

Hines, Maurice

From: Sharonnasset [sharonnasset@aol.com]
Sent: Monday, October 24, 2011 8:33 PM
To: Columbia River Crossing
Subject: rmal Public Comments Environmental Impact Statement concerning the Columbia River Crossing project. -2
Attachments: ccc_nepa_not_followed.TIF; CRC_Sponsor_Responsibility.doc; 2-FTA questions removal of projects.doc

Add this to the formal Public Comments Environmental Impact Statement concerning the Columbia River Crossing project.

COLUMBIA RIVER CROSSING ALTERNATIVES, FORECASTING METHODOLOGY, AND RESPONSE TO QUESTIONS
(from Federal Transit Administration)
Dec. 8, 2006 page2

P-076-001

The CRC project team has presented its recommendations for which alternatives should proceed into the DEIS to the CRC Task Force, a 39-member panel of community representatives, business representatives and elected officials who oversee the project, at their November 29th meeting. This narrowed set of alternatives will be carried forward through a public input period prior to beginning the DEIS process. Following two months of intense public outreach efforts aimed at sharing these alternatives with the public and gathering their input, the CRC Task Force will review the public comments and make their final recommendations on the DEIS range of alternatives at the February 27, 2007 meeting. This refined set of alternatives will be fully documented in the Detailed Definition of Alternatives report which will include plan and profile drawing sets that establish the footprint of the project for the DEIS, targeted for the Spring of 2007.

CRC Staff makes false statements to the FTA

1. The CRC Task Force was an advisory committee to the Project Sponsor's Council an advisory committee to the Signatory CRC Sponsor Agencies. The CRC Task Force was NEVER an oversight committee.
2. The alternatives were removed without following the NEPA process of a thorough study
3. The alternatives were removed before define or being refined
4. The alternatives were removed before and only the "narrowed " alternatives carried though for citizen input. Citizen and work groups did not see all the alternatives. The CRC Task Force did not see refined alternatives before removing them.
5. Only the narrowed alternatives were refined or fully documented
6. The Board of Clark County Commissioners letter attached states concerns about the November 29th meeting that removed alternatives. " The Board of Clark County Commissioners believes that that the NEPA process is substantially flawed and recent action taken by Columbia River Task Force is arguably illegitimate.

All alternatives highway, transit, and rail were removed by the CRC Task Force advisory committee.

Sharon Nasset
CEO Third Bridge Now
503.283.9585
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P-076-001

The CRC Task Force was advisory. The text stating that they oversaw the project was an error. Regarding the letter from the Clark County Board of Commissioners, the decision the Task Force made at its meeting on November 29, 2006, was not their final recommendation of alternatives. It was a decision to forward a set of alternatives to the public for additional input and comment, prior to the Task Force voting on a recommendation of alternatives in February 2007. Following this letter, the Clark County Commissioners were subsequently afforded additional opportunities to ask questions about and provide input on the range of alternatives. At its meeting on February 27, 2007, with Clark County Commissioner Steve Stuart participating, the Task Force made its recommendation on alternatives to advance to the DEIS. The motion passed with 33 members in favor, none opposed and no abstentions.

Please see responses to Ms. Nasset's other comment letters submitted on the FEIS, including letter P-077 regarding the RTC letter and the Board of Clark County Commissioners' letter, and letter P-079.

2439

BOARD OF CLARK COUNTY COMMISSIONERS
Betty Sue Morris • Marc Boldt • Steve Stuart



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CLARK COUNTY
WASHINGTON

December 18, 2006

Mr. Douglas B. MacDonald
Secretary of Transportation
Washington State Department of Transportation
Post Office Box 47300
Olympia, WA 98504-7300

Dear Secretary MacDonald:

We write to share our concerns regarding the National Environmental Policy Act as it relates to the Columbia River Crossing project. The Board of Clark County Commissioners believes that the NEPA process is substantially flawed and any recent action taken by the Columbia River Task Force is arguably illegitimate.

On the evening of Wednesday, November 29th, the Columbia River Task Force met in regular session. During the proceedings, the Chairman, Hal Dengerick, deviated from the agenda by accepting a motion from Rex Burkholder Burkholder "to accept the project team's recommendations... and forward the report to the public for comment." The motion was seconded, voted on, and passed.

The Board of Clark County Commissioners takes objection to this deviation. The agreed upon and predetermined process would have allowed each member of the Task Force to go back to their respective bodies and present the staff alternatives. The motion as passed denied Clark County this opportunity.

Unfortunately for the residents of Clark County and the customers of C-Tran, Commissioner Stuart and Commissioner Morris had to depart the meeting early to attend the Clark County Planning Commission hearing on the Comprehension Growth Management Plan. Since there was no prior notification, each Commissioner was unaware of the vote and therefore, had not appointed an alternate to vote on their behalf.

The Board believes that a decision of this magnitude should have followed the agreed upon process. We should have had plenty of advance notice and a printed copy of the text. We believe this vote undermined the integrity of the NEPA process, for there needs to be a higher degree of consensus, and not a vote that was passed marginally or for the ease of a few.

On a night in which Governor Gregoire addressed the Task Force as a whole and urged our region to not be competitors but partners in the CRC project, we find it inappropriate what transpired. Over 400,000 residents live in Clark County, and as the duly elected Board, we find it unacceptable to be left out of this process. Therefore, we seek a fair and objective analysis as well as a reasonable opportunity to comment on the project. There needs to be a frank and honest discussion about the staff recommended alternatives, and Clark County needs to be involved.

Sincerely,

Marc Boldt
Chair

Betty Sue Morris
Commissioner

Steve Stuart
Commissioner

2439

P-076-001
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WHO IS INVOLVED?

P-076-001

A project of this size and complexity must, of necessity, bring together many stakeholder groups with a wide range of interests. Each of these groups has a unique role to play in the decision-making process. Some provide the technical data needed to compare alternatives while others help compare and choose the alternatives.

Project Development Team

Responsible for day-to-day project management. Working groups will assist the team with specific issues such as freight, public involvement, and financing issues.

Regional Partners

Advises Project Development Team and assists with project development. Includes major public agencies with transportation jurisdiction within the project area:

- Oregon Departments of Transportation (ODOT)
- Washington Department of Transportation (WSDOT)
- Metro
- Southwest Washington Regional Transportation Council (RTC)
- TriMet
- C-TRAN
- City of Portland
- City of Vancouver
- Federal Highway Administration (non-voting)
- Federal Transit Agency (non-voting)

Task Force

39-member group of representatives from a broad cross section of the Oregon and Washington communities, including public agencies, businesses, civic organizations, neighborhoods, and freight, commuter, and environmental groups. Provides recommendations to the Project Sponsors Council.

Project Sponsors Council

Makes decisions at each decision point based on recommendations from the Task Force, public input, and advice from Project Development Team:

- WSDOT
- ODOT
- RTC
- Metro
- C-TRAN
- TriMet
- City of Vancouver
- City of Portland
- Clark County
- Multnomah County
- Port of Vancouver
- Port of Portland

Bi-State Permitting and Regulatory Group

Coordinates and streamlines regulatory reviews and permitting. The group includes federal, state, and local agencies responsible for protecting air, water, wildlife, and cultural resources.

Federal Highway Administration and Federal Transit Administration

Co-lead agencies for the National Environmental Policy Act (NEPA) process that governs proposed actions requiring federal funding, federal permits, or federal approvals. Will sign the Environmental Impact Statement and Record of Decision.

Columbia River
CROSSING



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