closely with the contractors during CRC construction to ensure that Line 6 service continues to Hayden Island. When developing a bus service plan along a new light rail line, TriMet re-evaluates all bus service within the vicinity of the new line with the intention of maximizing ridership and limiting service duplications. As part of this process, TriMet conducts ridership, cost, and operational analyses.

The project will work with TriMet and the Hayden Island community to develop a bus service plan during construction and after light rail opens in 2019. Circulator service will be part of this program, though the details will not be finalized without more coordination with Island residents, businesses, and organizations.

On-street parking is shown in the current roadway designs for Tomahawk Island Drive. The project will work with the City of Portland and the Hayden Island community to refine the parking designations near the LRT station. Delta Park will serve as the nearest park and ride

disproportionately more severe than those experienced elsewhere in the project area.

However, the project recognizes that there are low income and minority households on Hayden Island. And the project will remain open to the potential for specific, vulnerable populations to be present in the HIMHC. The project has worked closely with the community on Hayden Island to identify unique impacts and develop mitigations for these. The implementing federal and state guidelines on Environmental Justice have and will continue to guide the project's consideration of, outreach to, and mitigation of impacts for these households.

The project will be working with the construction contractors to develop means by which local companies can participate in the project and, to the extent allowable by law, will encourage the hiring of local residents.

In the last three years the CRC project team, the Project Sponsors Council, and CRC advisory groups have focused on incorporating a wide range of community enhancements into the project. The project has looked for ways to leverage the highway and transit investments into additional improvements for project neighbors and local communities. These improvements are beyond the benefits identified as the project's purpose and need. These tangible improvements include new local roads, improved local flow, and improved connections for Hayden Island residents; better bike and pedestrian access to the improved facilities; new bike and pedestrian trails; and a separate bridge for local auto access from North Portland to Hayden Island. We know there is more to be done. The CRC remains committed to aggressively maximizing and leveraging resources to bring additional benefits and improvements to our community. Two options have been identified for further exploration; both include a financial set-aside of a specific amount dedicated to a specific purpose. One approach is a project-specific community enhancement fund. There is some history with such an approach - the

Delta Park 1-5 widening project (2006) and Metro's solid waste program (1991) are two examples. The other approach is a different concept, a regional fund established by the state to benefit the neighborhoods and communities in close proximity to 1-5 and the CRC project. Both approaches have been successfully implemented in the Portland region and will help inform this effort. We need to be clear about both of these approaches - neither will be easy. Both approaches have limitations and legal restrictions associated with anticipated funding sources. Both will require legislative support. Both will likely need enabling legislation, and both will require funding.