



City of Portland Office of Neighborhood Involvement  
**North Portland Neighborhood Services**

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**Tom Griffin-Valade, Director**

Arbor Lodge Bridgeton Cathedral Park East Columbia Kenton Hayden Island Overlook Piedmont Portsmouth St Johns University Park

October 24, 2011

Victor M. Mendez  
Administrator  
Federal Highway Administration

Peter M Rogoff  
Administrator  
Federal Transit Administration

c/o Heather Wills  
Columbia River Crossing  
700 Washington Street, Suite 300  
Vancouver, Washington 98660

**L-002-001** The North Portland Chair Network, composed of the leaders representing the eleven North Portland neighborhoods, would like to take this opportunity to express our full support of the position of the North Portland neighborhoods most impacted by the CRC Bridge, Hayden Island, Bridgeton, East Columbia, and Kenton. The residents of these neighborhoods have volunteered many, many hours studying all aspects of the new CRC Bridge.

We have had ongoing concerns that the CRC staff has disregarded and discounted input from residents of these impacted North Portland neighborhoods as well as community advisory groups engaged by the CRC staff. In your evaluation, we urge you to include the intrinsic values of community support and community pride in your analysis of what type of bridge should be built over the Columbia River.

**L-002-002**

*For the Arbor Lodge, Bridgeton, Friends of Cathedral Park, East Columbia, Kenton, Hayden Island, Overlook, Piedmont, Portsmouth, St Johns, and University Park neighborhood associations chairs,*

*Tom Griffin-Valade  
Director  
North Portland Neighborhood Services*

**L-002-001**

Significant work has gone into developing the CRC project, including an ongoing public involvement effort. The public involvement program includes numerous advisory groups to ensure the values and interests of the community are reflected in project decisions. These groups include representatives of public agencies, businesses, civic organizations, and neighborhoods, as well as freight, commuter, and environmental groups. Feedback from the general public and advisory groups has been generally supportive of the project, including support for the transit, bicycle, pedestrian, highway, interchange, and financing elements of the project. See Chapter 2 (Section 2.7) of the FEIS for more discussion on the process used to develop project alternatives and select a Locally Preferred Alternative.

**L-002-002**

While the selected bridge type is not the one preferred by these commenters, community input and concerns were a factor in making the selection.