



From: [Jim McCauley](#)
To: [Columbia River Crossing](#)
CC:
Subject: CRC comments
Date: Friday, June 20, 2008 3:20:30 PM
Attachments: [CRCHBAJune 20.doc](#)

Please accept HBA's comments in regard to our support for a new bridge over the Columbia.

Jim McCauley
Vice President of Government Affairs
Home Builders Association of Metropolitan Portland
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June 20, 2008

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

Subject: CRC project

Dear Ms. Gundersen, CRC project staff and CRC Task Force Members:

O-020-001

Home Builders Association of Metro Portland (HBA) is proud to offer our support for the CRC and design selection that makes sense for Oregon and Washington businesses and citizens. HBA represents over 1,400 companies including builders, developers and other associated industries that support home construction in this metro region.

We believe the success of this region's future hinges on resolving transportation planning issues associated with freight mobility, business development and providing better traffic alternatives for citizens of this region. As you know the construction industry in Oregon and in this region are among the primary economic drivers for the local and state's economy. In order to maintain this industry in the future and aid in the recovery of a down market we need to see the investment in transportation infrastructure and this bridge proposal is critical to the overall future economic wellbeing of this region.

O-020-002

We understand that the attention of the vote scheduled for June 23, 2008 is focused on overall support of the bridge project, but we are also offering support for a future decision regarding the Marine Drive interchange. HBA along with other businesses uses the Expo Center annually with events that draw over 50 thousand people to just our two show events. HBA has enjoyed a 65-year relationship with the Expo center and O'Laughlin family. We want to continue this work for the next 65 years and with an Expo facility that works. HBA is asking for consideration of the alignment and its impact on existing buildings and transportation routes once support for the bridge construction is finalized.

The first step is to gain approval for the bridge construction and multi-modal component and HBA is on board with this critical first step. Next in line are some of the physical design options and we are confident you will be able to find a solution that makes sense for existing businesses and lessens the impact on the Expo facility.

Sincerely,

Jim McCauley
VP for Government Affairs
Portland Metro HBA

O-020-001

Preferences for specific alternatives or options, as expressed in comments received before and after the issuance of the DEIS, were shared with local sponsor agencies to inform decision making. Following the close of the 60-day DEIS public comment period in July 2008, the CRC project's six local sponsor agencies selected a replacement I-5 bridge with light rail to Clark College as the project's Locally Preferred Alternative (LPA). These sponsor agencies, which include the Portland City Council, Vancouver City Council, TriMet Board, C-TRAN Board, Metro Council, RTC Board, considered the DEIS analysis, public comment, and a recommendation from the CRC Task Force when voting on the LPA.

With the LPA, new bridges will replace the existing Interstate Bridges to carry I-5 traffic, light rail, pedestrians and bicyclists across the Columbia River. Light rail will extend from the Expo Center MAX Station in Portland to a station and park and ride at Clark College in Vancouver. Pedestrians and bicyclists would travel along a wider and safer path than exists today.

For a more detailed description of highway, transit, and bicycle and pedestrian improvements associated with the LPA, see Chapter 2 of the FEIS.

O-020-002

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.