03622			
	From:	Sharonnasset@aol.com	Ţ
	To:	Columbia River Crossing:	
	CC:	jeff.mize@xolumbian.com; Thirdbridgenow@aol. com;	
	Subject:	DEIS Download 1	
	Date: Attachments:	Tuesday, July 01, 2008 12:58:17 PM CRC FEDERAL REG.ZIP	

P-0797-001 This part of the public EIS record

#### \*\*\*\*\*\*\*\*

Gas prices getting you down? Search AOL Autos for fuel-efficient used cars. (http://autos.aol.com/used?ncid=aolaut0005000000007)

\*\*\* eSafe scanned this email for malicious content \*\*\*

\*\*\* IMPORTANT: Do hot open attachments from unrecognized senders \*\*\*

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

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Multiple methods have been used to engage the public so as to address the needs of a wide variety of people and the project decision-making process. Public feedback has helped guide the outreach effort. Examples include workshops with facilitated small-group discussions, open houses where participants can talk one-on-one with staff, public hearings, presentations and discussion at community and neighborhoodsponsored meetings, often at the group's request, and advisory group meetings where CRC seeks recommendations from a citizen committee. These events and meetings have taken place at a variety of locations, days of the week and times of the day to meet the needs of the entire community. For more information on the project's public outreach, please see Appendix B of the FEIS.

## P-0797-003

P-0797-002

According to minutes from the Feb. 22, 2007, Metro Council meeting, Jeri Williams testified. The minutes and the link to the video (corrected link is: http://www.portlanddocs.com/CRC/JerriWilliams-070222.wmv) do not indicate that Ms. Williams filed any formal complaints. A search of project records produced no record of formal written complaints being filed with CRC by Ms. Williams. The minutes and the video indicate she did not feel listened to and that she and others were not happy with the process prior to analysis of alternatives in the Draft EIS.

Multiple methods have been used to engage the public to address the needs of a wide variety of publics and the project decision-making process. Examples include workshops with facilitated small-group discussions, open houses where participants can talk one-on-one with staff, public hearings, presentations and discussion at community and neighborhood-sponsored meetings, often at the groups' request, and advisory group meetings where CRC seeks recommendations from a citizen committee. These events and meetings have taken place at a variety of locations, days of the week and times of the day to meet the

- P-0797-002 ank you so much listening to and asking about the citizen comments on the Columbia River Crossing projects treatment of citizen during this process. As you are aware your hearing in May is only the second public hearing in a process that has been going on for over 3 years and a multi million dollar budget.
- P-0797-00B e Columbia River Crossing communication special Danielle Cogan in commenting on the commissioners question of numerous complaints from citizen of problems with being kept out of the process, stated the Jerri Williams well know as a Environmental Justice leader being involved in the process as proof of a fair process.

On February 22, 2007, at the Metro Council hearing the CRC Environmental Justice representative, Jeri Williams, testified about the process being the worse process she had ever been involved with after years of sitting on several committees as an Environmental Justice Representation. She stated eitizens where not listened to, complained of poor treatment, and citizen complaints of feeling totally disrespected and invalid. The she has had to file several complaints.

Here is a link to what Jerri Williams said at the only other public hearing on Columbia River Crossing at Metro. Her words are shocking. She works for the City of Portland in the Office of Neighborhood Involvement and would be happy to tell you her story. This link is her very important statement on the CRC process. Please take the time to listen to this link now, thank you. Jerri Williams www.PortlandDocs/CRC/JerriWilliams-070222.wmv

P-0797-004 February 22, 2007, the Metro Councilors held hearings on the CRC staff recommendations. After 2 hears of citizen testimony, Councilor Brain Newman commented on obvious serious problems with the CRC public process.

Brian Newman, clip 1 <u>www.PortlandDocs/CRC/Newman-070222-1.wmv</u> Brian Newman, clip 2 <u>www.PortlandDocs/CRC/Newman-070222-2.wmv</u>

- P-0797-005 h February 26, 2007, the Columbia River Crossing Joint Senate Committee stated that they had heard concerns publicly and privately of citizen inability for them to be involved in the public process. The suggestion was made that an oversight committee of Senators and Representatives may need to be set up. That recommended committee was not set up. http://www.columbian.com/news/localNews/02272007news109348.cfm
- P-0797-006 e Columbia River Crossing Task Force and public meetings started in February 2005. In March of 2006 staff remove approximately half of the alternative brought during the scoping process. Staff did not follow the NEPA and National Register requirement of a thorough study of the alternatives as required for
   P-0797-007 thereal funding. In August 2006 was the "kick off for community environmental justice" 17 month into the process, and after most of the alternative where off the table.
- P-0797-008 tizen who have signed in at the CRC Task Force meetings are not named in the formal minutes. All other transportation meeting include citizens in the formal meeting minutes. The request to put citizens in o the formal meeting minutes has been made to staff from the beginning, No has been CRC staff reply. A very clear statement, citizens are being ignored and keep out of the process. What about Open Meetings Laws? CRC staff is included in every CRC Task Force formal meeting minutes.
- P-0797-009 tizen comment period is usually at 4:40PM while many are still at work. Subcommittee meeting are at 8:50 AM, 11AM, Noon and 2PM week days.

- P-0797-010 cation of meeting in Vancouver are on the east side of I-205. To reach the meeting by public transportation it take two or three bus transfers and walking each direction. From North Portland it can take as many as 5 transfers each direction and several hours. There are plenty of places that hold public meetings in downtown Vancouver. Would you take public transportation if you had to transfer 3-5 times in each direction and taking several hours. The location at WSDOT on the east side of 205 is out side of the project area and does not met Open Meetings Law. Many citizen can not make it to a meeting so far away.
- **P-0797-01T** hank you very much for this opportunity to express my concerns about the Columbia River Crossing. Here are a couple of my thoughts.

Currently we have the Columbia River Crossing project a multi million dollar interstate business with over 60 employees, a dozen or more contracts with companies and individual supplying expertise, and a product line worth billion of dollars that affect the economy of 17 states. It involves the future of our two states, communities' livability, and the environment.

The owner of this company is the Sponsor Agencies. The CRC Sponsor Council is the board of directors. They are the major decision-makers, oversight, quality control, and chooses what the multi billion-dollar product will be.

Do you believe it would be responsible for the owners to be hands off and the board of director to be on vacation and not meet during beginning set up and project development? Do you believe that the project has the best chance of being its greatest in this scenario? Do you believe a multi million-dollar business set up this way, is best for the stakeholders and the public? Do you believe that taxpayers should accept the sa what they desire for there millions invested into this company, had they known?

Wthout leadership, decision making, guidance, and oversight are you surprised we are where we are with this process?

P-0797-012 month into the process before environmental justice committee is formed.

- Staff having to make all the decision and recommendations
- Not following the NEPA requirements
- Not following Open Meeting Laws
- Having no oversight process set up for errors
- A budget out of control
- More question than answers
- Unable to through off special interest groups heavy lobbying
- Citizen removed from the process (hard enough without them)
- disinformation on every issue
- ack of transparency
- versions of the book
- ailed attempts with the EIS
- The continual attacks on staff from all direction

The Sponsor Agency's have abused the staff and the public. It does not say that Columbia River Crossing staff will complete the project. It states the Sponsor Agencies will prepare an environmental impact statement, a reasonable range of alternatives including those identified in the Portland/Vancouver I-5 Trade Partnership Final Strategic Plan. Sponsor Agencies will evaluate significant transportation, environmental, social, and economic impacts of the alternative, etc.

**P-0797-015** rtunately, the NEPA process is set up for oversight and reflection. It is not the end of the world or the end of the project to pause reevaluate, access where we are at and make sure the all the NEPA

needs of the entire community. For further information on the public involvement process, see Chapter 6 and Appendix B of the FEIS.

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http://www.portlanddocs.com/CRC/Newman-070222-1.wmv http://www.portlanddocs.com/CRC/Newman-070222-2.wmv

Metro Councilor Brian Newman, in the video links provided above, said many people testified in front of the Metro Council because such an opportunity had not been provided in the CRC-sponsored open houses to date. Two public hearings sponsored by the CRC were held in front of the chair of the CRC Task Force and CRC project directors during the Draft EIS public comment period in May 2008. For further information on the public involvement process, see Chapter 6 and Appendix B of the FEIS.

## P-0797-005

On Feb. 16, 2007, a joint meeting of the Oregon Senate Committee on Business, Transportation and Workforce Development and the Washington Senate Transportation Committee occurred. The news report from the meeting indicates the members expressed interest in forming an oversight committee. Formation of such a committee was the responsibility of the members and to date has not occurred.

## P-0797-006

Many different options for addressing the project's Purpose and Need were evaluated in a screening process prior to the development and evaluation of the alternatives in the DEIS. Options eliminated through the screening process included a new corridor crossing over the Columbia River (in addition to I-5 and I-205), an arterial crossing between Hayden Island and downtown Vancouver, a tunnel under the Columbia River, and various modes of transit other than light rail and bus rapid transit.

**P-0797-013** uirements have been met. That is the time we are now in. Many projects go through adjustment. Because of the lack of support and guidance, the staff is devastated.

Thanks you, Sharon 4 of 318

Section 2.5 of the DEIS explains why a third corridor, arterial crossing of the Columbia River, and several transit modes evaluated in screening were dropped from further consideration because they did not meet the Purpose and Need. For a general description of the screening process see Chapter 2 (Section 2.7) of the FEIS. It should be noted that every proposal received from the public was considered, and many of the proposals that were dropped from further consideration included elements that helped shape the alternatives in the DEIS.

## P-0797-007

The charter of the CRC Community and Environmental Justice Group (CEJG) is to ensure that communities affected by the project have meaningful opportunities to learn about and provide input to the project team as the project is developed. Prior to the group's formation, many opportunities were available for members of the public to comment on and participate in the project development process, including: two series of widely advertised open houses with foreign language interpreters, meetings of the CRC Task Force, informational booths at summer fairs and festivals, and presentations to local community groups. Several newsletter mailings and a project Web site provided continual opportunity for ongoing public comment on the selection of alternatives in March 2007 that were analyzed in the Draft Environmental Impact Statement.

## P-0797-008

Advisory groups of the Columbia River Crossing project follow the open meeting laws in both Oregon and Washington. The open meetings laws do not require the identification of every person in the room during an advisory group meeting. Members of the advisory groups approve meeting minutes and some advisory groups have chosen to list all attendees present. The sign in sheets used for advisory committee meetings are used to track the number of people attending, requests to testify during a public comment period and to add names to the project's

## P-0797-014

#### Columbia River Crossing Statement of Purpose and Need The Original Purpose and Needs text

The purpose of the proposed action is to address present and future travel demand and mobility needs in the Interstate 5 Columbia River Crossing Bridge Influence Area (BIA), extending from approximately Columbia boulevard in the south to SR 500 in the north. The action is intended to: a) address travel safety and traffic operations on the Interstate 5 crossing's bridge and associated interchanges; b) improve public transportation connectivity, reliability, operations, and modal alternatives in the BIA; c) address highway freight mobility and interstate travel and commerce needs in the BIA; and d) improve the Interstate 5 river crossing's structural integrity. The specific needs to be addressed by the proposed action include:

## Challenges to the Purpose and Need

Bridge Influence Area (BIA) the I-5 Trade and Transportation Partnership (T&T Partnership) study created the BIA boundaries. The description is the I-5 Corridor, (west/east) and Columbia Blvd. south and SR 500 in the north. The Columbia River Crossing project has not created a map of the BIA. Metro a CRC Sponsor Agency's mapping center has no record of a Bridge Influence Area map as described by (T&T Partnership). CRC staff has caused great confusion by not providing a map of the BIA, and serious error in screening A, that need to be corrected. A transportation study that does not have a map of the full boundaries for one of the projects main study areas such as the BIA is incompetence. Not having a complete set of maps for this transpiration study has created inaccurate data, statements, though out the entire process.

**G**owing Travel Demand and Congestion: Existing travel demand exceeds capacity in the I-5 Columbia River Crossing and associated interchanges. This corridor experiences heavy congestion and deay lasting 2 to 5 hours during the morning and afternoon peak travel periods and when traffic accidents, vehicle break downs, or bridge-lifts occur. Due to excess travel demand and congestion in the I-5 bridge corridor, many trips take the longer, alternative I-205 route across the river. Spill over traffic from I-5 onto parallel arterials such as Martin Luther King Blvd. and Interstate Avenue increases local congestion. The two crossings currently carry over 260,000 trips across the Columbia River daily. Daily traffic demand over the I-5 crossing is projected to increase by 40 percent during the next 20 years, with step-and-go conditions increasing to at least 10 to 12 hours each day if no improvements are made.

## Challenges to the Purpose and Need

Travel demand exceed capacity in the I-5 Corridor. The I-5 Corridor 2 and 3 lanes can carry or ly 1500 - 2000 vehicles an hour per lane. The I-5 Corridor was declared to be at capacity in the 1980's adding ramp metering lights to help the freeway start moving again. The Freeway had totally clasped from being over capacity. Vehicles must be removed from the I-5 Corridor by adding highway capacity alternatives. (I-5 Corridor 2-lane section is approximately 3,500 vehicles an hour x 24 hours = 84,000. 3-lane section is approximately 5,500 vehicles an hour x 24 hours = 132, 000. The I-5 Corridor is over capacity and polluting the adjacent neighborhoods. The Columbia Crossing bridges have 145,000 crossing a day, not evenly spread over a 24 hour period.

Interchanges and associated arterials leading from I-5 are over capacity. The interchanges and anterial will receive relief from having another corridor for vehicles to access them in addition to the current interchanges. River Crossing 14 (RC-14) provides new additional access to Mill

mailing lists. Members of the public attending the meeting are not required to sign in and, therefore, are not an accurate reflection of attendance.

## P-0797-009

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CRC has hosted advisory group meetings at a variety of times to meet member schedules and allow for public involvement. Written public comments may be submitted to the project or an advisory group at any time through the project Web site, by mail, or by e-mail.

# P-0797-010

The majority of meetings hosted by the CRC project are held in or adjacent to the project area. Some meetings were held in venues owned by WSDOT or ODOT and outside of the immediate project area. These facilities were chosen to save public funds and because they are accessible by transit. The open meetings laws of Oregon and Washington encourage, but do not specifically require, advisory group meetings to be held in the project area.

## P-0797-011

CRC is directed by WSDOT and ODOT. Oversight is provided by the U.S. Department of Transportation through the Federal Highway Administration and Federal Transit Administration, the Oregon and Washington Transportation Commissions, and governors from both states. A group named the Project Sponsors Council met eight times from mid-2005 to January 2007 to reach consensus on project development. Members included elected officials and regional leaders of the sponsoring agencies. This group advised WSDOT and ODOT and made no formal recommendations while it existed.

# P-0797-012

The CRC project has provided numerous opportunities for the public to

P-0797-0174 in, Jantzen Beach Dr., Marine Dr., Columbia Blvd., Lombard St., and HWY. 30, these in erchanges and arterials, are currently over capacity at I-5.

The CRC's own data from 2006 shows the I-5 Corridor from I-84 to Pine St. to be at a Level Of Service is F (failure) at 6AM and F at 7PM and several of the hours in between most weekdays. Level Of Service is an A, B, C, D, F rating system.

Bridge lifts would be reduced by 40% by update the Burlington Northern Santa Fe Rail Bridge. The majority of marine traffic can use the hump under the Columbia River Crossing bridges.

RC-14 is less than 1 mile west of the Columbia River Crossing bridges providing a close all ernative when the I-5 Corridor is full. When one incident happens it closes the Columbia River bridge the need for a second close-in bridge corridor is needed. A larger Replacement bridge is still one bridge while taking out 2 bridges. The I-205 Glen Jackson Bridge is over capacity 9 years ahead of schedule and is 6 miles east of the I-5 Freeway. Using RC-14 removes traffic off of I-205 and I-84, keeping traffic near the I-5 Freeway the preferred location.

RC-14 removes traffic from several arterial streets that parallel I-5 in Oregon and Washington as well as St. Johns.

#### The Replacement Bridge does not meet the Purpose and Need

The Replacement bridge increases spill over traffic on arterial that parallel I-5. The bridge size increase with move more vehicles over the river the full I-5 Freeway sending more vehicles on to adjacent arterials. The light rail increase congestion in downtown Vancouver, streets adjacent to I-5 and streets adjacent to light rail stops.

Impaired Freight Movement: 1-5 is part of the National Truck Network, and the most important freight freeway on the West Coast linking international, national, and regional markets in Canada, Washington, Oregon, California, Mexico and the Pacific Rim. In the center of the project are, 1-5 intersects with the Columbia River's deep water shipping and barging as well as two river-level, transcontinental rail lines. The 1-5 crossing provides direct and important highway connection to the Port of Vancouver and Port of Portland facilities located on the Columbia River. Vehicle-hours of delay on truck routes and projected to increase by more than 90 percent over the next 20 years. Growing demand and congestion will result in increasing delay, costs and uncertainty for all business that rely on this corridor for freight movement.

## Challenges to the Purpose and Need

RC-14 Parallels the north/south transcontinental rail line, creates a port to port connection and provide direct freeway access into the ports and industrial areas. RC-14 alignment is commonly known as the "Port to Port" connection and links the majority of the industrial areas on one continuous corridor, providing new access key industrial areas. The I-5 Trade and Transportation Partnership said this alignment help freight movement and recommended for further study.

Interchanges from I-5 Freeway do not provide direct access to the Port of Vancouver or the Port of Portland. The access is local neighborhood arterials near capacity now. Not adequate or sufficient to support the industrial areas and not direct access.

learn about and comment on the project through each stage of development through hundreds of public events and eight different advisory groups that meet in a public forum. Oversight is provided by the U.S. Department of Transportation, through the Federal Highway Administration and Federal Transit Administration, the Oregon and Washington Transportation Commissions and governors from both states.

In late 2005, the results of the I-5 Trade and Transportation Partnership Strategic Plan and a combination of public scoping meetings, stakeholder involvement and project staff analysis led to the development of the project's Statement of Purpose and Need and the identification of 70 potential options to satisfy it.

In early 2006, these options were evaluated and screened using the Statement of Purpose and Need and evaluation criteria adopted by a 39member advisory Task Force. The evaluation process included two well advertised open houses and two meetings of the Task Force. As a result of the evaluation the most promising options moved forward for additional analysis. The remaining options were shared with project stakeholders. Highway and transit options were then combined into 12 multi-modal, preliminary alternatives for analysis and public input.

Based on the input received, two multi-modal alternatives (replacement bridge with light rail and replacement bridge with bus rapid transit) and a no build alternative were recommended to be analyzed in the Draft Environmental Impact Statement. Subsequent public and stakeholder feedback revealed a desire by some stakeholders for a wider range of options to be evaluated in the Draft EIS. As a result, two additional alternatives (supplemental bridge with light rail and supplemental bridge with bus rapid transit) were included in the alternatives analyzed in the Draft EIS.

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## P-0797-01 the Replacement Bridge does not meet the Purpose and Need

The Replacement bridge does not provide not provide direct access from I-5 Freeway to the Port of Vancouver or the Port of Portland. The access is local neighborhood arterials near capacity now. Not adequate or sufficient to support the industrial areas and not direct access.

Limited Public Transportation Operation, Connectivity and Reliability in the Bridge Influence

<u>A rea:</u> Due to limited public transportation options, a number of transportation market are not well se ved. The key transit markets include trips between the Portland Central and Clark County, trips between North/Northeast Portland and Clark County, and trips connecting Clark County and the regional transit system in Oregon. Current congestion in the corridor adversely impacts public transportation travel speed and service reliability. Travel times for buses using General Purpose lanes on I-5 in the Bidge Influence Area are expected to increase substantially by 2020.

#### Challenges to the Purpose and Need

Commuter rail would serve North Portland, Clark County, and Swan Island while connecting to light rail and bus mall at the Rose Quarters. Commuter rail qualities for New Starts FTA money. This would provide new rail lines, and a new rail bridge over the Columbia River and Columbia Harbor providing additional capacity for freight rail in as well. New heavy rail capacity will take freight of roads and freeways, attract businesses, address current rail capacity shortage, gives us a new rail bridge capacity. Commuter rail lessens local arterial by providing park and rides in residential areas.

The Replacement Bridge does not meet the Purpose and Need

The Replacement bridge and light rail do not serve North/Northeast or Clark County.

Light rail will not services Clark County the line is to short.

Light rail will not services the City of Vancouver just a short line area.

The City of Vancouver's population is to small to quality for federal funding to build light rail.

The Clark County population is to small to quality for federal funding to build light rail.

Safety and Vulnerability to Incidents: The I-5 river crossing and its approach-sections experience crash rates nearly 2.5 times higher than statewide averages for comparable facilities. Incident evaluation generally attribute these crashers to traffic congestion and weaving movements associated with closely space interchanges. Without breakdown lanes or shoulders, even minor traffic accidents or stalls cause severe delay or more serious accidents.

## Challenges to the Purpose and Need

The State of Oregon Transportation Department sent a letter the CRC staff early in the project and told them this claim was inaccurate. That there are no other comparable facilities in the state and the accident rates are several to other places on I-5. This needs to be corrected.

These congestion and weaving issues can be address by removing traffic from the I-5 Corridor by providing additional capacity on a new bridge corridor.

\* The transportation departments of Washington and Oregon re-stripped the two lane bridges into three lanes removing the breakdown lanes and shoulders creating the less safe conditions of the bridges. The Draft EIS was published in May 2008 and included the results of an analysis of the environmental and community effects of the five alternatives. During the 60-day public comment period, CRC received 1,600 letters, emails, completed comment forms and transcripts of testimony on the document. As a result of the public comments, technical analysis in the Draft EIS and recommendation from the Task Force, local project partner agencies selected one locally preferred alternative in July 2008.

## P-0797-013

The intent and factual basis of the comment is unclear. See response from previous comment about the steps taken to meet NEPA requirements.

## P-0797-014

Over the course of the CRC project, the project team analyzed a variety of geographic areas. The boundaries of these areas were designed to meet specific purposes, such as analyzing the impacts of project alternatives. The boundaries of the Bridge Influence Area (BIA) were developed by the Portland/Vancouver I-5 Transportation and Trade Partnership as a way of determining how effectively project components and alternatives met the project's Purpose and Need. The project area extends from approximately Columbia Boulevard in the south to SR 500 in the north, along the I-5 corridor. This did not, however, limit the extent to which impacts were evaluated. See Chapter 1 (Section 1.2) for a map of the BIA. By 2030, the region's population is expected to increase by one million people. This increase will result in more people needing to travel between home, work, school, recreation, etc. Currently, 135,000 vehicles cross the Columbia River on the Interstate Bridge which leads to 4-6 hours of congestion each weekday. By 2030, 184,000 are predicted to cross the river, which would lead to 15 hours of daily congestion if no action is taken. Congestion occurs when vehicle demand is greater than a transportation system's capacity. It results in

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P-0797-01% bstandard Bicycle and Pedestrian Facilities: Bidges are 6 to 8 feet wide, narrower than the 10-foot standard, and are located extremely close to traffic lates thus lanes thus impacting safety for pedestrians and bicyclists. Direct pedestrian and bicycle connections from local streets to the bridges in the I-5 crossing area are poor.

#### Challenges to the Purpose and Need

There in no data on how many citizens use the bike/pedestrian sidewalk area on the Columbia River Crossing bridges. There is no safety data or accident data concerning the Columbia River Crossing provided by the Columbia River Crossing staff. This data has been asked for several times with staff not providing any information. Does any data exist?

**Compliance with Local and Regional Transportation Plans:** The Southwest Washington Regional Transpiration Council's Metropolitan Transportation Plan and Portland Metro's Regional Transportation Plan both identify improving highway and transit capacity in the I 5 Columbia River Crossing as a high prority. These transportation plans are critical elements to achieving planned growth and economic development objectives for Clark County, Washington, and the Portland, Oregon Metropolitan Area.

### Challenges to the Purpose and Need

Improving highway and transit capacity over the Columbia River would best be addressed by acding more bridges not taking away the two we have and adding one. The need for highway capacity and transit capacity would be better address by adding a third bridge, adding heavy ral capacity taking trucks of the road, and providing commuter rail service from Ridgefield and Battle Ground to Port of Vancouver, downtown Vancouver, Jantzen Beach, Port of Portland, E po Center, Swan Island to Rose Quarter transit center.

Planned growth and economic development is best achieved by adding parking and rides out in the communities of Clark County close to where citizens live so they can drive, walk, or bike to park and rides and take buses or commuter rail to jobs and other places in Washington as well as Oregon. The heavy rail system brings in new business, runs on the commuter rail system, and can be paid for with New Starts Transit dollars......\$750 million.

#### The Replacement Bridge does not meet the Purpose and Need

The Replacement bridge brings citizens into Oregon to work, and does not help economic development in Clark County. The Replacement bridge and light rail into Oregon does not help land use planned growth patterns.... more living in Clark County and working in Oregon. The citizens using light rail must drive south to downtown Vancouver congesting arterials to get to the park and rides. Having park and ride almost in Oregon makes them useless when employment centers are developed in Clark County

Seismic Vulnerability: The existing I-5 bridges are located in a seismically active zone. They do not meet current seismic standards and are vulnerable to failure in an earthquake.

Steal bridges are very strong and flexible, which is why they are used for heavy rail. The I-5 Corridor is on land fill and has not been seismically updated. The approaches to the I-5 Bridge have not been updated. None of the bridges in our area, including the Glen Jackson I-205 meet current seismic standards. When you have more bridge, you have the opportunity for more bridges to survive. The FHW is not requiring the bridge to be seismic upgrade. The bridges can be seismically upgraded. RC-14 builds a new corridor from HWY30 across the Willamette, slower speeds and increased travel times. CRC defines congestion as vehicles traveling less than 30 m.p.h.

The Columbia River Crossing project uses information gathered from Metro's nationally-recognized travel demand models to determine the project's effect on congestion. These models predict trip frequency, types or modes of transportation, destination, and time of day. Transportation planners use these models to analyze the effects of such factors as increased population and employment, transportation improvements, and new developments on the transportation system. Based on the Metro model's past ability to predict transportation effects. the CRC project is confident in the data received from Metro, and uses it to determine what impact the project will have on congestion. The improvements proposed by the project to the highway and seven interchanges will help better accommodate increased future vehicle traffic. New auxiliary lanes and longer on/off ramps will allow safer and more efficient merging and weaving to enter or exit the freeway. Narrow lanes and shoulders will be widened to current standards. Shoulders will be added where they are currently missing.

All of these changes will improve the flow of traffic in the bottleneck area of the Interstate Bridge. In general, by reducing congestion on I-5, and improving travel time reliability on the highway, traffic will be less likely to divert onto local streets. Therefore the project is expected to largely reduce cut-through traffic on neighborhood streets and potentially increase livability in neighborhoods adjacent to the I-5 improvements of CRC. This, and other effects on local streets, are described in Section 3.1 of the Draft EIS. CRC does not directly address bottlenecks on I-5 south of the project area, such as the I-5/I-405 split. However, this project would not exacerbate congestion at these locations because it would not increase the traffic volume traveling through this portion of the corridor. As discussed in Draft EIS (Section 3.1), this project would not increase daily traffic levels due to the toll moderating demand and the

P-0797-016 Jumbia Harbor, and Columbia River supporting our economy in the event of a seismic disaster. This would give us a corridor in our area that meets current seismic standards.

Taking down any bridges capacity when adding capacity is what is recommended is not wise. When the Columbia River Crossing bridges are currently structurally sufficient, meets all requirements, and have no FHW repairs required. If the Columbia River Crossing need to be replaced that then the order of a third bridge first is very important, before considering any replacement or work on I-5.

Naming the project the same as the historic Columbia River Crossing was objected to by many at the being of the project. Stating concerns that citizens would be confused about the projects recommended by the I-5 Trade and Transportation Partnership study. The recommendation was to add capacity over the Columbia River with a supplemental or replacement bridge. Not to a replace the bridges. Keeping the name of this project over the objection of many has done a disservice to all.

Respectfully, Sharon Nasset 9 of 318

lifts would provide a substantial safety improvement and reduce operating and maintenance costs, but it is not a stated purpose of the CRC project. Relocating the BNSF railroad bridge swing span would reduce the number of times the I-5 bridge would need to lift, but it would not eliminate the need for bridge lifts. The bridge would still need to lift for regular monitoring and maintenance and for occasional taller vessels such as construction barges and high-mast recreational vessels. More importantly, simply moving the BNSF swing span would also not address key substandard features of the existing I-5 facility as described in Chapter 1 (Section 1.3) of the DEIS. Many different options for addressing the project's Purpose and Need were evaluated in a screening process prior to the development and evaluation of the alternatives in the DEIS. Options eliminated through the screening process included a new corridor crossing over the Columbia River (in addition to I-5 and I-205), an arterial crossing between Hayden Island and downtown Vancouver, a tunnel under the Columbia River, and various modes of transit other than light rail and bus rapid transit. Section 2.5 of the DEIS explains why a third corridor, arterial crossing, and several transit modes evaluated in screening were dropped from further consideration because they did not meet the Purpose and Need. The ability to efficiently move freight in the Vancouver/Portland region is critical to the overall health of our economy. As such, the CRC project is designed to improve freight mobility on I-5, as well as make it safer and easier for trucks to get on and off I-5 to reach businesses and Port facilities. The Freight Working Group, comprised of representatives of the Vancouver-Portland metropolitan area's freight industry, met several times throughout the process to advise and inform the Columbia River Crossing project team about freight issues. The group provided insight, observation, and recommendation about the needs for truck access and mobility within the corridor; characterized the horizontal and vertical clearances, acceleration/deceleration, and stopping performance needs of trucks that must be accommodated; and provided meaningful

introduction of light rail increasing transit mode share. Eliminating bridge

#### P-0797-015 Historical Preservation 4(f).

Federal transportation agencies cannot approve the change( or "use") of a 4(f) resource unless.

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\* There is no feasible or prudent alternative; AND

\* The project includes all possible planning to minimize harm.

RC-14 the BI-State Industrial Corridor is both feasible and prudent and therefore must be part of the study. There are several 4(f) properties on the I-5 Replacement Bridge alignment.

Southwest Washington Regional Transportation Council 2030 MTP Regional System Improvements Transportation Corridor Visioning (Nov. 15, 2007): **New Candidate Regional Corridors** West Alignment 2. The southern portion is RC-14's exact alignment.

RC-14 alignment can be found in transportation documents from both states including, Oregon's Regional Transportation Plan, Metro's corridors of significant, Portland. Freight Master Plan, St. Johns' Truck Strategy, and the I-5 Trade and Transportation Partnership.

The need to bring together all of the stakeholders, will take a full, and equal evaluation of all viable options. This must be part of a transparency and an open process, which is needed to bring together all of the stakeholder to produce this significant project.

To restate our position as Port Commissioners for the Port of Vancouver. As a Council Sponsor Member we believe the RC-14 the BI-State Industrial Corridor (Port to Port) option must be fully study **before** a Locally Preferred Option can be adopted. comments on the effect of geometric, regulatory, and capacity changes on truck movements in the corridor. See Chapter 3 (Sections 3.1 and 3.4) of the FEIS for detailed discussion of how the project increases freight mobility and access along I-5 and in the region. Following the close of the 60-day DEIS public comment period in July 2008, the CRC project's six local sponsor agencies selected light rail to Clark College as the project's preferred transit mode. These sponsor agencies, which include the Vancouver City Council, Portland City Council, C-TRAN Board, TriMet Board, RTC Board and Metro Council considered the DEIS analysis, public comment, and a recommendation from the CRC Task Force (a broad group of stakeholders representative of the range of interests effected by the project - see the DEIS Public Involvement Appendix for more information regarding the CRC Task Force) before voting on the LPA.

As illustrated in the DEIS, and summarized in Exhibit 29 (page S-33) of the Executive Summary, light rail would better serve transit riders than bus rapid transit (BRT) within the CRC project area. Not only would light rail carry more passengers across the river during the PM peak, it would also result in more people choosing to take transit, faster travel times through the project area, and fewer potential noise impacts than BRT. Additionally, light rail is more likely to attract desirable development on Hayden Island and in downtown Vancouver, which is consistent with local land use plans. Lastly, the City of Vancouver and Clark County's populations are not too small to qualify for federal funding to construct light rail. The CRC Task Force, a broad group of stakeholders representative of the range of interests effected by the project (see the DEIS Public Involvement Appendix for more information regarding the CRC Task Force) recommended that light rail be selected as the preferred transit mode. Commuter rail, on the other hand, does not meet the project's Purpose and Need, as described in Section 2.5 of the DEIS. Improving safety and mobility of cars and freight using the bridge and highway is a part of the CRC projects purpose and need. As described in

## P-0797-016

#### **Columbia River Crossing** National Environmental Policy Act

11 of 318

The Columbia River Crossing Task Force and the Project Sponsors Council have very important roles.

The Task Force provides recommendation to the Project Sponsors Council.

The Project Sponsor Council makes decisions at each decision point based on recommendations from the Task Force, public input, and advice from the Project Development Team.

Project Sponsors Council Includes: ODOT, WSDOT, Metro, RTC, TriMet, C-TRAN, City of Portland, City of

Vancouver, Federal Highways Administration, Federal Transit Agency.

#### **Project Schedule**

Project Sponsor Council

Make decisions at each decision point based on recommendation from the Task Force, puble input, and advice from the Project Development Team.

Major decision Points

Detober 2005

Define the Problem and Evaluation Criteria

The project team reviews data and draws on public, tribal, and agency input to precisely define the problem. This puble dialogue is part of the National Environmental Policy Act "scoping" process for projects with federal funding. The team then develops criteria for evaluation various alternatives, these criteria will be the yardstick for measuring alternatives, Criteria will be based on regulatory requirements and community values and concerns.

Spring 2006

2. dentify Range of Alternatives to be Considered

Fo define the range of alternatives to be studied, the project team will draw on recommendation for the I-5 Trade and Transportation Partnership and on new ideas provided by the public and affected agencies. Winter 2006

3. Identify Alternatives to Be Evaluated in the Draft EIS.

The project team uses the evaluation criteria to screen the alternatives developed in Decision Point 3. The public and affected agencies provide in put on which alternatives should be studied further in the Draft EIS. Spring 2008

dentify Preferred Alternative

The project team prepares technical reports and a Draft EIS, further evaluating remaining alternatives. Draft EIS describes positive and negative effects of the alternatives on the community and natural resources. The public and affected agencies provide input on the results of the analysis.

#### Summer 2008

Preferred alternative is adopted by the PROJECT SPONSORS COUNCIL and local jurisdictions. Secure Federal Approval

The project team documents the preferred alternative in the Final EIS and submits it to the Federal Highway Administration and Federal Transit Administration- the federal agencies leading the NEPA process-approval. Agencies issue Record of Decision on the alternative to be built.

079	7-03.7	RE: Good Morning Sir
	Date:	2/6/08 3:03:40 PM Pacific Standard Time
	From:	dean.lookingbill@rtc.wa.gov
	To:	Sharonnasset@aol.com
	Sharon,	
	The once Project	Sponsors Council included the following agencies: ODOT, WSDOT, Metro, RTC, Tri-
	Met, C-TRAN, Ci	ty of Portland, and City of Vancouver. The group met early on in the CRC Project, but
	was disbanded si	ome time ago. I am sure there is some record of their meetings but you would need to get
	that information fi	rom the CRC team. They were responsible for all of that. You no doubt have Doug
	Ficeo's number I	but in case you don't here you on 360-816-2200

Dean

P-

Chapter 3 (page 3-50) of the DEIS, the replacement bridge and highway alignment, which was chosen as part of the LPA, includes a range of safety and design improvements. Some of those improvements include:

- A new bridge structure high enough for marine traffic, which eliminates the need for a lift span
- The addition of safety shoulders for stalled vehicles and incident responders
- Improved sight lines so drivers can see over the crest of the bridge, reducing the potential for rear-end collisions during congested periods
- Longer on-ramps and off-ramps to make it easier for drivers to merge onto traffic and improve connections between interchanges

Additional potential safety measures, such as eliminating interchanges or reducing posted speeds, were considered during earlier phases of the CRC project but were dropped for further consideration because they did not meet the accessibility goals of the project, did not meet highway design standards, and/or were not supported by the local jurisdictions. As discussed in the DEIS, a replacement bridge over the Columbia River will include dramatically improved bicycle and pedestrian facilities by providing:

- A new multi-use pathway over the Columbia River
- Protections from traffic noise and debris for pedestrians and bicyclists
- More direct connections on each side of the river, consisting of stairs, ramps, and elevators, as well as pathway extensions that connect in with existing or planned facilities and public transit
- New or enhanced sidewalks, bike lanes, and crosswalks near the bridge

#### P-0797-018

Fro	m: Sharonnasset@aol.com [mailto:Sharonnasset@aol.com]
Ser	t: Wednesday, February 06, 2008 10:47 AM
To:	Lookingbill, Dean
Sub	ject: Good Morning Sir

Hi Dean,

I wanted to receive information on the Sponsor Council for CRC.

Who was on the Sponsor Council, when they met, and Meeting Minutes. I also would like the date they stopped meeting. Please send a copy of the minute notes from last night's RTC meeting. I know they won't be approved until next meeting.

12 of 318

Dean thanks you being so knowledgeable in running RTC keeping all the balls in the air. You do a great job.

Thanks.

Sharon

Since the publication of the DEIS in May 2008, and the selection of the LPA in July 2008, the CRC project team has continued to work with the Pedestrian and Bicycle Advisory Committee and project partners to refine route and facility design. The final design, as described in Chapter 2 of the FEIS, is the outcome of a long collaboration process. The Vancouver-Portland region is the "last mile" for 85 percent of the freight traveling in the region. That is, goods are produced, assembled, and/or delivered within the region, and the overwhelming majority of the local shippers and customers are not located on a rail spur or within a rail/intermodal terminal. Even if there was a targeted effort to use railroads more frequently, the goods would need to travel by truck on regional roads and freeways to arrive at rail terminals. In fact, most of the goods produced or received from the rail system must drive those goods by truck to or from the rail lines; and, increased rail service would likely lead to greater use of trucks for this very reason. Additionally, according to the Feasibility of Diverting Truck Freight to Rail Technical Memorandum produced by CRC project staff in April 2006, trains cannot move smaller loads as cost-effectively as trucks and may even be more costly for shipping distances under 500 miles. This is a key point, as the average trip distance by truck in the Portland/Vancouver region is 199 miles. While there are certainly some commodities that could shift form truck to rail in the region, it is probably a very minimal amount, probably not part of a consistent and regular shipment schedule, and would not significantly ease congestion along I-5 in the project area. As discussed in the Chapter 3 (Section 3.4) of the DEIS, the introduction of light rail into Vancouver will support development and redevelopment around transit stations. This could result in greater advancement of local and regional land use goals to concentrate growth along transit corridors, and potentially greater economic investment around station areas. The project will also result in improvements to economic development conditions for businesses in Portland and Vancouver by reducing congestion and improving access, safety, and travel time reliability. This is especially important for the

## P-0797-019

The Columbia River Crossing Project
Has not followed the requirements of the Federal Register
Vol. 70. No. 186. Tuesday, September 27, 2005. Notices page 56523

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- 1. The Columbia River Crossing did not look at I-5 Corridor wide strategies or regional transportation, and transit issues.
- 2. Transit to downtown Vancouver does not meet regional transit needs.
- 3. Recommendations from to previous studies named in the Federal Register were not included.
- 4. Federal Register states the Columbia River Crossing will build on previous studies; Portland/ Vancouver I-5 Trade Corridor Freight Feasibility and Needs Assessment Study Final Report 2000, Portland/ Vancouver Transportation and Trade Final Strategic Plan completed in 2002, South/North Major Investment Study Final Report 1995 and South /North Corridor Project Draft EIS. These studies investigated a variety of high capacity transit corridors and modes between Portland and Vancouver.
  - A. No summaries for each study where made or presented.
  - B. No comparison tables where made or presented.
  - C. No list of recommendation from each of the studies was made or presented.
  - D. Printed copies of each of the studies where not provided at Task Force meetings or CRC Open Houses.
- The I-5 Transportation and Trade Partnership Strategic Plan called for adding capacity over the Columbia River with a replacement bridge or by supplementing existing I-5 bridges to ease impacts of bottlenecks on local travel and interstate commerce.
- A. CRC staff, invited speakers and CRC Task Force members invited to speak for CRC continually stated the Transportation and Trade Partnership "CALLED FOR A REPLACEMENT OF THE COLUMBIA RIVER CROSSING" CRC staff would not correct this statement even after being presented with a copy of T&T Partnership recommendation.
- B. CRC staff did not take into consideration commerce in the study. Portland Business Alliance presented CRC staff with a letter of concern that commerce, non-commuter, and non-peak hour traffic must be part of the study. CRC staff did not addressed these concerns, study, or provide data.
- C. T & T Partnership recommended studying heavy rail, not studied.
- D. T & T Partnership recommended studying commuter rail on it's own track, not studied.
- E. T & T Partnership recommended upgrading the Burlington Northern Santa Fe rail not studied.
- F. T & T Partnership recommended studying a supplemental bridge alignment following the BNSF rail line in the Bridge Influence Area EIS study, not studied.
- G. A supplement bridge Collector / Distributor had the less advantage and fatal flaws, CRC staff did study this and recommended it as the 4<sup>th</sup> and 5<sup>th</sup> alternative to choose a Locally Preferred Alternative from. The Collector / Distributor is failing for the same fatal flaw which where state in the T & T Partnership made the recommendation to NOT forward it. Staff chose an alternative that had failed previously after citizen, Sponsor Agencies and the Task Force stated at the February 2007 meeting that CRC staff recommendation of the Replacement Bridge only did not met the needs of a viable range of alternatives.

movement of goods and services. These improvements would support economic growth by increasing the efficiency of truck-hauled freight in the region and improving access for commuters and other travelers traveling between Portland and Vancouver. The construction of the CRC project is not intended to be a substitute for creating jobs in Clark County. In fact, the project's improvements for freight, reliability and transit access area expected to stimulate economic activity and job growth. The economic analysis indicates that job growth in Vancouver and at the Port of Vancouver will benefit from the project. The construction of the project itself will also provide jobs to workers in Clark County. Vancouver, Clark County, the Columbia River Economic Development Council, and other organizations work together to increase the jobs to population ratio in Clark County. As discussed above, a third corridor crossing, including RC-14, does not meet the project's Purpose and Need. Regarding the existing I-5 bridges, like many older bridges in the region and nation, they are not seismically sound and were never designed to survive a significant earthquake. In 1995, ODOT commissioned a study to look specifically at the lift spans of the I-5 bridges, which are considered the most vulnerable sections of the bridges. Vulnerabilities were found in the bearings, piles, piers, and lift span tower truss members. Both the northbound and southbound bridges have been identified as functionally obsolete bridges. This classification means they no longer meet the geometric and/or load capacity criteria of the Interstate system. The fact that there are other bridges in the region that are seismically unsound does not diminish the importance of protecting the I-5 crossing from failure in the event of a significant earthquake. As documented in the Panel Assessment of Interstate Bridges Seismic Vulnerabilities Technical Report (2006), it was determined necessary for any CRC project alternatives that reused the existing I-5 bridges to also seismically retrofit those bridges. The DEIS analyzed a Supplemental River Crossing as a component of two out of the five alternatives studied.

- P-0797-019 6. A reasonable range of alternatives INCLUDING those identified in the Portland / Vancouver I-5 Transportation and Trade Partnership and the South/North Corridor Project Draft EIS, WILL be considered. The EIS will be considered. The EIS WILL include range of HIGHWAY AND TRANSIT BUILD ALTERNATIVES. CRC staff did not do this.
  - The EIS will include a No-Build Alternative. No-build in not No-Action. A realistic No-Build Alternative with Transit Demand Management, highway improvement, lane management, and interchange refinement. CRC staff did not studied and no was data provided.
  - 8. Alternative for scoping and from the I-5 Trade and Transportation Partnerships where not evaluated significantly or thoroughly according to the National Environmental Policy Act requirement and where removed from the study with out following required procure. The Heavy Commuter Rail Alternative, Upgrading the BNSF rail bridge, Heavy rail, RC-14 Bi-State Industrial Corridor (Port to Port), and bus service in Clark County. The alternative where removed before being evaluated in these categories: Community Livability, and Human Resources, Mobility, Reliability, Accessibility, Congestion Reduction, and Efficiency, Modal Choice, Safety, Regional Economy, Freight Mobility, Stewardship of Natural Resources, Distribution of Benefits, and Impacts, Cost Effectiveness, and Financial Resources, growth Management land Use, Constructability. The NEPA requirements for federal funding have not been followed.
  - 9. A broad range of alternatives thoroughly studied that can be compared with each other has not taken place. A Locally Preferred Alternative chosen by the public by having data has not taken place. When reasonable alternative start in the NEPA the alternatives have a right to finish the study and find out where they line up compares to other options. It goes against the NEPA process to remove alternatives without the thorough evaluation stated in the Federal Register.
  - 10. Please see the 11 page attachment concerning the NEPA process not being followed. I have present this attachment many times to several the Sponsor Agencies and other transportation committees. With NO oversight committee, (the Sponsor Council was disband early in the process.) none of the Sponsor Agencies felt they individually had the ability to provide oversight such as, dealing with conflicting data, missing data, incorrect data, making the decision at decision points, insisting that Open Meetings Laws be followed and other issues. Without an oversight committee, leadership, and guidance the project has removed important clements from the project that has taken the project off course and not produced what the region needs in a transportation system.

Respectfully, Sharon A Supplemental River Crossing, which would retain and seismically retrofit the existing bridges for northbound traffic and add one new bridge to the west for southbound traffic, was not chosen as a part of the Locally Preferred Alternative by the local sponsor agencies. This decision was informed by the DEIS, which found, among other things, that the Supplemental River Crossing would not substantially improve congestion over No-Build, would maintain some substandard and unsafe design features, would not improve, and may actually worsen marine navigation, and would not be substantially cheaper to construct than a replacement river crossing, as originally believed.

Though the Supplemental River Crossing would improve the seismic safety of the existing bridges, these findings indicate that it did not meet the project's Purpose and Need as effectively as the Replacement River Crossing. Objections to the name of the project? Hasn't been a common theme amongst commenters.

## P-0797-015

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The Draft Section 4(f) Evaluation (page 5-52) included a discussion regarding alternative corridors, including the Bi-State Industrial Corridor. This Evaluation stated that while the alternative corridors could provide some transportation benefits, they failed to meet most or all of the elements of the project's Purpose and Need. Additionally, though the alternative corridors would have avoided affecting the Section 4(f) resources impacted by the alternatives evaluated in the DEIS, given the density and distribution of historic and recreational resources within the north Portland and Vancouver areas, these corridors would very likely result in impacts to different Section 4(f) Evaluation.

In response to your concern regarding the project's efforts to include all stakeholders, multiple methods have been used to engage the public so as to address the needs of a wide variety of publics and the project

P-0797-020 Columbia River Crossing has had no oversight committee and before the project can advance, a CRC Sponsor Council must be established to evaluate the CRC process that has take place and make plans for to go forward. It is unacceptable to continue on without an evaluation of the pass and present process CRC has produced.

Sharon Nasset

Subj:	RE: Good Morning Sir
Date:	2/6/08 3:03:40 PM Pacific Standard Time
From:	dean.lookingbill@rtc.wa.gov
To:	Sharonnasset@aol.com
Sent from the Interna	et (Details)

v):\* {behavior:url(#default#VML);} o):\* {behavior:url(#default#VML);} w):\* {behavior:url(#default#VML);} shape {behavior:url(#default#VML);}

Sharon,

The once Project Sponsors Council included the following agencies: ODOT, WSDOT, Metro, RTC, Tri-Met, C-TRAN, City of Portland, and City of Vancouver. The group met early on in the CRC Project, but was disbanded some time ago. I am sure there is some record of their meetings but you would need to get that information from the CRC team. They were responsible for all of that. You no doubt have Doug Ficco's number, but in case you don't here you go, 360-816-2200. Dean

From: Sharonnasset@aol.com [mailto:Sharonnasset@aol.com] Sent: Wednesday, February 06, 2008 10:47 AM To: Lookingbill, Dean Subject: Good Morning Sir Hi Dean,

I wanted to receive information on the Sponsor Council for CRC.

Who was on the Sponsor Council, when they met, and Meeting Minutes. I also would like the date they stopped meeting. Please send a copy of the minute notes from last night's RTC meeting. I know they won't be approved until next meeting.

Dean thanks you being so knowledgeable in running RTC keeping all the balls in the air. You do a great job.

Thanks, Sharon

\*\*\*\*\*\*\*\*

Biggest Grammy Award surprises of all time on AOL Music. (http://music.aol.com/grammys/pictures/never-won-a-grammy?NCID=aolcmp0030000002548) decision-making process. Examples include workshops with facilitated small-group discussions, open houses where participants can talk oneon-one with staff, public hearings, presentations and discussion at community and neighborhood-sponsored meetings, often at the groups request, and advisory group meetings where CRC seeks recommendations from a citizen committee. These events and meetings have taken place at a variety of locations, days of the week and times of the day to meet the needs of the entire community. For more information on the project's public outreach, please see Appendix B of the FEIS.

Many different options for addressing the project's Purpose and Need were evaluated in a screening process prior to the development and evaluation of the alternatives in the DEIS, including the Bi-State Industrial Corridor (RC-14). Chapter 2 (Section 2.5) of the DEIS explains why the third corridors evaluated in screening were dropped from further consideration because they did not meet the Purpose and Need. For a general description of the screening process see Chapter 2 (Section 2.7) of the FEIS. It should be noted that every proposal received from the public was considered, and many of the proposals that were dropped from further consideration included elements that helped shape the alternatives in the DEIS.

## P-0797-016

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CRC is directed by WSDOT and ODOT. Oversight is provided by the U.S. Department of Transportation through the Federal Highway Administration and Federal Transit Administration, the Oregon and Washington Transportation Commissions, and governors from both states. A group named the Project Sponsors Council met eight times from mid-2005 to January 2007 to reach consensus on project development. Members included elected officials and regional leaders of the sponsoring agencies. This group advised WSDOT and ODOT and made no formal recommendations while it existed. The original Project Sponsors Council members made the decision to disband. Following

From:	Sharonnasset@aol.com
To:	Columbia River Crossing:
CC:	jeff.mize@columbian.com; Thirdbridgenow@aol.
	com;
Subject:	DEIS2
Date:	Tuesday, July 01, 2008 1:28:42 PM
Attachments:	24.ZIP

This part of the public EIS record

#### \*\*\*\*\*\*\*\*\*

Gas prices getting you down? Search AOL Autos for fuel-efficient used cars. (http://autos.aol.com/used?ncid=aolaut0005000000007)

\*\*\* eSafe scanned this email for malicious content \*\*\*

\*\*\* IMPORTANT: Do hot open attachments from unrecognized senders \*\*\*

selection of a locally preferred alternative in July 2008, the governors of Washington and Oregon created and appointed a Project Sponsors Council to advise on continued development and refinement of the LPA. In general, the schedule identified for NEPA milestones has been followed through step 4. A Record of Decision is anticipated in December 2010.

## P-0797-017

16 of 318

The intent of the comment is unclear. An electronic file of completed meeting summaries may be made available if requested in writing to: Tonja Gleason, Columbia River Crossing, 700 Washington Street, Suite 300, Vancouver, WA 98660.

## P-0797-018

See response to comment P-0979-017.

## P-0797-019

The U.S. Department of Transportation published a notice in the Federal Register on Sept. 27, 2005 (Volume 70, Number 186, p. 56523) that notified interested parties of the agency's intent to publish an EIS for proposed highway and transit improvements in the I-5 corridor between Portland and Vancouver. As a notice, it does not require the agency to act, but rather identifies what the agency plans to do. The notice identifies the studies from which the project will begin its work and the public meetings planned to receive additional input.

The culmination of the notice was the publication of the Draft EIS in May 2008. See related response to P-0797-012.

## P-0797-020

See discussion of CRC management and oversight in P-0797-016.

03622

# P-0797-021 Things we know, from our millions of dollars in studies.

. The US Coast Guard will not allow **new** lift span bridges over the Columbia River narine barge channel.

2. Supplemental bridges, have the highest impacts increase marine navigation hazards in the ship channel. pg.27/4.6.3

. Lift span bridges cause unreliable transportation times.

 Collector-distributor bridge systems have design problems, therefore provide little transportation benefit; such design problems will be difficult to overcome. pg27/4.7.2

. Collector-distributor system show the least improvement in performance. pg.25/4.2.2

The arterial-only connection would only slightly improve the freeway performance by removing local trips. Users of the freeway system would continue to experience a significant increase in congestion and delay throughout the I-5 Trade Corridor. Pg.23/4.2.4

These concepts do not show promise for addressing the corridor's problems and should **not** be consider in an EIS. Pg.29/R4.9

Collector-distributor bridge concepts, arterial-only bridge concepts,

tunnel concepts.

- . Marine Dr. Corridor and Columbia Corridor must both be in the mix??..
- . Heavy rail must be in part of the solution, including commuter rail.
- 0. The I-5 Corridor is to capacity, overflows adversely affect I-205 and I-84.

## Recommendation BIA / R4.4

In adding river-crossing capacity and making improvements in the BIA. Every effort hould be made to A. Avoid displacements and encroachments, B. Minimize the highway ootprint in the corridor, and minimize use the freeway for local trips.

2 Pg26/4.5.2: Three of the four concepts encroach into Delta Park.

2Pg26/4.5.4: All concepts have encroachments onto the Fr. Vancouver Historical Site.

2Pg26/4.5.5: All concepts have encroachment on the Historic I-5 Columbia River Crossing Bridge

## Recommendation BIA / R4.4

In adding river-crossing capacity and making improvements in the BIA. Every effort should be made to:

- A. Avoid displacements and encroachments, ....2majority vacant and under utilized land.
- B. Minimize the highway footprint in the corridor, ......2 Not one flaggers on I-5!
- C. Minimize use the freeway for local trips. .....2 Complete local access between
- Vancouver, Hayden Island, North, and Northwest Portland without accessing I-5.

# Third Bridge Now! In a new corridor, with access to I-5!

ortland /Vancouver I-5 Transportation and Trade Partnership

Appendix P

# P-0797-021

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While the precise intent of this comment is unclear, various alternative crossings were evaluated as a part of the CRC project. For an updated description of impacts of the LPA, please see the FEIS.

Information pages from Final Strategic Plan 2002

Local Preferred Alternative Task Force 29 Members

## P-0797-022

Cha	irs			
	regon Senator	Larry George, or Ga		
v	Vashington Senator	Benton or Craig Pr	idemore	
			Brain Wolfe or an elected of	official
1	nty Commissioners Vashington Commissio Dregon Commissio	oner Steve Staurt oner Lonny Roberts		
	nsit /ashington CTRAN regon TRIMET			
	Of ancouver Councilor Je ortland Randy Leor			
Frei V	U	on Freight Mobility	Strategic Investment Board	*

 Washington
 Washington Freight Mobility Strategic Investment Board
 \*

 Washington
 Washington Trucking Assoc.\*
 \*

 Oregon
 Oregon Freight Advisory Committee Charlie Tindall
 \*

 Oregon
 Oregon Trucking Association \*
 \*

#### Labor

Washington / Oregon Lynn Lehrbach Joint Council of Labor

- Rai Road BNSF
- Washington / Oregon \*

## Marine

Washington / Oregon Columbia River Towboat Association \*

## Economic Organization

Washington Bob Byrd Identity Clark County Oregon Jonathan Schleuter Westside Economic Alliance

## Regional Agencies

Washington Regional Transportation Council Councilor Bill Gains (Battle Ground) Oregon Metro Council Robert Liberty

## Environmental Group

Vashington Lora Caine Friends of Clark County Oregon Jill Fuglister Coalition for a Livable Future

## Community Organization

Washington Historic Reserve Tracy Fortman US Forestry Oregon Environmental Justice Action Group \*

## Neighborhood Associates

1	Vashington	Anne Ogle
١	Vashington	Lisa
	Oregon	Christie (Arbor Lodge)
	Oregon	Carol Schelure (High Noon Jantzen Beach)

In an effort to get an un bias process having new eyes on the Task Force is very importation. These are my

thoughts on recommendation for who might serve from these important organizations.

# P-0797-022

The CRC Task Force completed its work in June 2008 with a recommendation for a Locally Preferred Alternative. No new members were appointed.

P-0797-023

#### The Importance of a vote on Light Rail

Without the support of the voters light rail should not cross the river, a project of this size must have the support of the taxpayers this issue must be addressed by the new Sponsor Council

As previously advised, here are the two questions that we would like to propose be added to the primary election ballot in August 2008 as advisory questions.

1) After a complete and thorough cost estimate, and after funding resources and essential impacts have been identified, shall the residents of Clark County be given the right to vote on light rail?

2) Shall the residents of Clark County be given an approval vote before any Federal, State, local, or private funds are used for construction of light rail?

The reasons behind each question are as follows:

Question 1 - The citizens of Clark County want the opportunity to vote on whether or not light rail is brought into the county as part of any transit project that crosses the Columbia River. It is important for the citizens to be given a choice on the current project instead of having it forced upon us.

This question gives the power to the voters and the taxpayers who live in Clark County and who will be living with the decision for decades to come. The decision should not be left solely to the contractors, special interest groups, and corporations who do not live here, yet will profit from such a project.

If a project of this size is to be built, the Citizens of Clark County want an opportunity to vote on it first.

Question 2 – It is important for Clark County voters to have the ultimate say in whether or not light rail is brought into the county, regardless of the source of funding.

In Portland, the Interstate MAX line was rejected by voters twice before government officials circumvented the will of the people, secured funding and built the line anyway. The voters clearly did not want this line to be built, yet, against their wishes, it was built anyway.

It is important that the voters in Clark County be given the choice, to build or not, major projects of this kind regardless of the source of funding.

Overall, it has been 13 years since the voters of Clark County have had an opportunity to vote on the issue of light rail. Much has happened in this time.

## P-0797-023

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There will not be a public vote on construction of the various CRC project elements. However, as a public project, it must be approved and funded by the decisions of elected officials who are themselves directly elected by voters. Long-term operation and maintenance of the new light rail line will be funded through C-TRAN and TriMet. For its share of the operations and maintenance funding, C-TRAN plans on pursuing a public vote.

These advisory ballot questions will provide valuable insights as to whether Clark County voters want light rail as part of the River Crossing Project at all, and whether or not they are receptive regardless of who pays for it.

Best Regards,

#### P-0797-024

## Bridge Influence Area Location Index These studied show the BIA showing conflicting incorrect data that Columbia River Crossing project has been using.

(I-5 Corridor Study 1/27/00 Pg.4 1.3 Study Area)

(I-5 Trade and Transportation Partnership 2002 Final Strategic Plan- June 2002 Pg. 9)

. (I-5 Trade and Transportation 2002 Final Strategic Plan glossary-1)

I-5 Trade and Transportation 2002 Final Strategic Plan Recommendation Bridge Influence Area: Pg. 25)

(I-5 Trade and Transportation Partnership 2002 Final Strategic Pg. 7)

(I-5 Trade and Transportation Partnership 2002 Final Strategic Pg. 21 and 24)

(I-5 Trade and Transportation Partnership 2002 Final Strategic Pg.45)

\*maps from I-5 Trade and Transportation Partnership 2002 Bridge Influence Area study January 2002

What about a shorter West Arterial Road?

Columbia River Crossing documation

Columbia River Crossing **Project Update** Briefing Paper Presented to the Oregon Transportation Commission and Washington Transportation Commission at their April 2005 Meetings.

> Columbia River Crossing Statement of Purpose and Need Adopted October 12, 2005

Columbia River Crossing Project Manager Rob Degraft (Comments made during the Columbia River Crossing Task Force meeting May 4. 2005 29:48mins.)

. (Columbia River Crossing Draft Evaluation Framework Nov.23,2005 Pg.2)

(Bi-State Coordination Committee 2005 Annual Report, January 2006 May Pg.3)

## 23 of 318 P-0797-024

Over the course of the CRC project, the project team analyzed a variety of geographic areas. The boundaries of these areas were designed to meet specific purposes, such as analyzing the impacts of project alternatives. The boundaries of the Bridge Influence Area (BIA) were developed by the Portland/Vancouver I-5 Transportation and Trade Partnership as a way of defining the problems to be addressed, and determining how effectively project components and alternatives met the project's Purpose and Need. The project area extends from approximately Columbia Boulevard in the south to SR 500 in the north, along the I-5 corridor. This did not, however, limit the extent to which impacts were evaluated or limit consideration of potential transportation improvements. As shown on Exhibit 2.7-1, five other corridors were evaluated during this screening process, located from 2 to 3 miles downstream to 10 to 12 miles upstream of the project area.

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## Columbia River Crossing Project Update

P-0797-024 iefing Paper Presented at their April 2005 Meeting to the Oregon Transportation Commission and Washington Transportation Commission:

#### **Project Location**

The project study area starts at the interchange of I-5 and I-205 in Clark County, and extends south to the interchange of I-5 and I-84 in Portland.

A smaller area called the "Bridge Influence Area" is defined generally as the I-5 Corridor between SR-500 in Washington and Columbia Blvd. in Oregon.

The primary focus of the study area has been the I-5 Corridor and the I-5 Interstate Bridge over the Columbia River. However, the study has also looked at the I-205 corridor and the Glenn Jackson Bridge because the two river crossing work together to serve the Portland/ Vancouver metropolitan area.

#### Columbia River Crossing Statement of Purpose and Need Adopted October 12, 2005

In the center of the Project area, I-5 intersects with the Columbia River's deep water shipping and barging as well as two river-level, transcontinental rail lines. The I-5 crossing provides direct and in portant highway connection to the Port of Vancouver and Port of Portland facilities located on the olumbia River.

#### Columbia River Crossing Project Manager Rob Degraft

During scoping it's very possible that the community is going to come to us and say we want to look at hird corridor and in fact in our preliminary conversations with the federal highway administration they have told us that they will expect us to look at a new corridor in addition to the two I-205 and I-5 that already currently exist and so those will appear in scoping and we will have to analyze those and deal with those. That's not to say that there's will we need new information then existed three years ago shall say four years ago when the I-5 Partnership was doing it's work to come to I think a different conclusion then they did but we will for that new information during scoping." (Comments made during the Columbia River Crossing Task Force meeting May 4. 2005 29:48mins.)

#### Columbia River Crossing Draft Evaluation Framework.

#### **Generation of Components**

Tle I-5 Transportation and Trade Partnership Final Strategic Plan Provided recommendation to shape transportation improvements on I-5 between Columbia Boulevard in Portland and State (SR) 500 in Vancouver, an area referred to as the "bridge influence area." However, many of the recommendation were not specific, leaving many ways to package and implement solutions. In addition, new ideas requiring further evaluation may surface through the National Environmental Policy Act (NEPA) scoping process. (Columbia River Crossing Draft Evaluation Framework Nov. 23, 2005 Pg.2)

#### Bi-State Coordination Committee 2005 Annual Report

The Bi-State Coordination Committee members attended the May 4, I-5 Columbia River Crossing Task Force meeting, At this meeting, several issues were discussed including the need to clarify how the I-5 Transportation and Trade Partnership Strategic Plan will be addressed in Columbia River Crossing Project. More specifically, the Strategic Plan recommended three through lanes at the river crossing and at the Task Force meeting, the Washington State and Oregon Transportation Department staff indicated that four or more lanes would likely need to be investigated as well as an expectation by Federal Highway Administration that a third crossing would also need to be investigated as part of the project. Bi-State Coordination Committee members asked that the Task Force's mission be clarified with regard to the Strategic Plan. (Bi-State Coordination Committee 2005 Annual Report, January 2006 May Pg.3)

# **P-0797-024** The I-5 Trade and Transportation Partnership Final Strategic Plan recommended further study of the West Arterial a third bridge corridor. Upgrading the BNSF Rail Bridge and heavy rail capacity.

#### Email dated December 24, 2007 from John Osborn Project Manager Columbia River Crossing.

The Short answer to you first four questions is that the two Ports, the BNSF railroad Bridge, and Rivergate are not included in the CRC Bridge Influence Area, which is described as Intestate 5 between SR 500 in Washington and approximately Columbia Boulevard in Oregon. Although the port and ra lroad activities affect and are influenced by traffic conditions on I-5, they are not tin the Bridge Influence Area

#### These statements are inconsistent and inaccurate.

1. The BNSF rail line is in the "limited" Bridge Influence Area map on west side of I-5 in the center of the map. (show map)

2. Columbia River Crossing Memorandum March 26, 2007 Fourth CRC DEIS Alternative

At he March 19<sup>th</sup> Fourth Alternative Subcommittee meeting, CRC staff presented descriptions, performance measure and observation on three potential options for developing a fourth project alternative. The three options are briefly summarized as follows: \*CRC staff Recommended.

#### **Option A++Modified**

A new moveable span is provided on the railroad crossing that best serves navigation needs.(paragraph 1) AND

#### Railroad Swing Span (separate category)

A new railroad marine navigation moveable span is constructed to align with primary navigation needs.

#### **Option B- Modified**

## Railroad Swing Span (separate category)

A new railroad marine navigation moveable span is constructed to align with primary navigation needs.

# The I-5 Trade and Transportation Partnership glossary describe the I-5 Corridor as the BIA boundaries.

Bridge Influence Area, which is described as Intestate 5 between SR 500 in Washington and approximately Columbia Boulevard in Oregon. This statement in inaccurate.

**Bridge Influence Area.** The I-5 Corridor between Columbia Boulevard in Portland and SR 500 in Vancouver. Includes light rail between the Expo Center in Portland and Downtown Vancouver. (I-5 Trade and Transportation 2002 Final Strategic Plan glossary-1)

The CRC glossary is incomplete only gives an east/ west boundaries. It is inconsistent with the I-5 Trade and Transportation Partnership with described it as the I-5 Corridor <u>AND</u> the east/west boundaries. It is also inconsistent with the CRC Statement of Purpose and Need. Which states: In the center of the Project area, I-5 intersects with the Columbia River's deep water shipping and barging as well as two river-level, transcontinental rail lines. The I-5 crossing provides direct and important highway connection to the Port of Vancouver and Port of Portland facilities located on the Columbia River.

CRC and I-5 Trade and Transportation Partners documents both state that Ports and Rail Bridge are in the Bridge Influence Area and inside the I-5 Corridor.

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See response to comment P-0797-016.

In late 2005, the results of the I-5 Trade and Transportation Partnership Strategic Plan and a combination of public scoping meetings, stakeholder involvement, and project staff analysis led to the development of the project's Statement of Purpose and Need and the identification of 70 potential options to satisfy it. The option RC-14, the

"Port to Port" was one of these options.

In early 2006, these options were evaluated and screened using the Statement of Purpose and Need and evaluation criteria adopted by a 39member advisory Task Force. The evaluation process included two well advertised open houses and two meetings of the Task Force. As a result of the evaluation the most promising options moved forward for additional analysis. The RC-14 option was not moved forward because it did not address all six issues set forth in the Statement of Purpose and Need. These include: growing travel demand and congestion; impaired freight movement; limited public transportation operation, connectivity and reliability; safety and vulnerability to incidents; substandard bicycle and pedestrian facilities; and seismic vulnerability.

During screening, it was found that four of the six project goals would not be met under the RC-14 proposal: the potential to improve limited public transit on I-5; improve safety and vulnerability to incidents on I-5; improve substandard bicycle and pedestrian facilities; and reduce seismic vulnerability at the I-5 bridge. The RC-14 option was reviewed twice by CRC staff and the results presented at two public meetings of the CRC Task Force in the spring of 2006. The second review was conducted at the request of Ms. Sharon Nasset. The CRC project moved forward with the recommendation of the Task Force, which was to remove the RC-14 option from future consideration. The remaining options were shared with project stakeholders. Highway and transit

Dear Governor Gregoire and Governor Kulongoski Senator Cantwell, Senator Murray, Senator Wyden, Senator Smith

P-0797-025 Thank you very much for listening to our concerns, the Columbia River Crossing project is extremely important to the national and regional economy. The focus for the Columbia River Crossing has been described by, I-5 Trade and Transportation Partnership recommendations which, called for adding highway and transit capacity across the Columbia River stating it is very important to our economy, safety, and environment. We are bringing our concerns to you because there is no Columbia River Crossing Project Sponsor Council. The role of the Columbia River Crossing Project Sponsor Council was to be our source for input into the project and is very important and necessary to a public process.

The Project Sponsor Council was to make decisions at each of the 5 major decision points based on recommendation from the Task Force, public input, and advice from the Project Development Team. The Locally Preferred Alternative is to be adopted by the Project Sponsors Council and the local jurisdictions.

The Project Sponsor Council was to guide the entire process. The Project Sponsor Council was to receive input from the public and the Task Force to help them make their decisions. Without the Project Sponsor Council, the public and Task Force has been unable to have their concerns addressed. Columbia River Crossing is going forward without the oversight or leadership of the Project Sponsor Council leaving a large vacuum, with nowhere to take our concerns and have them address. The Columbia River Crossing staff has made the decisions and recommendations at the major decision points absent the Project Sponsor Council.

I would like the Columbia River Crossing project to produce more capacity across the river that supports our economy. The Federal Highway Administration did not accept the first two Environmental Impact Studies. I worry without your leadership and guidance the Columbia River Crossing now attempting the EIS for the third time is in trouble and is lacking the support to arrive at a Locally Preferred Alternative that the community will accept. I do not want the project to reach its end with No Build as the alternative chosen. With your leadership and personal hands on guidance I believe we will have a project supported by all the stakeholders.

The concerns I have today that I am asking you to address are:

1. The National Environmental Policy Act is a process that is required for federal funding. Every infrastructure project receiving federal funds must follow a step-by-step process to minimize effects on the environment and ensure that all reasonable options are thoroughly considered.

Columbia River Crossing documents state, "All Concepts suggested during scoping must be considered. All Concepts will be screened using the Evaluation Framework (Step A and Step B screening)."

The RC-14 Third Bridge Corridor, "Port to Port" was not studied thoroughly step-by-step. The Columbia River Crossing separated the NEPA questions in to A and B screening. The majority of the NEPA questions where in screening B. The Columbia River Crossing did not apply B screening criteria to RC-14. Columbia River Crossing staff could be jeopardizing federal funding. The NEPA process is in place to help bring all the stakeholders together by providing thorough evaluation of reasonable options. Giving

- P-0797-025 stakeholders the opportunity to look at data in an equal manner. Logically decide what is the best option to move forward with is what makes the NEPA process so important. An Alternatives as important as the "Port to Port" supported by so many transportation documents and citizens must be thoroughly studied not just to find the best solution but to NEAP requirements for federal funding.
- P-0797-026 2. Federal funding is in jeopardy concerning the lack of care taken with the Historical Resource in this project area. The Columbia River Crossing project is jeopardizing federal funding by not thoroughly studying alternatives and is planning to demolish or impact approximately 20 historically protected properties that could be avoided. Federal transportation agencies cannot approve the change (or use) of 4(f) Resources, Unless there is no Feasible OR Prudent alternative and the project includes ALL possible planning to minimize harm. Significant historical sites: Fort Vancouver, northbound CRC Bridge, The Apple Tree, Native American Archeological sites, Also Delta Park encroachment, qualify as 4(f) Resources. It is Feasible to build a new bridge across the Columbia River. Historic Properties are protected by the law and can be avoided.

3. The Port of Vancouver, Port of Portland, the Transcontinental Rail Line and the adjacent industrial areas are the heart of the I-5 Trade Corridor. The economic viability of this region depends on this area having the best infrastructure possible. These areas are the economic engine of our past our present and our future economy. The tremendous amount of money that is brought into our states and that of the nation is what fueled the first studies in the 1970's when we realized our transportation infrastructure was failing our needs. The Project Manager John Osborn and the Oregon Transportation Director Matt Garrett have stated that "although the Ports and industrial areas are important they are not part of this study project." I feel this is a fatal flaw in the Columbia River Crossing and is a direct result of not having a Project Sponsor Council. The Columbia River Crossing project started out with building a one billion dollars to one and one half billion dollar bridge and transit project. Currently there are guesses between 4 and 6 billion dollars. The idea that light rail is the new economic engine and that spending 2 billion dollars on light rail to go across the river and stop in downtown Vancouver is in my opinion not realistic. If a new 12-lane bridge should be built into our ports and industrial areas and additional infrastructure added that would be a significant to upgrade and help our current businesses and also attracting new business. Please address these issues and put the Ports. Transcontinental Rail Lines and industrial lands back in for a complete study. Yes. building light rail provides jobs. What ever we build will provide jobs when being built. As an added note, New commuter rail is \$8 millions a mile light rail is \$45-78 million a mile with an (Avg. \$51 million per mile). Freight and commuter rail use the same infrastructure costing less while, attract more business, and more support to our industrials areas. Please send fresh eyes lead the-process, please put our Ports, Rail and Industrial lands at the top of the list. Direct access from I-5 into our Ports and Industrial areas also take freight traffic out of our neighborhoods and helps with air quality- The Economy, Safety and the Environment are too important not to address all the issues and options.

Thank you very much

Sharon Nasset 503.283.9585

options were then combined into 12 multi-modal, preliminary alternatives for analysis and public input.

Based on the input received, two multi-modal alternatives (replacement bridge with light rail and replacement bridge with bus rapid transit) and a no build alternative were recommended to be analyzed in the Draft Environmental Impact Statement. Subsequent public and stakeholder feedback revealed a desire by some stakeholders for a wider range of options to be evaluated in the Draft EIS. As a result, two additional alternatives (supplemental bridge with light rail and supplemental bridge with bus rapid transit) were included in the alternatives analyzed in the Draft EIS.

The Draft EIS was published in May 2008 and included the results of an analysis of the environmental and community effects of the five alternatives. During the 60-day public comment period, CRC received 1,600 letters, emails, completed comment forms and transcripts of testimony on the document. As a result of the public comments, technical analysis in the Draft EIS, and recommendation from the Task Force, local project partner agencies selected a locally preferred alternative in July 2008.

## P-0797-026

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Please see the response to P-0797-026 regarding selection of the LPA. Since the publication of the DEIS in May of 2008, and the selection of the LPA by local sponsor agencies in July 2008, the CRC project team has been working to minimize the potential property impacts associated with the projects' improvements. Though the project team has been working to stay within the existing right-of-way, some land purchases will be unavoidable. Where our impacts affect 4(f) resources, the proposed minimization and mitigation actions are described in Chapter 5. 29 of 318

From:	Sharonnasset@aol.com
To:	Columbia River Crossing;
CC:	jeff.mize@columbian.com; Thirdbridgenow@aol.
	com;
Subject:	DEIS 3
Date:	Tuesday, July 01, 2008 1:32:36 PM
Attachments:	BoardlettertoCRC091007.ZIP

This part of the public EIS record

\*\*\*\*\*\*\*\*

Gas prices getting you down? Search AOL Autos for fuel-efficient used cars. (http://autos.aol.com/used?ncid=aolaut0005000000007)

\*\*\* eSafe scanned this email for malicious content \*\*\*

\*\*\* IMPORTANT: Do not open attachments from unrecognized senders \*\*\*

03622

#### P-0797-027

Place to the CRC records as concerns with CRC process

Date: September 10th, 2007

Columbia River Crossing Team and Task Force 700 Washington Street, Ste 300 Vancouver, WA 98660

Re: Proposed new Columbia River Crossing

Dear Project Team:

As you are aware, the Jantzen Beach Moorage, located on the south shore of Hayden Island, is expected to be directly impacted by the Columbia River Crossing project. Since 2004 the Jantzen Beach floating home community [Jantzen Beach Moorage, Inc.] has closely followed the progress of the Columbia River Crossing project. We have participated at the collective level and as individuals. Our Board member Michelle Tworoger is co-chair of the Community and Environmental Justice Committee. We have a great deal of respect for the work thus far and for the interest of the CRC Team in our concerns and issues.

Because the project is at such a critical juncture – with the DEIS underway and Alternative recommendations due in November – we feel it is necessary to express our collective concerns. We realize there will be further opportunity to comment during the DEIS process but we want the CRC Team to have an understanding of our situation and concerns while work progresses over the next few months.

Situation: Jantzen Beach Moorage Inc. [JBMI] is a floating home community consisting of 177 slips. We spin westward along Hayden Island's south shore from the North Portland Harbor Highway Bridge. We are the largest floating home community in Oregon and have been part of the Portland landscape since the 1950s. Ten years ago, moorage residents formed an Association and purchased our moorage from Safeco Insurance Co. Each slip owner has a financial investment in the entire moorage, including its upland in rastructure. Upland infrastructure includes our parking lot and carports, landscaping and a majority ownership position of the portion of Jantzen Avenue road that runs west from Newport Bay restaurant.

Concerns: This week 52 JBMI slip owners, or about 30 percent of our moorage, received letters from the CRC Team advising of potential direct impacts to housing from the CRC highway or transit options. In addition, alternatives shared at the recent CRC Open Houses [July and August 2007] show huge traffic impacts to N. Jantzen Ave but no assessment of the need for improvements to N. Jantzen. These impacts will have a devastating effect on the livability and financial viability of the entire moorage.

Our collective and specific concerns are summarized below:

The narrowing and refinement of alternatives since the Task Force's approval of alternatives to move for ward last spring has made it clear that the CRC Team is focused solely on LRT across North Portland Harbor west of the existing NPH Highway Bridge. Reference by the CRC Team to LRT crossings prior to last spring had included alignments 'east or west' of the bridge. JBMI is concerned that all LRT alternatives have not yet received due consideration; specifically, an 'east' alignment appears to have been foregone without appropriate impact and cost analysis.

JBMI floating homeowners request to know where they will be potentially relocated as required by Federal law. We believe this is the time to plan ahead, be proactive and keep the public, community and

## 30 of 318 P-0797-027

The CRC project received several letters directly from JBMI that addressed many of these same issues, and responses have been provided. Issues related to coordination with JBMI and marina relocation are addressed in N-009-015. Issues related to the market value of floating homes are addressed in P-0811-014. Issues related to potential financial impacts to the JBMI association are addressed in P-0811-008. In addition, the CRC Traffic Technical Report describes proposed changes to local circulation on Hayden Island as well as the performance of N. Jantzen Beach Avenue. Updated information on the LPA's impacts on aesthetics, air quality, and noise & vibration are included in Chapter 3 (Sections 3.9, 3.10, and 3.11, respectively) of the FEIS. Lastly, as discussed in Chapter 2 (Section 2.7) of the FEIS, an upstream (east) replacement crossing was eliminated from further evaluation after analysis revealed that this alignment would pose serious construction difficulties and provide no substantial benefits to offset this problem. As also discussed in Chapter 2 (Section 2.7), including light rail within the replacement bridge structure provides advantages, including fewer piers with less in-water structure, smaller surface area generating less stormwater runoff, and a more compact crossing with less imposing visual obstruction of the river.

P-0797-027 pacted households informed. JBMI expects that any displaced floating homes will be relocated to a new moorage. However, the CRC Team has not indicated to us that it is investigating the permitting and construction requirements of a new floating home moorage. The unknowns associated with this situation are a huge burden to potentially affected floating homeowners, especially those with plans to improve or sell/buy their properties.

We remind the project team that loss of slips, common property [pilings/walkways/ramps] upland property, and/or floating homes impacts all 177 certificate holders in the JBMI floating home community cause of the financial ownership structure of the moorage. Our financial structure was discussed in detail in a meeting between JBMI representatives and CRC Team members on August 16. 2007. Loss of income to the Association, new infrastructure requirements due to loss of slips and uplands, negatively affected property values and other associated items will have an impact on the Association as a whole. These impacts need to be assessed and included in project cost estimating and funding.

Neighbors are also greatly concerned about the environmental impacts to households living on the ter such as, but not limited to, the following: noise (before and after construction), vibration, air quality and aesthetics. We expect to see these impacts fully investigated and mitigated in the DEIS.

The market value of floating homes, which are not real property but personal property, requires specialized assessment expertise. JBMI wants the CRC Team to use assessments made by professionals knowledgeable in floating home and structure evaluations.

We request the CRC Team to respond to us regarding the concerns itemized above. This response should include 1) details on LRT/BRT east side alignments and their evaluation, 2) findings thus far on potential relocation sites, 3) demonstration of specialized expertise in floating home value assessments, and (4) a plan to integrate the Association's financial structure into the analysis.

We support and look forward to the improvements that will come with completion of the CRC project. But those improvements will be bittersweet if they result in a fractured and weakened JBMI. We urge the CRC Team and Task Force to fairly and fully investigate all options that will minimize impacts to our moorage.

Sincerely,

Michelle Tworoger Secretary of JBMI

Duane George Director of JBMI

Pam Pariseau Director of JBMI

Sharon Rixen Treasurer of JBMI Mike Frost President of JBMI

Peg Johnson

Barbara Nelson Director of JBMI

Director of JBMI

Laura Craford

Jan Zweerts

Director of JBMI

Matt Greer Director of JBMI

Jan Hamer JBMI Manager Sherre Vanegas

Vice President of JBMI

Admin.

## P-0797-028

## The CRC has not had a full conversation concerning the impacts and the benefits the Light Rail will bring to SW Washington. The NEPA process requires a full vetting of benefits and impacts for funding. Federal Funding has been jeopardized

Sent: Friday, September 07, 2007 1:42 PM

Where is the conversation Vancouver?

With three or four new taxes headed your way, where is the conversation? With possible land use powers going to out of state agencies, where is the conversation?

When light rail crosses the Columbia River into Clark County so does Tri-Met, right? With Tri-Met comes taxing ability and land use. Will all of Clark County, even those citizens not served pay taxes? In Portland every residential property, all employees for every company, and self-employed individual pay a Tri-Met tax. Tri-Met however does not have to provide service. Example Tri-Met service schedule does not include graveyard shifts, early morning shifts, swing shifts. Columbia Blvd. one of the largest employers for the state of Oregon has never had bus service. A top reasons why a person lose their job in the Rivergate area is no transportation. Everyone of us pays Tri-Met taxes and gets little or no service. Katrina displaced citizen, had church fund-raisers to buy cars because they could not get a well paying job without their own transportation. Tri-Met recently reported in the Portland Tribune that it needs to add bus lines but can't because it has spent its' budget on light rail.

When Tri-Met crosses the river so does Metro, right? Metro with its' taxing ability and land use planning, Metro's 2040 map has Clark County all planned out including town centers, Do you agree with how Metro 2040 map of Clark County is all planned out? Did you participate in the design of land use planning for Clark Count on Metro's 2040 map?

When all the new construction for light rail comes, Urban Renewal and tax abatements come too right? Will all of Clark Count help subsidies the Transit Oriented Development (strip malls)? Urban Renewal districts in Portland takes tax dollar from fire, police, roads, and schools. Will the Urban Renewal do the same in Clark County?

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Over the course of the CRC project, a public involvement program has been used to educate and involve stakeholders and the public in order for them to become active participants in shaping the CRC project. At the time of DEIS publication, the project team had participated in over 350 public events, giving over 10,000 people a face-to-face opportunity to learn about the project and provide meaningful input. In order to encourage the highest levels of attendance as possible, most meetings scheduled by the project team were on weekday evenings or weekends during the day. Meetings have been held primarily within the project area to ensure proximity to those potentially most affected by the project. In addition to public events, the program also enabled significant involvement for those who are unable to attend meetings through an extensive website and project update notifications. Prior to publication of the DEIS, property owners potentially affected by project alternatives were notified directly via mail, and six meetings specifically focused on potential right-of-way needs were held in September of 2007.

Extensive outreach has been conducted through distribution of written information in hard copy and electronic form, including comment forms, the creation of a project web site, and outreach to local and regional media. When the DEIS was published, the project's database, used to encourage participation in public events and involve the broader community, had grown to over 3,000 e-mail addresses and over 10,000 postal mailing addresses. Through implementation of the public involvement program, over 3,000 public comments were received before publication of the DEIS and nearly 1,700 comments were received during the 60-day DEIS comment period. See Appendix B of the DEIS for a broader discussion of the public involvement program, including a list of public involvement events that have occurred related to this project.

Extending light rail from the Expo Center, onto Hayden Island, and into

P-0797-028 Then there is the \$6 Billion dollar band aide on I-5. Taxes and tolls.... \$7, \$9, up to \$14 in tolls every trip. The talk is to leave the tolls on to pay for other projects... Clark County citizens that work in Portland already donate Millions to Oregon's tax base.... Will the toll for "other roads", be divided evenly between our two states. Will Clark County citizens be paying for Portland's potholes or will the lion's share go to Clark County?

So Vancouver Where is the Conversation?

Vancouver was chosen as a part of the LPA in July 2008. As TriMet currently operates the Yellow Line, and would do so up to the state line with the extension, C-TRAN (which has the authority to operate in Washington State) will contract with TriMet to operate light rail into Vancouver and to the Clark College terminus.

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C-TRAN will own and operate the stations and park and rides associated with the light rail alignment in Vancouver. The physical rail and catenary system will also be owned by C-TRAN, but the transit agency will contract with TriMet to maintain the facilities, given TriMet's experience and existing resources.

Tri-Met, as a contracted service provider, would have no taxing authority in Clark County. C-TRAN will continue to make financial and service decisions in Clark County. Metro does not have authority in Clark County.

Tolling was evaluated in the DEIS, and included in the LPA for two important reasons. First, a toll may be necessary to pay for the construction of this project, as discussed in Chapter 4 of the FEIS. Second, a toll provides a valuable travel demand management tool that encourages travelers to take alternative modes (including light rail provided by this project), travel at off-peak periods, or reduce their auto trips. This demand management reduces congestion and extends the effective service of the facility.

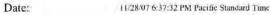
When the existing I-5 northbound bridge was built in 1917, it was paid for with a toll. The southbound I-5 bridge, built in 1958, was also funded partially by tolls.

Proposed toll rates are \$1 per crossing during non-peak and \$2 per crossing during peak hours (in 2006 dollars). Tolls on other facilities are not proposed with the CRC project.

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See discussion of the project area boundaries above.

P-0797-029 CRC Process lacking in transparency and did not provide information on the location of the Bridge Influence Area. Would not provide a map of the entire BIA and can not provide a map currently. The BIA was in all documents in the beginning. The **Response to CRC Related Message** Columbia River Crossing removed RC-14 the Port to Port connect by saying it was outside the BIA and outside the I-5 Corridor yet will not provide a map.





stl :\* (behavior:url(#default#icooui) }

Dear Ms. Nasset,

Thank you for your comments at the CRC Task Force meeting last night.

The following email you sent on November 26 was forwarded to me. After reading your message, I am not sure if you are making a specific request for materials from the Columbia River Crossing project. If so, please contact CRC at <u>feedback@columbiarivercrossing.org</u> and your request will be processed. You are also welcome to contact me directly or to cc me if you would like to request documents or have any questions or comments about the project.

## 35 of 318 P-0797-030

See discussion of project area boundaries, above.

Thank you, Danielle Cogan Danielle Cogan Communications and Public Outreach Columbia River Crossing 700 Washington Street, Suite 300 Vancouver, WA 98660 Desk: 360-816-8857/503-256-2726 ext. 8857 Cell: 360-904-4863 Fax: 360-737-0294 E-mail: cogand@columbiarivercrossing.org From: Sharonnasset@aol.com Date: Mon, 26 Nov 2007 02:20:00 -0500 Subject: Your immediate attention is requested (thanks) To: pauloedgar@gwest.net; bill.burgel@hdrinc.com; tbillbarnes@hotmail.com; William.A.Pratt@uscg.mil; walter@harbor-properties.com; markgraft@columbiarivercrossing.org; TEDDIE.A.BAKER@odot.state.or.us; steve.stuart@clark.wa.gov; sen.tedferrioli@state.or.us; sen.ryandeckert@state.or.us; sen.rodmonroe@state.or.us; sen.rickmetsger@state.or.us; sen.larrygeorge@state.or.us; schrader.sen@state.or.us; sen.katebrown@state.or.us; zarelli jo@leg.wa.gov; sen.ginnyburdick@state.or.us; sen.garygeorge@state.or.us; benton do@leg.wa.gov; sen.brucestarr@state.or.us; samadams@ci.portland.or.us; rga@deainc.com; libertyr@metro.dst.or.us; russell@ortrucking.org; degraffr@columbiarivercrossing.org; rgustafson@sojpdx.com; burkholderr@metro.dst.or.us; rep.waynescott@state.or.us; rep.scottbruun@state.or.us; rep.mikeschaufler@state.or.us; rep.georgegilman@state.or.us; rep.terrybeyer@state.or.us; wallace.deb@leg.wa.gov; rep.davehunt@state.or.us; nbaker@PortVanUSA.com; nmpras@comdt.uscg.mil; matthew.l.garrett@state.or.us; Mary\_Gautreaux@wyden.senate.gov; Marc.Boldt@clark.wa.gov; lpaulson@PortVanUSA.com; Julie.F.RODWELL@odot.state.or.us; jimhowell89@hotmail.com; jill@clfuture.org; JEFFREY.GRAHAM@fnwa.dot.gov; jason.a.tell@odot.state.or.us; HHHewitt@stoel.com; dengerin@vancouver.wsu.edu; Frederick.C.EBERLE@odot.state.or.us; everett.matias@dot.gov; dean.lookingbill@rtc.wa.gov; bragdond@metro.dst.or.us; chris@chrissmith.us; bcc@co.clackamas.or.us; bill.wyatt@portofportland.com; wbganley@comcast.net; BettySue.Morris@co.clark.wa.us; IvanovB@wsdot.wa.gov; AMiller@PortVanUSA.com; agardner@schn.com; Tom.Ryll@Columbian.com; lars@larslarson.com; kelly.love@mail.house.gov; jimmayer@news.oregonian.com; dwightjaynes@portlandtribune.com; phillip.ditzler@fhwa.dot.gov; mpatrick@vbjusa.com; ed@edgarren.us; bob\_dingethal@cantwell.senate.gov

#### P-0797-030 Your immediate attention is requested (thanks)

The Columbia River Crossing (CRC) project is heading into its' third year. In a transportation project maps are very important as well as complete description of the area being studied. I have been unable to find certain maps of your transportation project on your web site.

#### Please email the web site address or a copy of the following maps:

#### CRC's official map of entire study area.

The CRC complete study area described in CRC documents as the north end being junction of I-5 and I-205 in Washington. The southern end is described as the junction of I-5 and I-84 in Oregon. The East and West boundaries are commonly known as being those of the I-5 corridor: I-205 to the East and the Ports of Portland and Vancouver to the West.

#### CRC's official map of the entire Bridge Influence Area.

P-0797-030 The I-5 Trade and Transportation Partnership created and defined the "Bridge Influence Area" as the I-5 Corridor for the East and West. The I-5 Corridor boundaries are commonly accepted to be I-205 to the East and the Ports of Portland and Vancouver to the West. The North end was defined as SR-500 in Washington, and the South end was defined as Columbia Blvd. in Oregon.

#### CRC's official map of the limited project Bridge Influence Area

The description of the North end was defined as SR-500 in Washington, and the South end was defined as Columbia Blvd. in Oregon. I have been unable to find the written description of the exact East and West boundaries. Please send the written boundary description, who created the boundaries map and a copy of the man.

Thank you in advance to your prompt action in making these maps available.

Sincerely, Sharon Nasset 503.283.9585

Appendix P

Columbia River Crossing

 Subj:
 Response to CRC Related Message

 Date:
 11/28/07 6:37:32 PM Pacific Standard Time

 From:
 cogand@columbiarivercrossing.com

 Image: Comparison of the standard Time

 To:
 mailto.Sharonnasset@aol.comSharonnasset@aol.com

stil:\* (behavior:url(#default#icooui) )

Dear Ms. Nasset, Thank you for your comments at the CRC Task Force meeting last night.

The following email you sent on November 26 was forwarded to me. After reading your message, I am not sure if you are making a specific request for materials from the Columbia River Crossing project. If so, please contact CRC at feedback@columbiarivercrossing.org and your request will be processed. You are also welcome to contact me directly or to cc me if you would like to request documents or have any questions or comments about the project. Thank you, Danielle Cogan Danielle Cogan Communications and Public Outreach Columbia River Crossing 700 Washington Street, Suite 300 Vancouver, WA 98660 Desk: 360-816-8857/503-256-2726 ext. 8857 Cell: 360-904-4863 Fax: 360-737-0294 E-mail: cogand@columbiarivercrossing.org From: Sharonnasset@aol.com Date: Mon, 26 Nov 2007 02:20:00 -0500 Subject: Your immediate attention is requested (thanks) To: pauloedgar@qwest.net; bill.burgel@hdrinc.com; tbillbarnes@hotmail.com; William.A.Pratt@uscg.mil; walter@harbor-properties.com; markgraft@columbiarivercrossing.org; TEDDIE A BAKER@odol.state.or.us; steve.stuart@clark.wa.gov; sen.tedferrioli@state.or.us; sen.ryandeckert@state.or.us; sen.rodmonroe@state.or.us; sen.rickmetsger@state.or.us; sen.larrygeorge@state.or.us; schrader.sen@state.or.us; sen.katebrown@state.or.us; zarelli jo@leq.wa.gov; sen.ginnyburdick@state.or.us; sen.garygeorge@state.or.us; benton do@leg.wa.gov; sen.brucestarr@state.or.us; samadams@ci.portland.or.us; rga@deainc.com; libertyr@metro.dst.or.us; russell@ortrucking.org; degraffr@columbiarivercrossing.org; rgustafson@sojpdx.com; burkholderr@metro.dst.or.us; rep.waynescott@state.or.us; rep.scottbruun@state.or.us; rep.mikeschaufler@state.or.us; rep.georgegilman@state.or.us; rep.terrybeyer@state.or.us; wallace.deb@leg.wa.gov, rep.davehunt@state.or.us; nbaker@PortVanUSA.com; nmpras@comdt.usog.mil; matthew.l.garrett@state.or.us; Mary Gautreaux@wyden.senate.gov; Marc.Boldt@clark.wa.gov; Ipaulson@PortVanUSA.com; Julie F.RODWELL@odot.state.or.us; jimhowell89@hotmail.com; jill@clfuture.org; JEFFREY.GRAHAM@fnwa.dot.gov; jason.a.tell@odot.state.or.us; HHHewitt@stoel.com; dengerin@vancouver.wsu.edu; Frederick.C.EBERLE@odot.state.or.us; everett.matias@dot.gov; dean.lookingbill@rtc.wa.gov; bragdond@metro.dst.or.us; chris@chrissmith.us; bcc@co.clackamas.or.us; bill wyatt@portofportland.com; wbganley@comcast.net; BettySue.Morris@co.clark.wa.us; IvanovB@wsdot.wa.gov; AMiller@PortVanUSA.com; agardner@schn.com; Tom.Ryll@Columbian.com; lars@larslarson.com; kelly.love@mail.house.gov; jimmayer@news.oregonian.com;

dwightjaynes@portlandtribune.com; phillip.ditzler@fhwa.dot.gov; mpatrick@vbjusa.com; ed@edgarren.us; bob\_dingethal@cantwell.senate.gov

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Thank you in advance to your prompt action in making these maps available.

Sincerely, Sharon Nasset 503.283.9585

From:	Sharonnasset@aol.com
To:	Columbia River Crossing:
CC:	jeff.mize@columbian.com; Thirdbridgenow@aol.
	com;
Subject:	Open Meetings Law March 1, 2008.pdf
Date:	Tuesday, July 01, 2008 1:42:38 PM
Attachments:	Emailing Wednesday March 1 2008.pdf.msg

This part of the public EIS record

\*\*\*\*\*\*\*\*

Gas prices getting you down? Search AOL Autos for fuel-efficient used cars. (http://autos.aol.com/used?ncid=aolaut0005000000007)

\*\*\* eSafe scanned this email for malicious content \*\*\*

\*\*\* IMPORTANT: Do not open attachments from unrecognized senders \*\*\*

40 of 318

#### Bomar, Audri

From:	Charlie Tindall [Charlie@bluelinetrans.com]
Sent:	Monday, June 30, 2008 2:41 PM
To:	snasset@farrellrealty.com
Subject:	Emailing: Wednesday, March 1, 2008.pdf

Attachments: Wednesday, March 1, 2008.pdf



1, 2008.pdf ( ....

Wednesday, March 1, 2008.pdf

Note: To protect against computer viruses, e-mail programs may prevent sending or receiving certain types of file attachments. Check your e-mail security settings to determine how attachments are handled.

\*\*\* IMPORTANT: Do not open attachments from unrecognized senders \*\*\*

Columbia River Crossing Appendix P

http://www.open-oregon.com/New\_Pages/A\_Quick\_Reference\_Guide.shtm

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P-0797-031

Though the intent of the comment is unclear, the CRC project meets

the intent of the Oregon Public Meeting Law.

03622

P-0797-031

A Quick Reference Guide to Oregon's Public Meetings Law

### The Spirit of Oregon's Public Meetings Law

Understanding the letter of the Public Meetings Law is critical. Equally important is understanding and committing to the spirit of that law. Public bodies should approach the law with openness in mind. Open meetings help citizens understand decisions and build trust in government. It is better to comply with the spirit of the law and keep deliberations open.

### Oregon's Public Meetings Law

"Open government" or "sunshine" laws originally were enacted nationwide in the early 1970's because of growing public unhappiness with government secrecy. As a result, every state and the District of Columbia enacted laws requiring government to conduct its business openly, rather than behind closed doors.

Or en government laws benefit both government and the public. Citizens gain by having access to the process of deliberation -- enabling them to view their government at work and to influence its deliberations. Government officials gain credibility by permitting citizens to observe their information-gathering and decision-making processes. Such understanding leads to greater trust in government by its citizens. Conversely, officials who attempt to keep their deliberations hidden from public scrutiny create cynicism, erede public trust and discourage involvement.

Policy

Oregon's Public Meetings Law was enacted in 1973 to make sure that all meetings of governing bodies covered by the law are open to the public. This includes meetings called just to gather information for subsequent decisions or recommendations.

The law also requires that the public be given notice of the time and place of meetings and that meetings be accessible to everyone, including persons with disabilities.

The Public Meetings Law guarantees the public the right to view government meetings, but not necessarily to speak at them. Governing bodies set their own rules for citizen participation and public comment.

Government accountability depends on an open and accessible process.<sup>2</sup> • Hardy Myers Oregon Attorney General

Who is Covered?

1 of 6

11/20/06 9:28 PM

A Quick Reference Guide to Oregon's Public Meetings Law 03622

#### http://www.open-oregon.com/New\_Pages/A\_Quick\_Reference\_Guide.shtml 42 of 318

P-0797-03 Decause questions often arise about what groups must comply with the open-meetings law, it is useful to look a the definitions in the law. The law says that any "governing body" of a "public body" is required to comply. It offers these definitions:

- A "public body" is any state, regional, or local governmental board, department, commission, council,
- bureau, committee, subcommittee, or advisory group created by the state constitution, statute, administrative rule, order, intergovernmental agreement, by law or other official act.
- A "governing body" is two or more members of a public body
  - Example A
- A school board must meet in public
  So must most advisory committees that the school board
  - creates, such as a budge committee.
    - But if the school board chair asks several business leaders to meet with him to discuss future building needs, that meeting may be held in private.

Private bodies, such as non-profit corporations do not have to comply with the open-meetings law, even if they receive public funds, contract with governmental bodies or perform public services.

- Ennespie
- A school district contracts with Blue Cross / Blue Shield to provide health insurance for district employees. The Blue Cross / Blue Shield board of directors is not required to meet in public.

bublic agencies contracting with private bodies may require a private body to comply with the law for pertinent meetings. Federal agencies are not subject to Oregon's Public Meetings Law.

### Vbst is a Public Meeting?

public meeting is the convening of any governing body for which a quorum is required to make or eliberate toward a decision on any matter, or to gather information. Decisions must be made in public, and ecret ballots are prohibited. Quorum requirements may vary among governing bodies.

A county commission's goal-setting retreat is a public meeting if a quorum is present and they discuss official business.
A training session for the commissioners is not a public meeting, unless a quorum is present and the commissioners discuss official business.
A staff meeting absent a quorum of commissioners, whether called by a single commissioner or a non-elected official, is not a public meeting.
deetings accomplished by telephone conference calls or other electronic means are public meetings. The overning body must provide public notice, as well as a location where the public may listen to or observe the neeting.
Governing bodies must hold their meetings within the geographic boundaries of their jurisdiction. However, a

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A Quick Reference Guide to Oregon's Public Meetings Law 03622

**P-0797-032** verning body may meet elsewhere if there is an actual emergency requiring immediate action or to hold a training session, when no deliberation toward a decision is involved.

 A library board is free to rotate meetings at different libraries in its district, but it may not meet outside its district.

Federal and state law requires that meetings be held in places accessible to individuals with mobility and other impairments

Information is power. Keeping meetings and records open empowers citizens.'

> Phil Keisling Oregon Secretary of State Honorary Co-Chair, Open Oregon

Notice of Meetings

Governing bodies must give notice of the time, place and agenda for any regular, special or emergency meeting.

Public notice must be reasonably calculated to give actual notice to interested persons and media who have asked in writing to be notified of meetings, and general notice to the public at large.

Gevening bodies wishing to provide adequate notice should strive to provide as much notice as possible to ensure that those wishing to attend have ample opportunity -- a week to 10 days for example.

At least 24-hour notice to members of the governing body, the public and media is required for any special meeting, unless the meeting is considered an emergency meeting. Appropriate notice is required for emergency meetings and should include phone calls to media and other interested parties. Notice for emergency meetings must also cite the emergency.

A meeting notice must include a list of the principal subjects to be considered at the meeting. This list should be specific enough to permit citizens to recognize matters of interest. However, discussion of subjects not on the agenda is allowed at the meeting.

• The State Board of Higher Education plans to discuss building a new college campus in Bend. An agenda item that says "Discussion of public works" would be too general. Instead, the agenda should say something like "Discussion of proposed Bend campus."

Executive Sessions

Geverning bodies are allowed to exclude the public -- but generally not the media -- from the discussion of certain subjects. These meetings are called executive sessions.

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A Quick Reference Guide to Oregon's Public Meetings Law 03622

P-0797-031 Executive sessions may be called during any regular, special or emergency meeting. A governing body may set a meeting solely to hold an executive session as long as it gives appropriate public notice. Notice requirements for executive sessions are the same as for regular, special or emergency meetings. However, labor negotiations conducted in executive session are not subject to public-notice requirements.

Notice of an executive session must cite the specific law that authorizes the executive session. This apthorization also must be announced before going into the executive session.

Overning bodies may formally specify that the media not disclose information that is the subject of the executive session. Governing bodies should not discuss topics apart from those legally justifying the executive session. Media representatives may report discussion that strays from legitimate executive session tapics and are not required to inform the governing body when they intend to do so.

o final action may be taken in executive session. Decisions must be made in public session. If a governing ody expects to meet publicly to make a final decision immediately after an executive session, it should try to mounce the time of that open session to the public before the executive session begins.

Example

 City councilors meet in executive session to discuss the city manager's performance. A local reporter attends. During the meeting, the councilors discuss whether the city should put a bond measure on the next ballot. The reporter may write a story on the council's bond measure discussion, because that discussion was not allowed under the executive session rules. The reporter may not write about the city manager's performance.

#### Executive Sessions Criteria

xecutive sessions are allowed only for very limited purposes.

hose include:

- To consider the initial employment of a public officer, employee or staff member, but not to fill a
  vacancy in an elected office, or on public committees, commissions or advisory groups. These sessions
  are allowed only if the position has been advertised, standardized procedures for hiring have been
  publicly adopted, and the public has had an opportunity for input on the process. Executive sessions are
  not allowed to consider general employment policies.
- To consider dismissal, discipline, complaints or charges against a public official, employee, official, staff or individual agent, unless that person requests a public hearing.
- 3. To review and evaluate the job performance of a chief executive officer, or other officer or staff member, unless that person requests an open hearing. Such evaluation must be pursuant to standards, criteria and policy directives publicly adopted by the governing body following an opportunity for public comment. The executive session may not be used for the general evaluation of agency goals, objectives, programs or operations, or to issue any directive to personnel on the same.
- To deliberate with persons designated to conduct labor negotiations. The media may be excluded from these sessions.
- 5. To conduct labor negotiations if both sides request that negotiations be in executive session. Public

11/20/06 9:28 PM

A Quick Reference Guide to Oregon's Fublic Meetings Law

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03622

**P-0797-031** notice is not required for such meetings.

6. To consider records that are exempt by law from public disclosure.

 To consult with counsel concerning litigation filed or likely to be filed against the public body. Members of the media that are a party to that litigation, or represent a media entity that is a party, may be excluded.

8. To consult with persons designated to negotiate real property transactions

. To discuss matters of trade when the governing body is in competition with other states or nations.

. To negotiate with a private person or business regarding public investments.

. To discuss matters of medical competency and other matters pertaining to licensed hospitals.

 To consider information obtained by a health professional regulatory board as part of an investigation of licensee or applicant conduct.

'Oregon needs to protect its tradition of openness.'

Dave Frohnmayer
 President, University of Oreogn
 Honorary Co-Chair, Open Oregon

#### Modia at Executive Sessions

Media representatives must be allowed to attend executive sessions, with three execptions. Media may be excluded from:

· Strategy discussions with labor negotiators

Example

Meetiings to consider expulsion of a student or to discuss students' confidential medical records.

 Meetings to consult with counsel concerning litigation to which the media or media representative is a party.

A governing body may require that specific information not be reported by the media. This should be done by declaration of the presiding officer or vote. In the absence of this directive, the executive session may be reported. Any discussion of topics apart from those legally justifying the executive session may be reported by the media.

The media also is free to report on information gathered independently from executive session, even though the information may be the subject of an executive session.

> A reporter attends the executive session on the city councilor's discussion of the city manager's performance.
>  Afterward, the reporter asks a councilor what she thinks of the city manager's performance. She shares her criticism. The reporter may use that interview to develop a story, even though the reporter first heard the information at the executive session

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Minutes

A Quick Reference Guide to Oregon's Public Meetings Law http://www.open-oregon.com/New\_Pages/A\_Quick\_Reference\_Guide.shtml 03622 46 of 318

P-0797-034 ritten minutes are required for all meetings, except tape recordings are allowed for executive sessions.

The meetings law says minutes must be made available within a "reasonable time" after each meeting, but does not specify the time. Generally, this time frame should not exceed three weeks. Minutes must be preserved for a "reasonable time". This is generally interpreted to be at least one year. Minutes of many governing bodies are subject to records retention schedules established by the State Archivist.

Minutes must indicate:

- Members present.
- All motions, proposals, resolutions, orders, ordinances and measures proposed and their disposition. The result of all votes by name of each member (except for public bodies consisting of more than 25 members). No secret ballots are allowed.
- · The substance of discussion on any matter.
- · A reference to any document discussed at the meeting.

Minutes are not required to be a verbatim transcript and the meeting does not have to be tape recorded unless so specified by law. Minutes are public record and may not be withheld from the public merely because they will not be approved until the next meeting. Minutes of executive sessions are exempt from disclosure under the Oregon Public Records Law.

Overning bodies are allowed to charge fees to recover their actual cost for duplicating minutes, tapes and records. A person with a disability may not be charged additional costs for providing records in larger print.

#### Inforcement

County district attorneys or the Oregon Attorney General's Office may be able to answer questions about possible public meetings law violations, although neither has any formal enforcement role and both are attutorily prohibited from providing legal advice to private citizens.

Any person affected by a governing body's decision may file a lawsuit in circuit court to require compliance with or prevent violations of the Public Meetings Law. The lawsuit must be filed within 60 days following the date the decision becomes public record.

he court may void a governing body's decision if the governing body intentionally or willfully violated the ublic Meetings Law, even if the governing body has reinstated the decision in a public vote. The court also hay award reasonable legal fees to a plaintiff who brings suit under the Public Meetings Law.

omplaints of executive session violations may be directed to the Oregon Government Standards and ractices Commission, 100 High Street SE. Suite 220, Salem, OR 97310, (503) 378-5105, for review, restigation and possible imposition of civil penalties.

lembers of a governing body may be liable for attorney and court costs both as individuals or as members of group if found in willful violation of the Public Meetings Law.

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[home]

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:1/20/06 9:28 PM

#### Page 1 of 1 47 of 318

#### Bomar, Audri

From:	Sharonnasset@aol.com
Sent:	Tuesday, July 01, 2008 1:45 PM
To:	Columbia River Crossing
Cc:	jeff.mize@columbian.com; Thirdbridgenow@aol.com
Subject:	Open Meetings Law2, March 19, 2008 (4) pdf, Wednesday, March 19, 2008 (
Attachments	Emailing: Wednesday, March 19, 2008 (4).pdf, Wednesday, March 19, 2008 (3).pdf, Wednesday, March 19, 2008 (2).pdf, Wednesday, March 5, 2008 (5).pdf, Wednesday, March 4, 2008 (4).pdf, Wednesday, March 3, 2008 (3).pdf, Wednesday, March 2, 2008 (2).pdf, Wedn

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#### \*\*\*\*\*\*

Gas prices getting you down? Search AOL Autos for fuel-efficient used cars. (http://autos.aol.com/used?ncid=aolaut0005000000007)

\*\*\* eSate scanned this email for malicious content \*\*\* \*\*\* IMPORTANT: Do not open attachments from unrecognized senders

7/1/2008

This Calendar for citizen unotite-03622 P-0797-032 ment was copied from CRC website march 15, 2008. This web site is one of very few was CRC informs the public about open public meetings. B This list of Key Dates and public meetings was on March 6th 2008. This lift is being mail out to special interest groups by CRC and Portland Department of Transportation. They are encouraging their member to show up in Strong member to Apport CEC Story recommendation of the Replacement Bridge & Lightrail, Even though public comment isn't taken Their presence with make a big Diggerents. The CRC & PPot have been premoting involvement to have their out come with out the

### P-0797-032

The Columbia River Crossing project makes every effort to publicize all meetings on the CRC Web site where CRC staff will provide information about the project in a public forum so that people interested in the project may learn more and ask questions. The list submitted as part of this comment does not appear to be created by the CRC project. The submitted list identified some meetings hosted by CRC and publicized on the CRC Web site and some events that could have been public meetings publicized by other organizations. Events where CRC staff did not present information and were not in attendance are not listed on the CRC Web site.

P-079 Deperit of the Citizen Knowing. Fo pusses TPC agenda they have hidden meetings from the CRC TASK FORCE Members While inviting a Select few, This in checles: Joint Transportation Commission Hearingson Colubia River Crossing Joist Senlete Columbia Rivering Crossing oversight Committee hearings. The mayerity of the CRC FASIC Force members did not a do not know these hearing took As you see none of these " Public place Meding and key Dates show up on the CRC Web Site and How about meeting notes. I have heard the same list of "Key Meetings Pates" Is on the washington Sile A5 well as a more complete list on the Oregon Side,

P-0797-032	CRC PROJECT Public Meetings and Key Dates City of Portland - PDOT
	March 11 (3:00 PM) - Planning Commission briefing on CRC project
	March 17 (1:00 PM) - City Council work session on CRC project
	March 25- Planning Commission briefing on Hayden Island Concept Plan (by BOP)
	Late March - CRC releases DEIS, public comment period begins (66 days)
	April – Sustainable Development Commission conducts meeting on CRC project (date and format not yet determined)
	April 8 - Planning Commission public hearing on Hayden Island Concept Plan
	April 22 - Metro Council briefing on CRC project by Metro staff
	April 28 - CRC Community Meeting, Draft EIS public hearing and open house. 5:00-8:00 pm, Hilton Hotel, Vancouver. Public testimony.
	April 30 - CRC Community Meeting. Draft EIS public hearing and open house. 5:00-8:00 pm, Red Lion Hotel, Jantzen Beach. Public testimony.
	May 1 - Metro Council public hearing and directs Task Force representative vote on Draft Recommended LPA
	May 13 - Planning Commission reviews CRC DEIS and Performance of Alternatives Report and PDOT staff report/recommendations, including public testimony
	May 20 - Planning Commission prepares letter advising City Council action on DEIS and Performence of Alternatives Report, and, Planning Commission decision and recommendations to City Council on Hayden Island Concept Plan
	May 22 - CRC Task Force meeting/vote on Draft Recommended LPA
	June - Planning Commission briefing on Hayden Island Recommended Plan by BOP
	June/July - Planning Commission public hearing on Hayden Island Recommended Plan by BOP
	June/July - Planning Commission decision and recommendations to City Council on Hayden Island Recommended Plan
	June - City Council public hearing and action on CRC Locally Preferred Alternative
	July - City Council public hearing and action on Hayden Island Recommended Plan
	July - JPACT vote and recommendation to Metro Council on CRC LPA (must occur after City Council action on LPA)
	July - City Council public hearing and action on CRC Locally Preferred Alternative

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> Coleanbia River Crossing: Calendar Columbia River Columbia River Columbia River Complete Calendar Complete Calendar Complete Calendar CRC Website up to Calendar of Events June 19,2008 Pagestopfie Codeanbia River Crossing: Calendar P-0797-032 A ? subscribe

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Meetings & Events

Click headings to sort

Group	Description	Meeting Date	Location
<u>Community</u> Meetings	Portland Pedestrian Advisory Committee	4/15/2008 7:00-8:00 PM	Portland City Hall
<u>Community</u> <u>Maatings</u>	Bicycle Transportation Alliance Forum	4/16/2008 6:00-8:00 PM	Bicycle Transportation Alliance
Task Force	Cancelled Meeting	4/17/2008 4:00-8:00 PM	WSDOT, SW Region Headquarters
Community and Environmental Justice Group	Meeting	4/17/2008 6:00-8:30 PM	Kenton Fire House
Commun ty Meetings	Rose Village Neighborhood Association	4/22/2008 7:00 PM	Memorial Lutheran Church
Community Meetings	<u>Shumway</u> <u>Neighborhood</u> Association	5/1/2008 7:00 PM	Vancouver School of Arts and Academics
<u>Community</u> Meetings	Society of American Military Engineers, Portland Chapter	5/7/2008 11:30-1:00 PM	<u>Kells Irish</u> Restaurant & Pub
<u>Community</u> Meetings	Vancouver Bicycle Club	5/14/2008 7:00-8:30 PM	<u>Bortolami's</u> Pizzeria

Community and

http://www.columbiarivercrossing.org/Calendar/Default.aspx



#### Commbia River Crossing: Calendar

Page 20012

P-02971937 ental Justice Group	Meeting	5/15/2008 6:00-8:30 PM	Kenton Fire House
Community and Environmental Justice Group	Meeting	6/19/2008 6:00-8:30 PM	Kenton Fire House
		<u>1</u> 2	
		week Department   Lassa	

of Transportation

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Costanbia River Crossing: Calendar

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# Columbia River

### P-0797-032 alendar

# Calendar of Events

Meetings & Events

### Click headings to sort

Greup	Description	Meeting Date	Location
<u>Community</u> Meetings	Bridgeton Neighborhood Association	3/19/2008 7:00-9:00 PM	Columbia High School
<u>Freight Working</u> <u>Group</u>	Meeting	3/20/2008 10:00-12:00 PM	Columbia River Crossing project office
Community and Environmental Justice Group	Meeting	3/20/2008 6:00-8:30 PM	Kenton Fire House
<u>Ur</u> ban Design Advisory Group	Cancelled Meeting	3/21/2008 7:30-9:30 AM	Red Lion at the Quay
<u>Community</u> Meetings	Highland Home Owners Association	3/24/2008 7:00-8:00 PM	Pleasant Valley Middle School
Community Meetings	Woodland Chamber of Commerce	3/25/2008 12:00-1:00 PM	<u>Oak Tree</u> Restaurant
Fairs and Festivals	Energy Trust Better Living Home, Garden & Lifestyle Show	3/28/2008 12:00-5:00 PM	Portland Expo Center
<u>Community</u> Meetings	West Minnehaha Neighborhood Association	4/7/2008 7:00-8:00 PM	West Minnehaha Community Center
Community	Association for the Advancement of	4/10/2008 5:30-7:30 PM	<u>University Place</u> <u>Hotel &amp;</u>

http://www.columbiarivercrossing.org/Calendar/Default.aspx



Page4206912

P-0797-032	Cost Engineering		Conference Center
<u>Community</u> Meetings	Senior Connections Expo	4/13/2008 11:00-4:00 PM	Hilton <u>Vancouver</u> Washington hotel
		1 <u>2</u>	
		Origon Department of Transportation	ngton State much of Transportation
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P-0797-032	CRC PROJECT Public Meetings and Key Dates City of Portland - PDOT
	March 11 (3:00 PM) - Planning Commission briefing on CRC project
	March 17 (1:00 PM) - City Council work session on CRC project
	March 25- Planning Commission briefing on Hayden Island Concept Plan (by BOP)
	Late March - CRC releases DEIS, public comment period begins (60 days)
	April - Sustainable Development Commission conducts meeting on CRC project (date and format not yet determined)
	April 8 - Planning Commission public hearing on Hayden Island Concept Plan
	April 22 - Metro Council briefing on CRC project by Metro staff
	April 28 - CRC Community Meeting. Draft EIS public hearing and open house. 5:00-8:00 pm, Hilton Hotel, Vancouver. Public testimony.
	April 30 - CRC Community Meeting. Draft EIS public hearing and open house. 5:00-8:00 pm, Red Lion Hotel, Jantzen Beach. Public testimony.
	May 1 - Metro Council public hearing and directs Task Force representative vote on Draft Recommended LPA
	May 13 - Planning Commission reviews CRC DEIS and Performance of Alternatives Report and PDOT staff report/recommendations, including public testimony
	May 20 - Planning Commission prepares letter advising City Council action on DEIS and Performance of Alternatives Report, and, Planning Commission decision and recommendations to City Council on Hayden Island Concept Plan
	May 22 - CRC Task Force meeting/vote on Draft Recommended LPA
	June - Planning Commission briefing on Hayden Island Recommended Plan by BOP
	June/July - Planning Commission public hearing on Hayden Island Recommended Plan by BOP
	June/July - Planning Commission decision and recommendations to City Council on Hayden Island Recommended Plan
	June - City Council public hearing and action on CRC Locally Preferred Alternative
	July - City Council public hearing and action on Hayden Island Recommended Plan
	July - JPACT vote and recommendation to Matro Council on CRC LPA (must occur after City Council action on LPA)
	July - City Council public hearing and action on CRC Locally Preferred Alternative
1	

P-0797 (A) This Calendar for citizen unolite-P-0797-033 See response to P-0797-032. ment was copied from CRC website march 15, 2008. This web site is one of very few was CRC informs the public about open public meetings. D This list of Key Dates and public meetings was on March 6th 2008. This lipt is being mail out to special interest groups by CRC and Portland Department of Transportation. They are encouraging their mamber to show up in Strong member to Support CEC Stop recommendation of the Replacement Bridge & Lightrail, Even though public comment isn't taken Their presence with make a big Diggerents. The CRC + PPot have been promoting involvement to have their out come with out the

P-0797 033 prepit of the Citizen Knowing. To pushese TRC agenda they have hidden meeting from the CRC TASK FORCE Members While inviting a Select few. This in checles: Joint Transportation Commission Hearings on Columbia River Crossing Joiat Sentete Columbia Rivering Crossing oversight Committee hearings, The majority of the CRC FASK Force members did not a do not know these hearings took As you see none of these "Public place Meding and key Dates show up on the CRC Web site and How about meeting notes. I have heard the same list on "Key Meetings Pates" Is on the washington side A5 well as a more complete list on the Oregon Side,

#### P-0797-033

CRC PROJECT Public Meetings and Key Dates City of Portland - PDOT March 11 (3:00 PM) - Planning Commission briefing on CRC project March 17 (1:00 PM) - City Council work session on CRC project March 25- Planning Commission briefing on Hayden Island Concept Plan (by BOP) Late March - CRC releases DEIS, public comment period begins (60 days)

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- July JPACT vote and recommendation to Metro Council on CRC LPA (must occur after City Council action on LPA)
- July City Council public hearing and action on CRC Locally Preferred Alternative

P-0797-034 59 of 318

ignored and that its importance is realized. Henry added that the project is very attractive at a national level, which may allow it to receive preferential funding.

Brad asked about the projected goal for completion of the Draft Environmental Impact Statement (DEIS). Rob responded that the DEIS is expected to be completed by 2007.

Rex stated that there is an interest in developing new "bridges" across the Columbia River and the current project is an opportunity to form a bi-state compact, which can help alleviate dissimilar statutes by allowing the states to agree on comprehensive laws which would apply both equally.

Wally asked whether the information the Task Force receives could be shared with the public. Katy responded in the affirmative and in fact it is expected the members will share this information with the groups they represent. The Task Force meetings fall under public meeting law.

Katy discussed the next steps in the process. The Task Force will meet again in May 2005, when the project team will present:

- project purpose and need
- beginning of the scoping process
- project contractor
- key issues that will be addressed in the process.

Henry stated that the purpose of the meeting was to provide background on the project and initiate the Task Force process. He encouraged members to ask questions of one another following the meeting and become better acquaimed:

**Public Comments:** 

#### P-0797-034

Wally asked of information could be Shared With the public because the public + Some CRC Task force mentions where not invited to the first metty;

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Columbia River Crossing Task Force February 3, 2005

## The Columbia River Crossing project regularly posts the schedules of each advisory group on the CRC Web site. In addition, news releases were regularly distributed in advance of the CRC Task Force when it was actively meeting from 2005 to 2008. In early 2005, the CRC did not have a Web site. A search of project records found no evidence of a news release preceding the February 3, 2005 meeting. No recommendations

relating to project development were made at this meeting. Future meetings of the Task Force were noticed to the public with news releases.

#### 60 of 318 P-0797-035

See response to P-0797-034.



#### P-0797-035

Meeting Summary Columbia River Crossing Task Force February 3, 2005 Scheduled: 4–6:30 p.m.

#### Members Present:

Sam Adams, City of Portland Rich Brown, Portland Business Alliance Rex Burkholder, Metro Bob Byrd, Identity Clark County Lora Caine, Friends of Clark County Serena Cruz, Multnomah County Hal Dengerink, Washington State University Vancouver (Task Force Cochair)

Elliot Eki, Oregon/Idaho AAA Dave Frei, Arnada Neighborhood Association Jill Fuglister, Coalition for a Livable

Future

Lynne Griffith, C-TRAN Brad Halverson, Overlook Neighborhood Association Henry Hewitt, Stoel Rives (Task Force Co-chair) Eric Holmes, City of Battle Ground Monica Isbell, Portland Business Alliance

Dean Lookingbill, Regional Transportation Council

Ed Lynch, Vancouver National Historic Reserve Trust

Dick Malin, Central Park Neighborhood Association

Mark McCloud, Greater Vancouver Chamber of Commerce Wally Mehrens, Columbia Pacific

Building Trades Bob Russel, Oregon Trucking Association Art Schaff, Washington State Trucking Association Jonathan Schleuter, Westside Economic Alliance Karen Schmidt, Washington Freight Mobility Strategic Investment Board Steve Stuart, Clark County Walter Valenta, Bridgeton Neighborhood Association Scof Walstra, Vancouver Chamber of Commerce Tom Zelenka, Oregon Freight Advisory Committee

#### Members' Substitutions Present:

Bob Applegate for Bill Wyatt, Port of Portland Addison Jacobs for Larry Paulson, Port of Vancouver, USA Neil McFarlane for Fred Hansen, TriMet

#### **Project Team Members Present:**

Katy Brooks, The JD White Company, Inc. (JDW) Kyle Brown, JDW Rob DeGraff, Co-Project Director Doug Ficco, Co-Project Director Matthew Garrett, Project Team Don Wagner, Project Team Kris Strickler, Project Team

#### Absent Members:

Dr. Wayne Branch, Clark College Fred Hansen, TriMet Larry Paulson, Port of Vancouver, USA

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#### P-0797-035

Bart Phillips, Columbia River Economic Development Council Royce Pollard, City of Vancouver, Janet Ray, Washington AAA Dave Shields, City of Gresham Jeri Sundval, Environmental Justice Action Group

#### Introduction:

Henry Hewitt, Task Force Co-chair, began the meeting by thanking those in attendance. Some of the Task Force members have participated in other phases of the study and he appreciates their commitment to the effort. Previous efforts concluded that baseline transportation conditions on the I-5 bridge were not an option, however, there is no single solution that will satisfy everyone. Henry added that the project will likely require 3 years of study and he looks forward to working with other Task Force members. Henry also emphasized that this group's success will be measured by the degree to which we are able to develop consensus around a project that solves the problem. Thus, members should keep in mind that no one can get everything they want in an effort like this; that we need to look for solutions that appropriately balance varied interests for the benefit of the community.

Hal Dengerink, Task Force Co-chair, welcomed members. He noted that, while he does not have an extensive background in transportation, he understands the core issues and solutions that are needed. The community will benefit from the work of the Task Force and Hal thanked them for their commitment. The meeting was then turned over to Katy Brooks, The JD White Company, Inc. (JDW), who discussed meeting logistics and asked Task Force members to briefly introduce themselves.

Sam Adams, City of Portland, introduced AnnselSand stated he is a City Commissioner and was pleased to be participating.

Eric Holmes, City of Battle Ground, introduced himself and stated that he is Battle Ground's City Manager.

Karen Schmidt, Washington Freight Mobility Strategic Investment Board, introduced herself and noted that she is the Board's Director.

Neil McFarlane, TriMet, stated that he was attending for Fred Hansen, who was on vacation.

Walter Valenta, Bridgeton Neighborhood Association, stated that he lives on a floating home on north Portland harbor. He is interested in transportation issues and is committed to making the project beneficial to his community.

Dick Malin, Central Park Neighborhood Association, stated that he lives in the Central Park Neighborhood in Vancouver, which will be affected by the project.

Ed Lynch, Vancouver National Historic Reserve Trust, stated that he is representing the Trust, which owns land on the north side of the river.

Bob Byrd, Identity Clark County, stated that he is representing an organization which focuses on civic issues in Vancouver.

Dave Frei, Arnada Neighborhood Association, introduced himself.

Monica Isbell, Portland Business Alliance, stated that she is head of a supply chain consulting company. Her perspective on the project will be from a freight mobility standpoint.

Rex Burkholder, Metro, stated that he represents the agency's elected council and is chair of the Joint Policy Advisory Committee on Transportation (JPAC1) and serves on the Bi-State Transportation Committee.

P-0797-035

mobility.

organization operates on both sides of the river.
Wally Mehrens, Columbia Pacific Building Trades, introduced himself and stated that he is the organization's Executive Secretary.
Dean Lookingbill, Regional Transportation Council (RTC), stated that he is the Director of the organization and is representing the Board of Directors on the Task Force.
Scot Walstra, Vancouver Chamber of Commerce, stated that he is director of business development for NW Natural Gas and is also a member of the Vancouver Chamber of Commerce's Board of Directors. He added that NW Natural Gas has operations on both sides of the river and is interested in the project's outcome.
Arl Schaff, Washington State Trucking Association, stated that he is the organization's Oregon District Manager, and that the organization has an interest in the outcome of the project.
Brad Halverson, Overlook Neighborhood Association, stated that he lives near Swan Island and works at Kaiser Permanente. He also chaired the Interstate MAX Advisory Committee and was a South/North Advisory Committee member.
Addison Jacobs, Port of Vancouver, USA, stated that she was attending for Larry Paulson while he was away representing the Port in New Zealand.
Elliot Eki, Oregon/Idaho A4A introduced himself and stated that his region's membership totals approximately 620,000 and is interested in traffic mobility.
Jonathan Schleuter, Westside Economic Alliance, stated that his organization represents businesses in the western region of Portland.
Lynne Griffith, C-TRAN, stated that she is the organization's Executive Director and has served on the I-5 Trade Corridor Committee. She currently serves on the Bi-State Coordinating Committee and is an RTC board member.
Steve Stuart, Clark County, stated that he is a County Commissioner and represents its Bi-State transportation boards.
Lora Caine, Friends of Clark County, stated that her organization is concerned with smart growth in Clark County and she has represented the organization on the I-5 Trade Corridor Committee.
Jill Fuglister, Coalition for a Livable Future, stated that her organization is part of 60 non- profits that focus on regional planning and livability issues.
Serena Cruz, Multnomah County, stated that she is a County Commissioner for north Portland. Her interests in the project include her constituents as well as economic and business interests in the region. She served on the I-5 Trade Corridor Task Force and is a Bi-State Transportation Commission member.

Bob Applegate, Port of Portland, stated that he was attending for Bill Wyatt, who was away lobbying for the channel deepening project. Rich Brown, Portland Businces Alliance, noted that Bank of America (his employer) has clients and employees on both sides of the river and is interested in the outcome of the project. Bob Russel, Oregon Trucking Association, stated that the project has impacts on the trucking industry and other modes of freight. He is most interested in multi-modal approaches to freight

Tom Zelenka, Oregon Freight Advisory Committee, introduced himself and stated that his

Task Force Protocols:

Columbia River Crossing Task Force February 3, 2005

P-0797-035	Katy discussed Task Force protocols. She directed the attention of the Task Force members to the meeting principles which consist of:
	<ul> <li>Bc as succinct as possible.</li> </ul>
	<ul> <li>Be considerate of each other's input and refrain from interrupting.</li> </ul>
	<ul> <li>During discussions, strive to communicate your values, concerns and ideas, rather than taking a position.</li> </ul>
	<ul> <li>Represent your constituency.</li> </ul>

o Respect differing opinions.

Katy presented the Task Force charter, which is as follows:

The Task Force's role will be to provide input into the Columbia River Crossing Project (CRCP). Within the context created by the Strategic Plan, the Task Force will:

- Respond to and advise the joint project team on technical data and its policy implications leading to a Notice of Intent
- Provide advice to the Joint Commission Subcommittee throughout the Environmental Impact Statement (EIS) until the issuance of the Record of Decision.
- Represent and report back to their representative organizations

Katy added that the Task Force will be considering project technical information and policy issues during the National Environmental Policy Act (NEPA) process, which will likely last between 3 and 4 years. The Federal Highway Administration (FHWA) has asked that the EIS process move quickly and the state DOTs have hecded that advice. She noted that the Task Force Co-chairs have agreed that having alternates attend for members is acceptable, but that they should refrain from voting. Lora asked whether alternates could bring votes to the Task Force. Henry responded that, at the outset, it would be preferable that Task Force alternates not vote. Tom stated that he is uncomfortable with the possibility of policies changing during the course of the Task Force. Henry responded that, while the I-5 Trade Corridor Task Force policy was that alternates could not vote, one alternate was attending 90% of the meetings which necessitated a policy change. Hal added that alternates should represent the constituency for which they are speaking and, if an organizations sends an alternate, they should consistently send the same person (i.e. remain with one alternate throughout the process).

Rex noted that the meeting time was inconvenient due to conflicts with Metro's council meetings, and future meetings should be arranged with scheduling conflicts considered. Katy responded that the project team will be cognizant of scheduling and endeavor to minimize conflicts. She added that the Task Force will meet approximately once per quarter. Ed asked whether meetings could be scheduled for the next 2 years. Katy stated that the project team would consult members' schedules and attempt to schedule future meetings for the next 2 years. The project team will e-mail the Task Force with proposed dates. Task Force members indicated they agreed with the proposed solution.

Katy stated that the project team will provide ample notice of upcoming meetings and distribute materials via e-mail. The project team will also provide print copies of all materials at the meetings. Serena, Monica, and Sam all requested that print copies of meeting materials be sent to them prior to Task Force meetings, rather than receiving them via e-mail.

#### P-0797-035

Katy noted that Task Force subcommittees will not be appointed. She added that some discussion may occur over e-mail rather than convening the entire Task Force.

Katy stated that members should indicate whether they wish to speak by standing their name placards on end. In addition, votes will be counted with members indicating, with their fingers, their level of agreement on a scale of one to five, with one being in total disagreement, and five indicating total agreement. Jill asked how the votes will be tallied. Katy stated that it will be a majority decision.

Doug Ficco, Co-Project Director, discussed a NEPA decision-making process diagram, which can be found in Appendix B—Presentation Materials. Henry noted that while the Task Force technically has no power, and no authority, it does have the ability to significantly influence the process and it outcome.

#### **Project Briefing:**

Jay Lyman, David Evans and Associates, presented an historical overview of the efforts leading up to the current project. Slides from his presentation can be found in Appendix B— Presentation Materials.

Following Jay's presentation, Rob DeGraff, Co-Project Director, presented an overview of the NEPA and how it pertains to the current project. Slides from his presentation can be found in Appendix B—Presentation Materials.

Rex asked how other studies conducted in the interim will fit into the current process. Rob responded that the agencies have undertaken additional work leading up to the scoping process which will help inform our decisions about what concepts advance into the EIS. Rob added that agencies have also been studying the regulatory tranework which consists of Oregon, Washington, and federal statutes, which ofted any not complementary. The project team may need to speak with state and federal legislators to discuss areas where the statutes are not aligned. In addition, they will be exploring financing options so that the economic viability of the alternatives can be considered by the Task Force. Rob added that the project team will be working with local, state, and federal decision makers throughout the EIS process to properly coordinate funding options. Wally asked whether another group was working on the financing options and forming recommendations. Rob responded that the project team is working on the financing options and will bring information to the Task Force in order to receive members' imput.

Wally asked whether the project could be funded through public-private partnerships. Rob stated that the project is a bi-state endeavor. Oregon has a law that allows ODOT to form public-private partnerships (i.e. Red Line MAX). Washington, however, has different guidelines, which complicates those types of funding opportunities for the current project. Washington and Oregon have agreed to refrain from forming public-private partnerships for the Columbia Crossing Project until a statutory framework has been developed.

Jonathan inquired regarding the shelf life of an EIS. Neil responded that an EIS has an approximate 3-year shelf life.

Hal noted that the scoping process should be thorough in considering the various alternatives in order to prevent the possibility of challenges later in the process. This also contributes to the length of an EIS. Rob responded that Hal's comments were accurate.

Walter asked whether funding has been earmarked for the project. Rob responded that the project team is working federal reauthorization for the project which would help pay for the EIS. Future reauthorization could also help fund further phases of the project. Walter asked whether the politicians realize the importance of the project. Rob stated that the project is not being

6

#### P-0797-035

ignored and that its importance is realized. Henry added that the project is very attractive at a national level, which may allow it to receive preferential funding.

Brad asked about the projected goal for completion of the Draft Environmental Impact Statement (DEIS). Rob responded that the DEIS is expected to be completed by 2007.

Rex stated that there is an interest in developing new "bridges" across the Columbia River and the current project is an opportunity to form a bi-state compact, which can help alleviate dissimilar statutes by allowing the states to agree on comprehensive laws which would apply both equally.

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- project purpose and need
- beginning of the scoping process
- project contractor
- key issues that will be addressed in the process

Henry stated that the purpose of the meeting seas to provide background on the project and initiate the Task Force process. He encouraged members to ask questions of one another following the meeting and become better acquainted.

\*

#### Public Comments:

No members of the public indicated that they wished to address the Task Force.

The meeting ended at 6:00 p.m.

Columbia River Crossing Task Force February 3, 2005

#### P-0797-035

Appendix A-Sign In Forms



Columbia River Crossing Task Force February 3, 2005

### P-0797-035

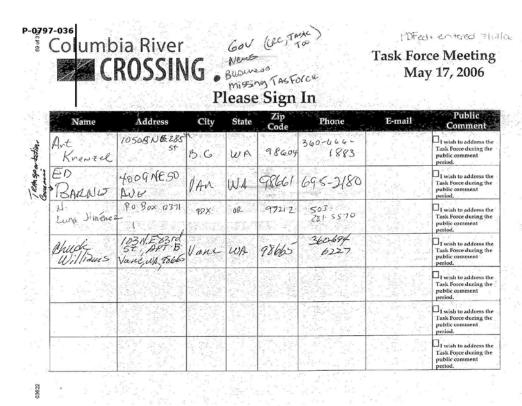
Appendix B-Presentation Materials



Columbia River Crossing Task Force February 3, 2005

### P-0797-036

The Columbia River Crossing project responds to public records requests in accordance with Oregon and Washington public records laws. A search of project records found no letter requesting these documents. An electronic file of all sign-in sheets may be made available if requested in writing to: Tonja Gleason, Columbia River Crossing, 700 Washington Street, Suite 300, Vancouver, WA 98660. Regarding requirements to sign-in to speak, Columbia River Crossing advisory group meetings have varying levels of formality, depending on the size of the group, the available time, and whether the meeting is being filmed for later broadcast on cable TV. Sign in sheets are one way to ensure people who want to speak are called upon and receive their allotted time in an orderly fashion that respects the time of everyone in attendance. Public records laws do not require all people present at a public meeting to be listed in a meeting summary. The listing of people present at the meeting is at the discretion of the committee chair person.



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		Pl	ease	Sign	In		d2. M.
Name	Address	City	State	Zip Code	Phone	É-mail	Public Comment
Grant	227 N Hlyhud	Huttor Portlad	ØZ	F1217		Surder world O Gol. our	I wish to address the Task Force during the public comment period:
Ed Picken	CTRAN						□ I wish to address the Task Force during the public comment period.
Sheila Babb	Sen fallyrnuvery	Seatthe	WA			Stala_bald@ nuuray.condes. gov	☐ I wish to address the Task Force during the public comment period.
Frans Huenzelky	140	ZRA					We wish to address the Task Force during the public comment period.
Bran Inan	ork w.						□ I wish to address the Task Force during the public comment period.
Fred Howen	Tritlet						I wish to address the Task Force during the public comment period.
Alsun Lento	TYNAG						I wish to address the Task Force during the public comment period.

The West of the State of the	olumbia River CROSSING Please Sign In					Task Force Meeting May 17, 2006	
Name	Address	City	State	Zip	Phone	E-mail	Public Comment
JASON GATELY	56295 NW 31555 G	CAMAS	WA	98607	360-521-1167	Josately® comcast.net	U wish to address th Task Force during the public comment period.
MARC GROSS	123018 UL CREATER AJ.	PER7/HAN	or	97217	593 283.5801		J wish to address the Task Force during the public comment period.
THATUSTZ PORABAUKU	170.Box 1995	VASNQOUNA	w M	78668	360.696.8290		Lwish to address th Task Force during the public comment period.

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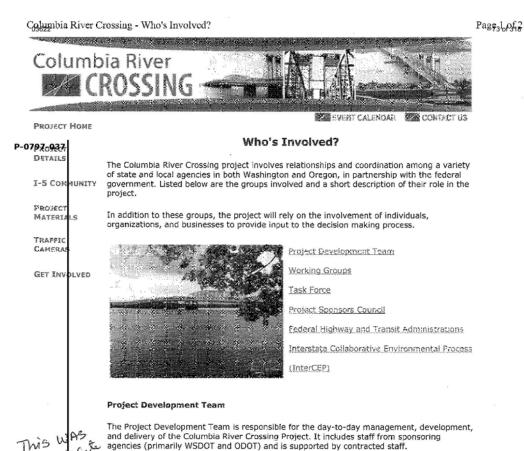
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#### Working Groups

Working Groups are being formed to address specific project issues as they arise. Groups are expected to include specialists from agency and consultant staff as well as other organizations. The project anticipates working groups to address public involvement, freight issues, economic development, travel forecasting, engineering, specific environmental disciplines, and financing. Other working groups may also be formed as needed. Continue reading about <u>Working Groups</u>.

#### Task Farce

The 39-member Task Force is comprised of leaders from a broad cross section of the Washington and Oregon communities interested in the project, including public agencies, businesses, civic organizations, neighborhoods, freight, commuter, and



http://www.debunkingportland.com/I-5+CRC/CRC/CRC060425/www.columbiarivercrossing.org/about/... 3/16/2008

#### Columbia River Crossing Appendix P

in'05

P-0797-037

The intent of the comment is unclear. The text provided appears to be from the CRC Web site in 2005.

#### Columbia River Crossing - Who's Involved?

#### Page 200512

### P-0797-037

environmental groups. The Task Force will provide recommendations regarding the project to the Project Sponsors Council. Continue reading about the <u>Columbia River Crossing Task Force</u>.

#### **Project Sponsors Council**

The Project Sponsors Council will receive recommendations from the Task Force, public input, and advice from the Project Development Team and concur on whether to move forward based on those recommendations. It includes executive staff or elected officials from:

- . WSDOT
- ODOT
- RTC
- Metro
- C-TRAN
- TriMet
- City of Vancouver
- City of Portland
- FTA and FHWA (ex-officio)

#### Federal Highway Administration and Federal Transit Administration

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) are colead agencies for the National Environmental Policy Act (NEPA) process that governs proposed actions requiring federal funding, federal permits, or federal approvals. FHWA and FTA will sign the Environmental Impact Statement and the Record of Decision, affirming the selection of project alternatives, and allowing it to move forward into design and construction.

#### Interstate Collaborative Environmental Process (InterCEP)

The Interstate Collaborative Environmental Process (InterCEP) was established to coordinate and streamline the regulatory reviews and permitting functions of the participating agencies. Members include representatives from key national and state agencies responsible for protecting the region's air, water, wildlife and cultural resources. This committee must formally concur on project decisions affecting their areas of concern at major project milestones. In addition, the committee provides advice and consultation regarding the NEPA process to the Project Development Team at formal concurrence points. They will use a "streamlining" approach patterned after Washington's Signatory Agency Committee processes and Oregon's Collaborative Environmental and Transportation Agreement on Streamlining.

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http://www.debunkingportland.com/I-5+CRC/CRC/CRC/060425/www.columbiarivercrossing.org/about/... 3/16/2008

03622

The intent of the comment is unclear.

P-0797-038	Accomplishments To Date		
	A substantial amou over the last 7 year	nt of groundwork for the Columbia River Crossing project was completed s. The list below highlights key milestones and work products.	
	February 2006:	The Columbia River Crossing (CRC) Task Force recommends evaluation. <u>criteria</u> that will be used to compare alternatives on how well they achieve community values.	
	December 2005:	The Project Sponsors Council concurs with the Task Force's recommendation on the Problem Definition.	
	November 2005:	The CRC Task Force creates a final version of the <u>Problem Definition</u> and, after a series of public open houses and other public involvement events, recommends it to the Project Sponsors Council. Read more about these activities on the <u>Survey Results</u> and <u>Open House</u> pages.	
	October 2005:	The CRC Task Force adopts the Vision and Values Statement.	
	February 2005:	The CRC Task Force convenes its first meeting.	
	September 2004:	The Washington State Department of Transportation (WSDOT) and the Oregon Department of Transportation (ODOT) sign a "Memorandum of Understanding" to jointly pursue the Columbia River Crossing project. They form the Joint Commission Subcommittee to provide oversight of the project.	
	February 2004:	WSDOT and ODOT begin work to further develop recommended project concepts from the I-5 Transportation and Trade Partnership and consider financing options and issues.	
	April 2003:	Regional Economic Effects on the I-5 Corridor Columbia River Crossing Transportation Choke Points Report (4.5MB PDF) is published by the I-5 Transportation and Trade Partnership.	
	February 2003:	The <u>Bi-State I-5 Rail Capacity Study</u> (1.1MB PDF) is completed.	
	January 2003:	ODOT begins work on the environmental assessment for widening <u>1-5</u> from Delta Park to Lombard Street.	
	November 2002:	WSDOT completes an I-5 widening project from <u>Burnt Bridge Creek in</u> Vancouver to NE 78th Street in Hazel Dell.	
	June 2002:	The I-5 Transportation and Trade Partnership Task Force adopts the Final Strategic Plan Recommendations (5.8MB PDF) for I-5 corridor improvements.	
	March 2000:	A 100-member <u>Community Forum</u> is formed to provide guidance on development of a strategic corridor plan. The forum is composed of citizens representing neighborhood, business, environmental, and other interests in the corridor.	
	January 2000:	I-5 Transportation and Trade Partnership Task Force releases the Portland/Vancouver I-5 Trade Condor Freight Foasibility and Needs Assessment Study Final Report (4.8MB PDF).	
	December 1999:	WSDOT and ODOT begin the bi-state transportation and trade corridor study. Governors Gary Locke and John Kitzhaber appoint a 28-member Bi-State <u>Task Force</u> of community, business, and elected representatives to help WSDOT and ODOT develop an I-5 regional strategic plan.	

P-0797-039

## Columbia River

## Memorandum

March 15, 2006

10:	Task Force
FROM:	Hal Dengerink and Henry Hewitt
SUBJECT:	Evaluation Framework
COPY:	Doug Ficco, Rob DeGraff

#### P-0797-039 Task Force members:

At cur February 1 meeting, we reviewed, edited, and adopted the Evaluation Framework. Subsequent to cur meeting, the CRC Project Sponsors Council met to review progress to date, including the Evaluation Framework. The council, which is comprised of elected officials and senior staff representing the eight sponsor agencies (WSDOT, ODOT, TriMet, C-TRAN, Metro, RTC, Vancouver, Portland), made three changes to the criteria at the recommendation of senior project staff. The changes addressed two areas of concern: 1) the criteria dealing with cultural resources was inconsistent with federal law, which does not allow for the enhancement of cultural resources, and 2) repeating criteria in two separate locations created the risk of a legal challenge about unfairly weighting some criteria over others.

Following the Project Sponsors Council meeting, the project's Interstate Collaborative Environmental Process (InterCEP) group also met to consider the Evaluation Framework. The InterCEP members include representatives from Key national and state agencies responsible for protecting the region's air, water, wildlite and cultural resources. This committee must formally concur on project decisions affecting their areas of concern at major project milestones. In addition, the committee provides advice and consultation regarding the NEPA process. At their meeting they recommended minor text changes to four of the criteria, solely for the purposes of ciarification.

The PSC-adopted changes and InterCEP recommendations are summarized in the table on the following pages. For your reference, the complete screening criteria list, as amended by the PSC and InterCEP, is attached, as is a letter from the Washington State Department of Archaeology and Historic Preservation, which describe the agency concerns about the cultural resource criteria.

We have reviewed the changes with project staff, and believe that they improve the criteria, and that they do not substantively change the way that the criteria will be used. Moreover, the changes will be helpful in working collaboratively with the large number of regulatory and sponsor agencies affected by this project, as well as in avoiding potential future challenges to our process. Our plan is to move forward with the revised criteria without further action by the Task Force, unless members raise significant concerns.

> open meeting Laws

700 WASHINGTON STREET, SUITE 363, VANCOUVER, WA 98930

#### Columbia River Crossing Appendix P

Though the intent of the comment is unclear, the CRC project policies

Please notice Guest/Cifizen being present at P-0797-040 Thansportation meeting are in the formal minutes as and Industry Standard. CRC has not put citizen in attendance en their meeting not for Task Force meetings, Design meeting, Frieght meetings, modelings, transit or Communication meetings -They Do have citizen present at Onviconmental Justice meetings, when I pointed out Citizen not in minuter on meetings (EJ) Said yes they are ..... Then we found only in EJ meeting.

P-0797-040 See response to P-0797-036.

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#### P-0797-040

#### Industry Standards

During the Transportation and Trade Partnership meetings in 2001 Kate Deanne ODOT's project manager explained to me why it was important for citizen to sign in on sign-in sheets at meetings. Kate had noticed I was attending but not signing in at the T&T partnership meetings. Kate pointed out that it was standard at government meetings to use sign in sheets as part of the meeting minutes to show citizen participations.

Sign-in sheets provide information;

- 1. It shows individual citizen involvement
- 2. A citizen wishing to comment on a series of meetings has a record of participant.
- 3. It list how many citizens are involved in the process
- 4. It shows how many business affiliates are involved in the process.
- 5. It show's how well out reach is working.

6. It gives officials unable to attend meetings an idea of who all was there at the meetings.

Kate convinced me of the importance I sign in. I also encourage others to sign in.

Columbia River Crossing meeting notes for May 2005 has a list of task force members present, member substitutes present, absent members, project team members as part of the formal meeting notes. Citizens are not listed, ever,

- 1. I thought staff forgot, so after the May meeting, I asked that citizen sign-in sheets become a matter of record in the minutes as other transportation meeting do. Nothing has happened
- 2. I asked again that citizen attending the meeting be added to the formal minutes after all we where being asked to sign in. Nothing has happened
- 3. I wrote up a list of this and other EJAG issue that where not being met and gave it to staff.

A. Staff would not forward the list to the task force members.

B. Staff would not put any questions or answers in writing, however

C. They would discus the list over lunch with Charlie Tindal and I. Nothing has happened

It's a year later and nothing has happened with the list of EJAG issue. .

#### Why ?

What needs to happen?

CRC staff needs to pull out the sign-in sheets and amond the formal meeting notes showing what citizen have attended each meeting and their affiliations. These amended meeting notes need to be made available. It's an easy job for a good typist.

Attached:

JPACT, RTC, BI-State and CRC formal meeting attendance pages .... CRC is the only one unwilling to follow industry standards. Why?

P-0797-041 9 question Stapp would not answer in writing 79 of 318 EIAG

The current Columbia River Crossing Mangers have been asked to address these issues and problems, to date all of these problems persist.

- 1. No name tags on task force members.
- Name placement cards that state who representative, represents. Example: Sam Adam Portland City Commissioner, Bob Russell Oregon Trucking Assoc. Larry Paulson Port of Vancouver, etc.
- 3. The sign in sheet is confusing and every meeting people have not signed up for citizen comment period, because is unclear, hard to read in very tiny writing. They have been asked to have a large sign saying sign up here to speak, change the sign in sheet to large enough lettering to read, make a separate sign in sheet for speaking, they have refused and continue using the same sheet.
- 4. No name tags for the citizens who are participating.
- 5. Will not provide public information of the task force representative for constituents and citizens who may want to contact them in communication form. Example. Bob Russell, OTA <u>russell@otrucking</u>, 503.513.0005, 4005 SE Naef Road. Citizens and task force members have not been provided this vital normally public information. Not only has, it not been provided but also the task force managers have told us, we can try and catch the representatives before and after meetings as they hurry in and out. With no communication of any form allowed wants, the meeting has start.
- 6. When final votes are made a group Aye and Nay is used. Constituents have no way of knowing who voted for what. The final vote needs to be recorded, to show how each representative has voted. "Group" Aye, Nay does not follow meeting laws in either state. This voting practice has been pointed out, by task force members as inappropriate, and it continues.
- No breaks during a 21/2 hour to keep citizens from talking to any representatives. Keeping them possibly from returning promptly to their seats.
- 8 No notes, hand out, information, or contacting task force representative in any form during meeting. In meeting protocol. EVEN BEFORE VOTE WITHOUT CITIZEN TESTIMONY BEFORE VOTES!!!!!! Also when the information is incorrect or faults.

#### P-0797-041

Intent of handwritten comment is unclear. Response to the stated concerns is below.

Response to comments 1 and 2: Table tents with Task Force members' names and affiliations were implemented and used during Task Force meetings.

Response to comment 3: Staff was available at the welcome table to offer assistance and answer questions about the meetings and any procedures including public testimony.

Response to comment 4: The CRC project acknowledges the concern. Name tags are provided for citizens to use for events depending on the type of event being held. Typically the project provides name tags at interactive public meetings like workshops.

Response to comment 5: Members of the public may address each active group by sending a letter, fax or email to the group in care of the Columbia River Crossing project. CRC staff forwards the information during the next communication with the group. Also, members of the public can attend advisory group meetings and provide comments in person. However, for the stated example of the Task Force, this group has completed its work and no longer meets.

Formal public records requests for the contact information of advisory group members have been fulfilled on an individual basis. Each of the volunteer committee members is notified that their contact information will be made public prior to release of the information.

Response to comment 6: The chair for each advisory committee facilitates the meetings using protocols accepted by the members to ensure a productive meeting. It is our understanding that specific voting <sup>80 of 318</sup> procedures as described are not required by state law or policy.

- P-0797-091 The meeting notes do not show what citizen where present even through they are asked to sign in. Citizens have no way to prove they where present. For legal suits how do you show you have participated from the start? JPACT, RTC, and most regular government meeting show the citizen names in the meeting note. It is very disrespectful to the citizen who have taken the time, energy and money to participate.
  - 10 Citizen testimony is not recorded in whole when they testify. A three-minute communication is turned into one or two sentences total. It does not communicate what the citizen participating has said.
  - 11 Citizen testimony in writing NEVER is give to the task force representatives and does not show up on the web site. Representative asked, said that they have NEVER receive any write communication from citizen even through write citizen communication has been handed in at EVERY meeting. These write citizen comments handed in as part of record have not been put on the web site either.
  - 12 The agenda showing citizen comment period is only available on the web site less than a week before the meeting. The task force managers have been asked to have the agenda for the next meeting the current meeting show when citizen will speak. Each meeting has had the citizen comment period at a different time.
  - 13 Have a stated length of time for each citizen's comment so preparation can be made. How long a citizen speaks is important to have advance notice. The task force managers' citizen comment period is 15 minutes in total. It will be divided at each meeting, as the citizen comment period begins. However they will not allow any citizen over 3 minuets even it's only one person signed up to speak for the 15 minute period.
  - 14 Million of taxes payers dollars have been spent in over 20 years of studying a new crossing over the Columbia River. These studies and the booklets formed out of these studies are not available at the meetings. Booklets that stating what has and hasn't been studied, results and to consult when questions are raised. Not available for the task force members, the citizen or task force manager to answer basic question.
  - 15 Meeting times are not appropriate for citizen to attend. At 4-6:30 PM in the middle of the week. Daily shift ends at 5 PM plus travel makes it almost impossible for citizens to travel there before 6 PM. Those that work swing shift go to work at 3 PM. Example: A mall open house on a Saturday 11AM to 2 PM, why only 4 hours in the middle of the day and one off the least visited Malls in the area. The mall is open 8 AM to 7 PM. This one of many reasons why the open houses and meetings are so poorly attended.

Response to comment 7: The chair for each advisory committee facilitates the meetings using protocol accepted by the members to ensure a productive meeting. There is time before and after the meetings and during breaks to speak with members.

Response to comment 8: The chair for each advisory committee facilitates the meetings using protocol accepted by the members to ensure a productive meeting. There is time before and after the meetings and during breaks to speak with members.

Members of the public may address each active group by sending a letter, fax or email to the group in care of the Columbia River Crossing project. CRC staff forwards the information during the next communication with the group. Also, members of the public can attend advisory group meetings and provide comments in person. However, for the stated example of the Task Force, this group has completed its work and no longer meets.

Response to comment 9: Some of the meeting summaries include all people who signed in to the meeting and some do not. Members of the advisory groups approve the meeting summaries. It is our understanding that publicizing a transcript of the sign in sheet is not required by state law or policy. The sign in sheet is used to track the number of people present and to maintain an accurate mailing list for future communication about project information. Often members of the public do not completely fill out sign in sheets. Sign-in sheets from any meeting may be requested via either Washington or Oregon's public records acts.

Response to comment 10: Summaries of advisory group meetings are not a verbatim transcript of the meeting. The summaries provide an overview of what occurred at the meeting, including any action taken and

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- P-0797-048 There are several groups with elected official and others that are meeting about the Celumbia River Crossing. This "groups" how many there are, when they met, how often they met, who attends, meeting notes, up dates, have not been disclosed at the official Columbia Crossing task force meetings. These groups believe they have veto over the Columbia Crossing task force without citizen input of knowledge. How many groups? Where, when, why are they meeting? Why all the Secrecy? Veto power? Without open meeting laws being met.
  - 17. Maps of the complete study area have not been brought to meetings and are not on the web site. Maps of the study area have been missing. After several request to bring maps showing the complete study area. A map was brought to the last meeting. It did not show the neighborhoods, cn either side of I-5 in Oregon, Washington cr on Jantzen Beach. North Portland alone is 40 thousand plus other neighborhoods adjacent to the freeway. It showed I-5 from SR 500 to Portland Blvd. north and south and approximately 3 Blocks on the east and west side of I-5 excluding the majority of all the neighborhoods.
  - 18. The task force paid staff, ODOT, WADOT, and outside paid consultants all wear the exact same uniform. It is impossible to distinguish between paid consultants state employees. Why are they all dressed a like? Who paid for all the fancy uniform shirts? If a uniform is required, why are they all a like? Why don't the two states dress a like and the paid consultants, dress differently? This is very confusing to the citizens, trying to figure out who's, who and what's in it for them.
  - 19. On line survey for citizen was done so poorly, several hundred where thrown out. The task force managers forgot to set up the web site so people could not take more than one survey. Approximately 1400 surveys total came in. Approximately 200 where kept is valid. How was it determined that 1200 where bad? Who did the 200 get kept? What was the determining factor? Why weren't they all thrown out? Did the 200 hundred chosen say what they wanted and the other 1200 didn't. Where is all the original information? When can we see the 1400 and what they said? What is the difference in findings from what was thrown out.
  - 20. Month after month, the task force members have asked for a line by line list of expenses. How much is being spent and on what? What did those uniforms cost and who okayed them? What is the money spent on? The rumors is they are spending between 1 and 3 million dollars a month? This is before the citizens have picked a project.

Approximately 1/3 of the task force members are missing from each meeting. The November meeting started with 7 of the 38 members present.

information requested. In general, the summaries also include a list of the members of the public that spoke at the meeting and a synopsis of their comment, if public comment was included in the agenda. The meeting summaries are considered draft until they are approved by the members. Draft and final summaries are available online.

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Response to comment 11: Members of the public may address each active group by sending a letter, fax or email to the group in care of the Columbia River Crossing project. CRC staff forwards the information during the next communication with the group. Also, members of the public can attend advisory group meetings and provide comments in person. However, for the stated example of the Task Force, this group has completed its work and no longer meets.

All comments received on the Draft Environmental Impact Statement were converted to PDFs and posted to the CRC Web site as per the stated policy of the Federal Transit Administration. They may be found at:

http://www.columbiarivercrossing.org/Library/Type.aspx?CategoryID=28. Other public comments have not been posted to the Web site unless they were included as part of the meeting materials. Public comments not posted on the Web site may be requested via either Washington or Oregon's public records acts. In addition, summaries of public comment received at events are published regularly and can be found at: http://www.columbiarivercrossing.org/Library/Type.aspx?CategoryID=11.

Response to comment 12: We make every effort to publish advisory working groups and committee agendas on the project web site at least one week in advance of meetings. The chair for each advisory committee facilitates the meetings using protocol accepted by the members to ensure a productive meeting. P-0797-042

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Meeting Summary Columbia River Crossing Task Force February 3, 2005

Members Present:

Sam Adams, City of Portland Rich Brown, Portland Business Alliance Rex Burkholder, Metro Bob Byrd, Identity Clark County Lora Caine, Friends of Clark County Serena Cruz, Maltnomah County Hal Dengerink, Washington State University Vancouver (Task Force Cochair) Elliot Eki, Oregon/Idaho AAA Dave Frei, Arnada Neighborhood Association Jill Fuglister, Ccalifon for a Livable Future Lynne Griffith, C-TRAN Brad Halverson, Overlook Neighborhood Association Henry Hewitt, Stoel Rives (Task Force Co-chair) Eric Holmes, City of Battle Ground Monica Isbell, Portland Business Alliance Dean Lookingbill, Regional Transportation Council Ed Lynch, Vancouver National Historic Reserve Trust Dick Malin, Central Park Neighborhood Association Mark McCloud, Greater Vancouver Chamber of Commerce Wally Mehrens. Columbia Pacific **Building Trades** Bob Russel, Oregon Trucking Association

Scheduled: 4–6:30 p.m. Art Schaff, Washington State Trucking Association Jonathan Schleuter, Westside Economic Alliance Karen Schmidt, Washington Freight ty Mobility Strategic Investment Board ounty Steve Stuart, Clark County aty Walter Valents, Bridgeton tate Neighborhood Association

On par Bricktares Description Etate

Scot Walstra, Vancouver Chamber of Commerce Tom Zelenka, Oregon Freight Advisory Committee

Members' Substitutions Present: Bob Applegate for Bill Wyatt, Port of Portland Addison Jacobs for Larry Patlson, Port of Vancouver, USA Neil McFarlane for Fred Hansen, TriMet

Project Team Members Present: Katy Brooks, The JD White Company, Inc. (JDW) Kyle Brown, JDW Rob DeGraff, Co-Project Director Doug Ecco, Co-Project Director Matthew Garrett, Project Team Don Wagner, Project Team Kris Strickler, Project Team

Absent Members: Dr. Wayne Branch, Clark College Fred Hansen, TriMet Larry Paulson, Port of Vancouver, USA

#### 892

Bert Phillips, Columbia River Economie Development Council Royce Pollard, City of Vancouver,

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Janet Ray, Washington AAA Dave Shields, City of Gresham Jeri Sundval, Environmental Justice Action Group

· · /

Response to comment 13: The chair for each advisory committee facilitates the meetings using protocol accepted by the members to ensure a productive meeting. Additional citizen comment periods and hearings have been held through the Task Force or by the project at large as appropriate at key decision points.

Response to comment 14: The CRC project maintains an extensive library of materials on the project Web site. Data that is not posted on the Web site may be requested via either Washington or Oregon's public records acts.

Response to comment 15: The CRC project schedules meetings at different days and times to help ensure access to a broad range of citizens including those who work day and swing shift. Typically, two open houses are held with the same information; one in Oregon and one in Washington on different days and times. Project meetings are often held close to the project area to ensure they are easily accessible by those who may be most affected by the project.

Response to comment 16: Conversations among Task Force members or elected officials outside of a formal advisory meeting were not prohibited by state law or policy. All votes related to recommendations by the Task Force to the CRC project occurred during open public meetings.

Response to comment 17: The CRC project maintains an extensive library of materials on the project Web site, including project maps from various stages of project development. A map of neighborhoods near the project was posted in November of 2006 and can be found on the web site at:

http://columbiarivercrossing.org/FileLibrary/ConcepMaps/BIAneighborho ods.pdf. Data that is not posted on the Web site may be requested via either Washington or Oregon's public records acts.

P-0797-042 Columbia River CROSSING



#### 700 WASHINGTON STREET VANCOUVER, WA 98660 360-737-2726 | 503-756-2726

Meeting Summary Columbia River Crossing Task Force November 30, 2005 4–8:00 p.m. OAME, Main Conference Room 4134 North Vancouver, Portland, Oregon

#### Members Present:

Sam Adams, City of Portland Charles Becker, City of Gresham Dr. Wayne Branch, Clark College Rich Brown, Bank of America Rex Burkholder, Metro Lora Caine, Friends of Clark County Hal Dengerink, Washington State University Vancouver (Task Force Co-chair) Elliot Eki, Oregon/Idaho AAA Dave Frei, Arnada Neighborhood Association Jill Fuglister, Coalition for a Livable Future Lynne Griffith, C-TRAN Jerry Grossnickle, Columbia River Tugboat Association Brad Halverson, Overlook Neighborhood Association Fred Hansen, TriMet Henry Hewitt, Stoel Rives (Task Force Cochair)

Member Substitutes Present: Todd Coleman for Larry Paulson, Port of Vancouver Susie Labsene for Bill Wyatt, Port of Portland Alan Lehto (attended portion of meeting for Fred Hansen, TriMet) Don Lemmons for Karen Schmidt, Washington Freight Mobility Strategic Investment Board Brett Hinsley, Columbia Pacific Building Trades Erie Holmes, City of Battle Ground Dean Lookingbill, Regional Transportation Council Ed Lynch, Vancouver National Historic Reserve Trust Steve Petersen, Portland Business Alliance Bart Phillips, Columbia River Economic Development Council Bob Russel, Oregon Trucking Association Art Schaff, Washington State Trucking Association Jonathan Schlueter, Westside Economic Alliance Walter Valenta, Bridgeton Neighborhood Association Scot Walstra, Greater Vancouver Chamber of Commerce

Tom Miller (attended portion of meeting for Sam Adams, City of Portland) Lisa Prentice for Monica Isbell, Portland Business Alliance Thayer Rorabaugh for Royce Pollard, City of Vancouver Lawrence Russell for Jeri Sundvali, Environmental Justice Action Group Response to comment 18: The CRC project uses an integrated staff to develop the project. All staff, regardless of their paycheck, are responsible to the state departments of transportation and provide the same information to the public. The staff uniform is a blue t-shirt and is worn at large public meetings to help ensure members of the public can identify staff easily for any questions or comments.

Response to comment 19: The CRC project has conducted two online surveys. The first was completed during project scoping and was online from September 30 to November 20, 2005. This survey had 620 web respondents and 22 print copy respondents. All respondents were included in the tabulation of results. As noted in the summary report, the results from the online survey are not statistically valid and were only used as part of the public involvement process. The second was completed as part of the tolling study and was online from August 18 to October 31, 2009. This survey had 4,248 people answer some or all of the CRC tolling study questions. All respondents were included in the tabulation of results. The results from this online survey are not statistically valid and were only used as part of the public involvement process.

Response to comment 20: Currently project expenditures are reported on the project web site at:

http://www.columbiarivercrossing.org/FileLibrary/GeneralProjectDocs/CR C\_ProjectExpenditureSummary.pdf. Additional information related to project expenditures may be requested via either Washington or Oregon's public record acts.

#### P-0797-042

Public records laws do not require all people present at a public meeting to be listed in a meeting summary. The listing of people present at the meeting is at the discretion of the committee chair person. The Columbia

P-0797-042	l	1/19,15 5 D. 1 87 of 318	River Crossing project makes every effort to responsibly use public
.[	Columbia Divor	Citizen	funds. One way this is accomplished is to use meeting spaces that do
[	Columbia River		not require rent, such as the WSDOT region headquarters. As a result of
1 2	CROSSING	Bandin er Primeren min-	
		Meeting Summary	public comment prior to the release of the Draft EIS in May 2008, CRC
	Rendered Columbia Diver Const	L FIAG Guidelin	staff has researched the public transit schedules and confirmed that
<i>v</i>	Meeting: Columbia River Cross	NOT L ALLA	public transportation is available. When buses are not regularly running,
<i>r</i>	Meeting Date: May 17, 2006, 4:00-6:	30 p.m. NO Late 1200 75 . A	arrangements are made for a shuttle from C-TRAN. Meeting locations
	Location: WSDOT SW Region H 11918 NE 51 <sup>st</sup> Circle, N	ing Task Force Not BJ AG Guideline 30 p.m. leadquarters, NO Lute BUD Vancouver, WA Service rament Vancouver, WA	с С
	Members Present:	Toside 6 parta )	with no public transit are not used for CRC public meetings.
	Tom Miller for Sam Adams, City of Portland	Adrienne DeDona for Eric Holmes, City of	
	Dr. Wayne Branch, Clark College	Battle Ground	
	Rich Brown, Bank of America Richard Brandman for Rex Burkholder.	Dean Lockingbill, Regional Transportation Council	
	Metro	Ed Lynch, Vancouver National Historic	
	Bob Byrd, Identity Clark County Lora Caine, Friends of Clark County	Reserve Trust Betty Sue Morris, C-TRAN	
	Serena Cruz, Multhomah County	John Ostrowski, C-TRAN	
	Hal Dengerink, Washington State University	Katy Brooks for Larry Paulson, Port of Vancouver, USA	
	Vancouver (Task Force Co-chair) Elliot Eki, Oregon/Idaho AAA	Bart Phillips, Columbia River Economic	
	Dave Frei, Arnada Neighborhood	Development Council Royce Pollard, City of Vancouver	
/	Association Jill Fuglister, Coalition for a Livable Future	Bob Russel, Oregon Trucking Association	
	Jerry Grossnickle, Columbia River Tugboat Association	Jonathan Schlueter, Westside Economic Aliance	
	Brad Halverson, Overlook Neighborhood Association	Steve Stuart, Clark County Walter Valenta, Bridgeton Neighborhood	
	Fred Hansen, TriMet	Association Tom Zelenka, Oregon Freight Advisory	
	Henry Hewitt, Stoel Rives (Task Force Co- chair)	Cómmittee	
	Absent Members;		
	Charles Becker, City of Gresham Brett Hinsley, Columbia Pacific Building	Jeri Sundvall-Williams, Environmental Justice Action Group	
	Trades	Scot Walstra, Greater Vancouver Chamber	
	Monica Isbell, Portland Business Alliance Dick Malin, Central Park Neighborhood	of Commerce Bill Wyatt, Port of Portland	
	Association		
	Mark McCloud, Greater Vancouver		
	Chamber of Commerce Steve Petersen, Portland Business Alliance		
	Janet Ray, Washington AAA		
	Karen Schmidt, Washington Freight Mobility Strategic Investment Board	· · · · · · · · · · · · · · · · · · ·	

703 WASHINGTON STREET, SINTE 300, VANCOUMER, WA 98660

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WWW.COLUMBIARIVERCROSSING ORG

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#### COULMBIA RIVER CROSSING TASK FORCE

#### Project Team Members Present:

Ron Anderson	John Osborn	Lynn Rust
Doug Ficco	Peter Ovington	Gregg Snyder
Jeff Heilman	David Parisi	Rex Wong
Jay Lyman	Anne Pressentin	
Linda Mullen	Laura Reilly	

#### Announcements

The purpose of the meeting was announced by Co-chair Hal Dengerink:

- to finish the discussion and selection of components to move forward for further study;
- to consider transit and replacement bridge ideas begun at April 26 meeting;
- to discuss how the Task Force wants project staff to combine these components into packages.

Peak Oil and Demand Modeling: Staff is working to arrange for a speaker on these topics and will schedule this for an upcoming meeting.

#### Regional Transportation Council resolution:

Reminder that Task Force alternates may not participate in voting.

Action:

Motion passed:

Motion to support the Regional Transportation Council board's Policy Statement on Guidance for the Transportation Corridors Visioning Process and Context for Addressing New Columbia River Crossings (see meeting materials, attachment from RTC).

#### All approved except Jill Fuglister, who abstained.

Walter Valenta noted that there is also some interest in including Bi-State Coordination Committee as a forum for discussing this issue. Steve Stuart said it could be brought up at that meeting the next morning.

Other materials: A handout was given to Task Force members titled Appendix A: Attachments to Public Comments, April 12-13, 2005 Open Houses in response to Dave Frei's request for attachments referred to in the Database of Public Comments Received through April Open Houses.

#### **Environmental Justice Update**

 An environmental justice training has been scheduled for the June Task Force meeting. The trainer will be John Ridgeway of the Washington State Department of Ecology, who will lead this full discussion of the federal Environmental Justice rules and how they apply to the CRC project. Note: June meeting will be extended to four hours to accommodate this (4om to 8pm).

PAGE 2 OF 7

#### JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION November 13, 2003

	MEMBERS PRESENT	AFFILIATION
	Rod Park	Metro Council
	Matthew Garrett	Oregon Department of Transportation (ODOT - Region 1)
	Craig Pridemore	Clark County
	Fred Hansen	TriMet
	Carl Hosticka	Metro Council
	Bill Kennemer	Clackamas County
	Don Wagner	Washington State Department of Transportation (WSDOT)
	Larry Haverkamp	City of Gresham, representing Cities of Multnomah County
	Maria Rojo de Steffey	Multnomah County
	Karl Rohde	City of Lake Oswego, representing Cities of Clackamas County
	Jim Francesconi	City of Portland
	Rex Burkholder	Metro Council
	Roy Rogers	Washington County
	MEMBERS ABSENT	AFFILIATION
	Charles M. H. J.	
	Stephanie Hallock Royce Pollard	Oregon Department of Environmental Quality (DEQ) City of Vancouver
	Bill Wyatt	Port of Partland
	Rob Drake	City of Beaverton, representing Cities of Washington County
	NOU DIANU	City of Deaverable, representing Chies of washington County
	ALTERNATES PRESENT	AFFILIATION
	Andy Ginsburg	Oregon Department of Environmental Quality (DEQ)
	Dean Lookingbill	SW Washington RTC
	Susie Lahsene	Port of Portland
	-	
P-0797-042	GUESTS PRESENT	AFFILIATION
	Kathy Busse	Washington County
	Karen Schilling	Multhomah County
	Kevin Downing	Oregon Department of Environmental Quality (DEQ)
	Rod Monroe	Metro Council
	Jim Bernard	City of Milwaukie
	John Gillam	City of Portland
	John Rist	Clackamas County
	Dave Nordberg	Oregon Department of Environmental Quality (DEQ)
	Phil Selinger	TriMer
	John Russell	Oregon Transportation Commission
	Robin McArthur	Oregon Department of Transportation (ODOT - Region 1)

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### P-0797-042 GUESTS PRESENT (cont)

## at) AFFILIATION

Kathy Busse	Washington County
Olivia Clark	TriMet
Jef Dalin	City of Cornelius
Rick Finn	Port of Portland
Marianne Fitzgerald	DEQ
Ann Gardner	Schnitzer Steel
Kathryn Harrington	Citizen, Washington County
Mark Kemball	OHSU
Tom Markgraf	CRC
Sharon Nasset	ETA.
Ron Papsdorf	City of Gresham
Karen Schilling	Multnomalı County
Terry Whisler	City of Cornellus
John Wiebke	City of Hillsbero

#### STAFF

Richard Brandman, Jon Coney, Andy Cotugne, Kim Ellis, Tem Kloster, Jessica Martin, Katarya Sofich, Randy Tucker

#### CALL TO ORDER. INTRODUCTIONS AND WELCOME OF NEW MEMBERS

Chair Rex Burkholder declared a quorum and called the meeting to order at 7:39 a.m.

#### II. CITIZEN COMMUNICATIONS

Ms. Sharon Nasset, 4772 N. Lombard, appeared before the committee and stated her appreciation for the Cost of Congestion report presented December 1<sup>st</sup>. She also spoke of the importance of how public transportation works versus how it looks, noting specifically that people working nontraditional hours do not have access to public transportation as well as those living in areas outside of the city have bus stops that have no shelters, benches or paved places to wait.

#### III. COMMENTS FROM THE CHAIR

Chair Burkholder announced that the January 19, 2006 JPACT meeting would start at 7:15a.m. in order to accommodate Ms. Gail Ackerman, who would be presenting an Oregon Transportation. Plan update.

#### IV. CONSENT AGENDA

Minufes

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ACTION TAKEN: Mayor Rob Drake moved for approval of the amended October 13th and November 10th meeting minutes. Councilor, Lyna Peterson seconded the motion and it passed.

12.15.05 JPACT Minutes

- 2 -

#### BI-State Coordination Committee Meeting Report September 23, 2004

#### 1. Welcome and Approval of August 10, 2004, Meeting Report

The meeting of the Bi-State Coordination Committee was called to order by Chair Rex Burkholder, at 7:15 a.m. at Metro Regional Center, room 370A-B, 600 NE Grand Avenue, Portland. He announced at that at 8 a.m., Bi-State Coordination Committee members are invited to join members of JPACT in welcoming Federal Transit Administration (FTA) Administrator Jenna Dorn in the Metro Council Chamber.

\*

Those attending the Bi-State meeting are listed below:

#### Committee Members

03622

Rex Burkholder, Metro Councilor, Chair Serena Cruz, Multnomah County Commissioner Matthew Garrett, ODOT, Region 1 Manager Lynne Griffith, C-TRAN Executive Director/CEO Eric Holmes, City of Battle Ground Manager Susie Lahsene, Port of Portland Alternate Don Wagner, WSDOT, SW Regional Administrator Rod Monroe, Metro Councilor Alternate Staff Andy Colugno, Metro Bob Hart, RTC Mark Turpel, Metro Jan Faraca, Metro P-0797-04 crested Guests Edward Barnes, WSDOT Commissioner Jim Bernard, City of Milwaukie Mayor Karen Ciocia, J.D. White Co., Inc. John Cullerton, Metro Rob DeGraff, ODOT Mark Garrity, WSDOT Jim Howell, AORTA Greg Miller, Associated General Contractors Sharon Nasset Scott Patterson, C-TRAN Lynn Peterson, City of Lake Oswego Dale Robins, RTC Thayer Rorabaugh, City of Vancouver Karen Schilling, Multhomah County Kristopher Strickler, WSDOT Laurel Wentworth, City of Portland

#### Southwest Washington Regional Transportation Council Board of Directors August 3, 2004, Meeting Minutes

#### 1. Call To Order and Roll Call of Members

The Southwest Washington Regional Transportation Council Board of Directors Meeting was called to order by Chair Royce Pollard on Tuesday, August 3, 2004, at 4:30 p.m. in the Clark County Public Service Center 6<sup>th</sup> Floor Training Room, Vancouver, Washington. Those in attendance follow.

-	
Board Members:	<u>.</u>
Brian Beecher	City of Washougal Council Member
Bill Ganley	City of Battle Ground Council Member
Matthew Garrett	ODOT Region One Manager
Lynne Griffith	C-TRAN Executive Director/CEO
Pat McDonnell	City of Vancouver Manager
Arch Miller	Port of Vancouver Commissioner
Royce Pollard	City of Vancouver Mayor
Craig Pridemore	Clark County Commissioner
Judie Stanton	Clark County Commissioner
Bob Talent	Skamania County Commissioner
Don Wagner	WSDOT SW Regional Administrator
Ed Orcutt	Representative 18th District
Joe Zarelli	Senator 18th District
Cuests S	
Keith Abola	Skillings-Connolly, Inc.
Ed Barnes	Washington Transportation Commissioner
Pete Capell	Clark County
Mike Clark	WSDOT
Justin Clary	City of Ridgefield
Paul Edgar	Citizen
Becky Eisiminger	Port of Vancouver
John Fratt	Port of Vancouver
Mark Garrity	WSDOT
Chuck Green	Parsons Brinckerhoff
Michael Kepcha	Citizen
Mary Legry	WSDOT
Ginger Metcalf	Identity Clark County
Erin Middlewood	The Columbian
Scott Patterson	C-TRAN
Ed Pickering	C-TRAN
Thayer Rorabaugh	City of Vancouver
Bill Stewart	The Oregonian
Sharon Wylie	Clark County
Staff:	
Lynda David	Senior Transportation Planner
Bob Hart	Transportation Section Supervisor
Mark Harrington	Transportation Analyst
Dean Lookingbill	Transportation Director
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P-0797-042



#### Joint Policy Advisory Committee on Transportation

MINUTES December 15, 2005 7:30 a.m. – 9:00 a.m. Council Chambers

#### MEMBERS PRESENT

MEMBERS ABSENT

#### AFFILIATION

Rex Burkholder, Chair	Metro Council
Sam Adams	City of Portland
Brian Newman	Metro Council
Bill Kennenter	Clackamas County
Roy Rogers	Washington County
Rob Drake	City of Beaverton, representing Cities of Washington County
Lynn Peterson	City of Lake Oswego, representing Cities of Clackamas County
Dick Pedersen	Oregon Department of Environmental Quality (DEQ)
Fred Hansen	TriMet
Paul Thalhofer	City of Troutdale, representing Cities of Multhomah County
Don Wagner	Washington State Department of Transportation (WSDOT)
Bill Wyatt	Port of Portland

# Matthew Garrett Oregon Department of Transportation (ODOT - Region 1) Rod Park, Vice Chair Metro Council Maria Rojo de Steffey Multnomah County Steve Stuart Clark County Royce Pollard City of Vancouver

AFFILIATION

#### ALTERNATES PRESENT AFFILIATION

Chuck Becker	City of Beaverton, representing Cities of Multhomah County
James Bernard	Cities of Clackamas County
Dean Lookingbill	Southwest Washington Regional Transportation Council
Jason Tell	Oregon Department of Transportation (ODOT - Region 1)

#### OTHER COUNCILORS PRESENT

Robert Liberty	Metro Council
P-0797-042 JESTS PRESENT	AFFILIATION
Kenny Asher Meeky Blizzard	City of Milwaukie Office of Congressman Blumenauer

#### P-0797-042 JESTS PRESENT (Cont.) AFFILIATION

Brianne Echenhart	Portland State University
Dale Himes	Washington State Department of Transportation
Sharon Nassit	NPBA
Nancy Kraushaar	City of Oregon City
Alice Rouyer	City of Milwaukie
Ron Papsdorf	City of Gresham

#### STAFF

Dick Benner Richard Brandman Renee Castilla Kim Ellis Tom Kloster Mark Turpel

#### CALL TO ORDER AND DECLARATION OF A OUORUM

Chair Rod Park called the meeting to order and declared a quorum at 7:17 a.m.

#### II. REVIEW OF MINUTES

ACTÍON TAKEN: Fred Hansen moved and Roy Rogers seconded the motion to approve the meeting minutes of October 9, 2003 as amended. The motion passed.

AMENDMENT: October 9, 2003, 2<sup>nd</sup> page, reference to Powell/Foster to include pavement and preservation.

#### III. CITIZEN COMMUNICATIONS TO JPACT ON NON-AGENDA ITEMS

Chris Smith, Transportation Chair for the NW District Association (neighborhood association for NW Portland) and current TPAC member stated that they have completed a twenty-year update to their neighborhood plan with the City of Portland. He expressed a concern regarding a late amendment to the plan that the neighborhood association feels has impacts on regional planning. He explained that as part of the plan, an area on the north side of Juan Street was rezoned to allow offices use. This has led to concerns regarding livability impacts in their neighborhood as well as regional concerns in terms of losing industrial lands to office use. He said that the rezoning was done at the request of ESCO to allow them to remain there and build headquarters office space. He stated that having headquarter space is not something that the neighborhood opposes, however they oppose the speculative office space development portion. Further, that high-density employment should occur in a 2040 regional center not in industrial areas. The impact of that would be serious transportation problems in that corridor as indicated by property owners own consultant's analysis. It would also differ transportation resources that should be going to centers to be applied to this challenge. To the extent that they are not able to mitigate that would also mean they would have freight movement problems as well. These issues were raised in a letter from Councilor Burkholder to Commissioner Francesconi however his understanding is that letter has yet to be answered. In fairness to Commissioner Francesconi, there is report of an SDC associated with this intended to provide mitigation however they have

#### Bi-State Coordination Committee Meeting Report November 3, 2005

#### 1. Welcome and Approval of September 29, 2005, Meeting Report

The meeting of the Bi-State Coordination Committee was called to order by Chair Rex Burkholder at 7:30 a.m. at the Clark County Elections Building Conference Room 226, 1408 Franklin Street, Vancouver, Washington. Those in attendence foilow:

Committee Members Rex Burkholder, Metro Councilor Roland Chlapowski, City of Portland Alternate Serena Cruz, Multnomah County Commissioner Doug Ficco, WSDOT SW Alternate Matt Garrett, ODOT Region One Manager Lynne Griffith, C-TRAN Executive Director/CEO Eric Holmes, City of Battle Ground City Manager Larry Paulson, Port of Vancouver Executive Director Royce Pollard, City of Vancouver Mayor Fred Hansen, TriMet General Manager Steve Stuart, Clark County Contraissioner Staff. Andy Cotugno, Metro Dean Lookingbill, RTC Mark Turpel, Metro Diane Workman, RTC P-0797-D42 ested Guests Ed Barnes, Washington State Transportation Commissioner Richard Brandman, Metro Fam Brokaw, Representative Brian Baird's Office Justin Clary, City of Ridgefield Kate Deane, ODOT Chris Deffebach, Metro Walt Evans, Schwabe Williamson & Wyatt David Forte, WSDOT Stuart Gwin, City of Portland Bob Hart, RTC Addison Jacobs, Port of Vancouver Jim Leahy, Bechtel Alan Lehte, TriMet Steve Matthews, WSDOT Brian McMullen, WSDOT Sharon Nassel, Economic Transportation Alliance Joy Overstreet, Citizen, Vancouver Thaver Rerabaugh, City of Vancouver Jeanne Stewart, Vancouver City Council Member Rex Wong, Columbia River Crossing Bill Wright, Clark County

#### Southwest Washington Regional Transportation Council Board of Directors February 1, 2005, Meeting Minutes

#### Call To Order and Roll Call of Members

The Southwest Washington Regional Transportation Council Board of Directors Meeting was called to order by Chair Arch Miller on Tuesday, February 1, 2005, at 4:05 p.m. at the Clark County Public Service Center Sixth Floor Training Room, Vancouver, Washington. Attendance follows.

#### P-0797-042 Board Members Present:

GinsisPresent

Frian Beecher, Washougal Council Member Marc Boldt, Clark County Commissioner Bill Ganley, Battle Ground Council Member Matthew Garrett, ODOT Rogion One Manager Lynne Griffith, C-TRAN Exec. Director/CEO Pat McDonnell, Vancouver City Manager Arch Miller, Port of Vancouver Commissioner Betty Sue Morris, Clark County Commissioner Paul Pearce, Skamania County Commissioner Royce Pollard, Vancouver Mayor Steve Stuart, Clark County Commissioner

#### Board Members Absent:

Rex Burkholder, Metro Councilor Brian Prigei, Bingen Mayor Don Wagner, WSDOT Regional Administrator Jim Honeyford, Senator 15<sup>th</sup> District: Bruce Chandler, Representative 15<sup>th</sup> District Dan Newhouse, Representative 15<sup>th</sup> District Jim Duan, Representative 17<sup>th</sup> District Job Wallace, Representative 17<sup>th</sup> District Joe Zarelli, Senator 18<sup>th</sup> District Ed Orcutt, Representative 18<sup>th</sup> District Richard Curtis, Representative 18<sup>th</sup> District Craig Pridemore, Senator 49<sup>th</sup> District Bill Fromhold, Representative 49<sup>th</sup> District Jim Moeller, Representative 49<sup>th</sup> District Sam Adams, City of Battle Ground Ed Barnes, WA Transportation Commissioner Peter Capell, Clark County Justin Clary, City of Ridgefield Paul Edgar, Citizen Bart Gernhart, WSDOT Brent Grening, Port of Ridgefield John Hoefs, C-TRAN Addison Jacobs, Port of Vancouver Mike Mabrey, Clark County Dick Malin, Citizen Ginger Metcalf, Identity Clark County Sharon Nasset, Citizen Thayer Rorabaugh, City of Vancouver Scott Sawyer, City of Washougal Bill Stewart, The Oregoniun Mark Turpel, Metro Terri Tweedell, Identity Clark Couniy Steve Vestal, WSDOT Bob Voller, Citizen Bill Wright, Clark County

#### Staff Present:

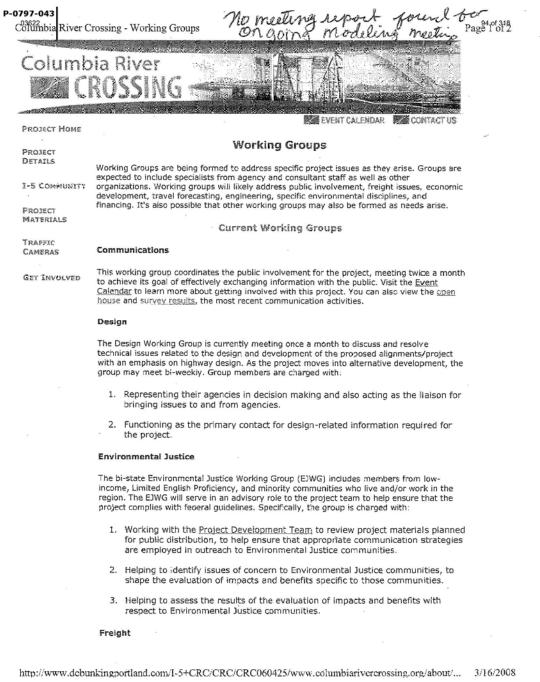
Lynda David, Senior Transportation Planner Mark Harrington, Transportation Analyst Bob Kart, Transportation Sectiog Supervisor Dean Lookingbill, Transportation Director Dale Robins, Senior Transportation Planner Diane Workman, Administrative/Staff Assistant

#### II. Appreval of January 4, 2005, Meeting Minutes

ROYCE POLLARD MOVED FOR APPROVAL OF THE JANUARY 4, 2005, MEETING MINUTES. THE MOTION WAS SECONDED BY LYNNE GRIFFITH AND UNANIMOUSLY APPROVED.

III. Citizen Communications

There was no citizen comment.



## P-0797-043

The Modeling Working Group was a staff-level technical group. The meetings were not public and meeting summaries were not completed.

### Columbia River Crossing - Working Groups

#### Page92 8628

This working group currently meets every other month to achieve the following goals:

- Provide insights, observations, and recommendations about the needs for truck access and mobility within the corridor.
- Characterize trucks' horizontal and vertical clearances, acceleration/deceleration, and stopping performance needs that must be accommodated.
- Provide meaningful comments on the effect of geometric, regulatory, and capacity changes on truck movements in the corridor.
- Provide testimony and objective information about the effects of congestion on freight-related businesses and the businesses they, in turn, serve.

#### P-0797-043 Modeling

The Modeling Working Group currently meets with the Transit Working Group twice a month. Their goal is to develop travel and patronage demand modeling parameters and evaluation criteria for the project.

Transit

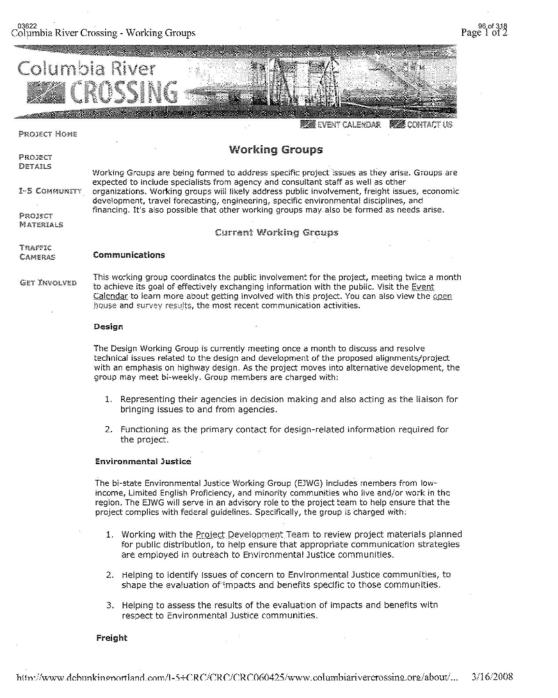
This working group is currently meeting with the Modeling Working Group twice a month to address the transit needs of the project area. In doing this, this working group is:

- 1. Sharing information with appropriate agencies and elected officials.
- Being thoughtful, open, and objective by using an analytical approach when evaluating the various alternatives and components that will help solve the Bridge Influence Area's problems.
- Committed to attending meetings and providing technical input in a timely manner.
- 4. Working together, because the group recognizes that is the only way forward.

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## Columbia River Crossing - Working Groups

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#### P-0797-043 Modeling

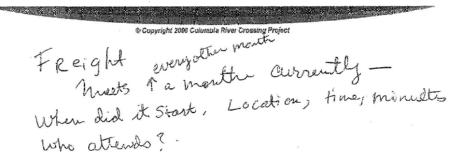
The Modeling Working Group currently meets with the Transit Working Group twice a month. Their goal is to develop travel and patronage demand modeling parameters and evaluation criteria for the project.

#### Transit

This working group is currently meeting with the Modeling Working Group twice a month to address the transit needs of the project area. In doing this, this working group is:

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- Being thoughtful, open, and objective by using an analytical approach when evaluating the various alternatives and components that will help solve the Bridge Influence Area's problems.
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Columbia River

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		Freight Working Group - January 17, 2008		
2		Agenda	01/17/2008	32 K
20		Freight Working Group - November 17, 2007	01/17/2008	50 K
		Meeting Summary Freight Working Group - November 17, 2007		
20		Meeting Summary	10/17/2007	50 K
20	調	Freight Working Group - July 18, 2007 Agenda	07/18/2007	32 K
28		Freight Working Group - June 13, 2007 Meeting	06/13/2007	61 K
		Summary		
2		Freight Working Group - May 16, 2007 Meeting Summary	05/16/2007	The en for at least
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#### P-0797-044

The Freight Working Group began meeting in 2006. The meetings occur in the Columbia River Crossing project office in downtown Vancouver during business hours. Agendas and meeting materials for the group are posted on the CRC Web site about one week in advance of the meeting. A listing of the members can be found on the CRC Web site. The meeting summaries list those members that attended and any CRC staff. The meeting summaries provide a general sense of what happened during the meeting and any action items. Meeting materials from meetings held prior to May 16, 2007 were not posted to the CRC Web site. In April 2007, the CRC Web site underwent an overhaul. At that time, efforts were made to ensure all materials from all advisory and working groups were made available on the Web. Previous meeting summaries may be made available if requested in writing to: Tonja Gleason, Columbia River Crossing, 700 Washington Street, Suite 300, Vancouver, WA 98660.

The Urban Design Advisory Group has met in several locations, including Vancouver Hilton, Red Lion at the Quay, CRC project office, WSDOT SW Region headquarters and the Clark County elections building. The locations are listed on the CRC Web site. Meeting summaries from each of UDAG's meetings also are found on the Web site and list the members who attended and CRC staff. Some meeting summaries also list guests who attended. The meeting summaries provide a general sense of what happened during the meeting and any action items. The first meeting of UDAG occurred in March 2007. The Dec. 13, 2006 meeting was an internal planning meeting of sponsor agency staff where project development decisions were not made. The Design Working Group listed in the 2006 version of the CRC Web site was an internal group of staff engineers from sponsor agencies. Project development decisions were not made in these meetings.

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P-0797-044	Colum	bia River ROSSIN	w Inteetu	ng Minutes I deliberation twos Said
	MEETING DATE:	May 16, 2007		
	~	Corky Coilier Bob Hillier Lee Johnson John Leber Deena Platman Tom Hildreth Tracy Ann Whalen Dave Parisi Claudia Hirschey Ryan LeProwse MESA ? Following Agenda:	CCA Portland DOT Jet Delivery Systems Swanson Bark/Wood Products Portland Metro CRC CRC Corporation CRC CRC CRC CRC	503-287-8686 503-265-3621 360-414-9663 503-797-1754 360-816-2169 503-778-6252 360-816-2165 425-227-5144 360-816-2174
	<ul> <li>Update</li> </ul>	on Task Force decision	s and major project activities since Jar	huary FWG meeting

- Update on Draft Environmental Impact Statement Process
- · Review of new and revised design concepts freight components
- · Project updates, schedule, discussion of next steps, action items, and next meeting

#### Project Update since January FWG Meeting

In late 2006 the project staff recommended one bridge option and two transit options move forward for further analysis, forming two project alternatives. The alternatives defined at the end of 2006 were:

- Alternative 1 No Build
- · Alternative 2 Replacement Bridge with Bus Rapid Transit
- Alternative 3 Replacement Bridge with Light Rail Transit

An additional bridge option was added in March 2007 as a result of the CRC Task Force recommendation. The existing bridge is retained and a "supplemental bridge" to the west of the existing bridge would be constructed. This new bridge option would also have BRT and LRT. The new alternatives are:

- Alternative 4 Supplemental Bridge with Bus Rapid Transit
- Alternative 5 Supplemental Bridge with Light Rail Transit

Preliminary design work for Alternatives 4 and 5 will be complete at the end of June. The supplemental bridge option would include a total of eight lanes, including through and auxiliary lanes. Southbound traffic would be on the supplemental bridge and northbound traffic would be split on to the supplemental bridge and the existing bridge. Design and traffic operations of the northbound traffic could be complicated. The bike/ped path would be cantilevered on the east side of the existing bridge. Publication of the Draft Environmental Impact Statement (DEIS) is still scheduled for late winter 2008. Detailed evaluation of project alternatives will begin in June and continue throughout the preparation of the DEIS.

#### Update on Design Concepts - Alternatives 2 and 3

Marine Drive Interchange. The current design concept developed at Marine Drive is a modified version of the single point urban interchange (SPUI). A flyover ramp takes the heavy volume from eastbound Marine View Drive to northbound I-5 over the interchange rather than through the signal at the ramp

4 WWW.COLUNEIARIVERCKOSSING.ORG 700 WASHINGTON STREET, SUITE 300, VANCOUVER, WA 98680 360//37-2726 503/253-2726

September 2011



## **Meeting Agenda**

MEETING TITLE: Freight Working Group

P-0797-044

Thursday, January 17, 2008 Distribution ? Li with Through

LOCATION:

INVITEES:

DATE:

10:00 AM to 11:30 PM at the CRC Project Office, North Conference Room

AGENDA:
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1.	Update on Task Force presentation in November	45 minutes
2.	Freight performance review	30 minutes
3.	Next steps and other items	15 minutes

C:/PROJECTS1/5 CRC/FWG AGENDA 011708.DUC

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1 700 WASHINGTON STREET, SUITE 300, VANCOUVER, WA 98663 WWW.COLUMBIAR/VERCROSSING.ORG 360/737-2726 503/256-2726

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# Columbia River CROSSING Meeting Agenda

	MEETING TITLE:	Freight Working Group
	DATE:	Wednesday, July 18, 2007 Distribution ? limited Target
	INVITEES:	Distribution ? limited larger
P-0797-044	LOCATION:	10:00 AM to 11:30 AM at the CRC Project Office, North Conference Room
	AGENDA-	

1.	Update on project activities since June 13 FWG Meeting	10 minutes
2.	Review design concepts	75 minutes
3.	Next steps	5 minutes

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 	ROSSIN	u Meeti	ng Minutes
 MEETING: MEETING DATE:	CRC Freight Working L D Cath M 7 June 13, 2007	Time, minutes un	Th deliberation
ATTENDEES:	Steve Bates Katy Brooks Corky Collier Bob Hillier John Leber Anne Sylvester Tracy Ann Whalen Dave Parisi Claudia Hirschey Ryan LeProwse Gavin Oien	Redmond Heavy Hauling Port of Vancouver CCA Portland DOT Swanson Bark/Wood Products Parametrix (Port of Vancouver) ESCO Corporation CRC CRC CRC CRC CRC	503-793-2069 360-693-3611 503-287-8686 503-823-7567 360-414-9663 503-233-2400 503-778-6252 360-816-2165 425-227-5144 360-816-2174 360-816-2176

Comparative Truck Volume Data

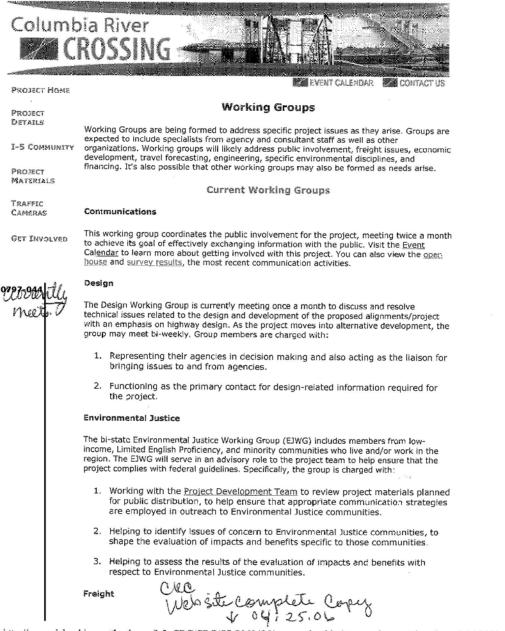
- Deview of design concents and alternatives

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#### Ootenbia River Crossing - Working Groups

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#### Coisenbia River Crossing - Working Groups

#### Page 20pfil

- This working group currently meets every other month to achieve the following goals:
- Provide insights, observations, and recommendations about the needs for truck access and mobility within the corridor.
- Characterize trucks' horizontal and vertical clearances, acceleration/deceleration, and stopping performance needs that must be accommodated.
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- Provide testimony and objective information about the effects of congestion on freight-related businesses and the businesses they, in turn, serve.

#### Modeling

The Modeling Working Group currently meets with the Transit Working Group twice a month. Their goal is to develop travel and patronage demand modeling parameters and evaluation criteria for the project.

#### Transit

This working group is currently meeting with the Modeling Working Group twice a month to address the transit needs of the project area. In doing this, this working group is:

- 1. Sharing information with appropriate agencies and elected officials.
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- Committed to attending meetings and providing technical input in a timely manner.
- 4. Working together, because the group recognizes that is the only way forward.

No. of Concession, Name

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## Columbia River

#### Urban Design Advisory Group March 9, 2007

P-0797-044

DRAFT Meeting Summary

Locat	ion (
MEMBER	RS PRESENT
Mayor Royce Pollard, Co-Chair	Dave Smith
Commissioner Sam Adams, Co-Chair	Dick Pokomowski
Rob Barrentine	Jane Hansen
Michelle Tworoger	Jeff Stuhr
Carrie Schilling	Marcia Ward
Members not in attendance: Ed Carpenter, Wal	
OTHER /	ATTENDEES GUEST?
Greg Baldwin, Zimmer Gunsul Frasca	Dean Lookingbill, Regional Transportation Commission
Jesse Beason, Commissioner Adams Office	Mark Raggett, City of Portland – Planning
Roland Chlapowski, Commissioner Adams	Mait Ransom, City of Vancouver -
Office	Transportation
John Gillam, Portland Office of Transportation	Phil Wuest, City of Vancouver - Transportation

CRC STAFF: Public? (04.25.06 States Design Working Oug Ficco, Kris Strickler, Jay Lyman, Lynn Rust, Frank Green, Ron Anderson, Mark Hirota, Ja Month Barbara Hart, Tom Hildreth, Paddy Tillett, Scott Danielson, Tom Cooper, Tom Markgraf, Carolyn Sharp

#### Welcome/Introductions and Kickoff:

Mayor Pollard agreed to chair the first UDAG meeting with the understanding that he and Cochair Commissioner Adams would alternate this responsibility. The meeting began with introductions.

Doug Ficco, Project Director, reviewed the project timeline and current status of the project. He expects the work of the group to extend beyond the four meetings that are currently scheduled and past the completion of the DEIS. He described some of the design challenges and opportunities the project is addressing, including Marine Drive, Hayden Island, SR-14, National Historic Reserve and downtown Vancouver.

Tom Hildreth, CRC project team, reviewed the Charter and touched on the origins of the committee and the December 13<sup>th</sup> meeting of partner agency staff that helped to shape the purpose of the Urban Design Advisory Group. He reviewed the schedule of meetings through June 2007 and explained that meetings beyond that date are planned and will be scheduled

place soon. et monly

UDAG Meeting Summary - March 9, 2007

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## Columbia River CROSSING

#### Urban Design Advisory Group June 15, 2007

#### P-0797-044

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Meeting Summary 3

MEME	BERS PRESENT
Commissioner Sam Adams, Co-Chair	Carrie Schilling
Rob Barrentine	Dave Smith
Ed Carpenter	Jeff Stuhr
Jane Hansen	Marcia Ward
Mark Masciarotte	Walter Valenta
Members not in attendance: Mayor Royce Pr	
Tworoger, Jeanne Caswell	RATTENDEES:
Tworoger, Jeanne Caswell	ATTENDEES Matt Ransom, City of Vancouver
Tworoger, Jeanne Caswell OTHE Roland Chlapowski, Commissioner Adams'	
Tworoger, Jeanne Caswell OTHE Roland Chlapowski, Commissioner Adams' Office	Matt Ransom, City of Vancouver

#### CRC STAFF:

Kris Strickler. Ron Anderson, Barbara Hart, Scott Danielson, Paddy Tillett, Lynn Rust, Carolyn Sharp, Derek Chisholm

#### Welcome and Introductions:

Co-chair Commissioner Sam Adams opened the meeting with introductions of the committee members and the audience. He gave his impressions of a flight tour from Pearson Field arranged by Mark Masciarotte. He noted a better appreciation for the growth and change in Vancouver and the noticeable constraints of the flight paths for Pearson Field.

#### May Meeting Summary:

Ron Anderson, CRC staff, reviewed the May meeting summary and the committee offered no changes. Ron summarized the items that the group requested from CRC staff during the May meeting, including more information on vertical clearances, a detailed description of the DEIS alternatives, zoning designations for the project area, and information about the next Task Force meeting. Each of these items is addressed in the Project Update.

Project Update:

Delaberation?

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UDAG Meeting Summary - June 15, 2007

## Columbia River

#### Urban Design Advisory Group August 17, 2007

P-0797-044

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Meeting LO	Summary 7 Catter 7
MEMBE	RS PRESENT
Mayor Royce Pollard, Co-Chair	Mark Masciarotte
Commissioner Sam Adams, Co-Chair	Dick Pokornowski
Rob Barrentine	Dave Smith
Ed Carpenter	Jeff Stuhr
Jane Hansen	Michelle Tworoger
Members not in attendance: Marcia Ward, Wa	Iter Valenta, Jeanne Caswell, Carrie Schilling
OTHER	RATTENDEES
Roland Chlapowski, Commissioner Adams' Office	Matt Ransom, City of Vancouver
Alan Lehto, TriMet	Patrick Sweeney, Portland Office of Transportation
Mark Raggett, Portland Bureau of Planning	

CRC STAFF: Public ?

Doug Ficco, Ron Anderson, Barbara Hart, Scott Danielson, Paddy Tillett, Tom Cooper, Frank Green, Lynn Rust, Carolyn Sharp, Derek Chisholm

Welcome and Introductions:

Deliberation?

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Co-chair Mayor Pollard opened the meeting.

#### **CRC Project Updates:**

Ron Anderson, CRC staff, provided an update on project progress made since the last UDAG meeting. Due to significant technical challenges of the upstream replacement bridge alternative, staff are not conducting further analysis of these river crossing alternatives. The challenges include unavoidable conflicts with Pearson Field, a significantly longer construction schedule compared to downstream alignments, and impacts to historic resources at Fort Vancouver. The upstream alignments will be included in the Draft Environmental Impact Statement with the results of analysis conducted to date. Staff is assembling the environmental technical evaluation for the other bridge and transit alternatives and continues to optimize alignments to minimize right of way impacts and maximize constructability. CRC staff have led an aggressive outreach effort at neighborhood associations and community events this summer and will hold Open Houses on October 17 and 20, 2007. A preliminary preferred alternative will be presented at the November Task Force meeting. The Federal Highway Administration does not expect the project to select a bridge type until further engineering can provide more information about cost and materials. The Task Force is scheduled to select a preferred alternative at their January meeting. Decisions from sponsoring agencies, the cities of Vancouver and Portland, Metro, TriMet, RTC and C-TRAN will follow late spring or early summer.

UDAG Meeting Summary -August 17, 2007



## **Meeting Agenda**

- MEETING TITLE: Urban Design Advisory Group
- DATE: Friday, October 19, 2007, 7:30 9:30 a.m.

LOCATION: Vancouver Hilton, 301 W. 6<sup>th</sup> Street Discovery D & E Rooms

TIME	TOPIC	ACTION
7:30 a.m.	Welcome and Introductions August Meeting Summary	Approve
7:40 a.m.	Project Update	Discussion
8:00 a.m.	Presentation of Design Guidance – Concept, Process, and Potential Outcomes	Discussion
8:25 a.m.	Small Group Exercise and Discussion	Application of Design Guidelines to Project Areas
9:05 a.m.	Report Back on Small Group Discussion	Discussion
9:20 a.m.	Schedule – Future Meetings	Discussion
9:25 a.m.	Wrap Up and Close	

10/25/2007

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#### Meetings & Events

Click headings to sort

Group	Description	Meeting Date	Location
Community Meetings	Portland P <u>edestrian</u> Advisory Committee	4/15/2008 7:00-8:00 PM	Portland City Hall
Community Meetings	Bicycle Transportation Alliance Forum	4/16/2008 6:00-8:00 PM	Bicycle Transportation Alliance
Task Force	Cancelled Meeting	4/17/2008 4:00-8:00 PM	WSDOT, SW Region Headquarters
Community and Environmental Justice Group	Meeting	4/17/2008 6:00-8:30 PM	Kenton Fire House
Community Meetings	Rose Village Neighborhood Association	4/22/2008 7:00 PM	Memorial Lutheran Church
Community Meetings	Shumway Neighborhood Association	5/1/2008 7:00 PM	Van <u>couver School</u> of Arts and Academics
Community Meetings	Society of American Military Engineers, Portland Chapter	5/7/2008 11:30-1:00 PM	<u>Kells trish</u> Restaurant & Pub
<u>Community</u> <u>Meetings</u>	Vancouver Bicycle	5/14/2008 7:00-8:30 PM	<u>Bortolarni's</u> Pizzeria

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Environmental Justice <u>Group</u>	Meeting	5/15/2008 6:00-8:30 PM Kenton Fire House	
Community and Environmental Justice Group	Meeting	6/19/2008 6:00-8:30 PM Kenton Fire House	
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# Columbia River

Home » Calendar

## **Calendar of Events**

Meetings & Events

#### Click headings to sort

Group	Description	Meeting Date	Location
<u>Community</u> Meetings	Bridgeton Neighborhood Association	3/19/2008 7:00-9:00 PM	Columbia High School
Freight Working Group	Meeting	3/20/2008 10:00-12:00 PM	Columbia River Crossing project office
Community and Environmental Justice Group	Meeting	3/20/2008 6:00-8:30 PM	Kenton Fire House
Urban <u>Design</u> Advisory <u>Group</u>	Cancelled Meeting	3/21/2008 7:30-9:30 AM	<u>Red Lion at the</u> Quay
Community Meetings	Highland Home Owners Association	3/24/2008 7:00-8:00 PM	Pleasant Valley Middle School
Community Meetings	Woodland Chamber of Commerce	3/25/2008 12:00-1:00 PM	<u>Oak Tree</u> Restaurant
Fairs and Festivals	Energy Trust Better Living Home, Garden & Lifestyle Show	3/28/2008 12:00-5:00 PM	Portland Expo Center
Com <u>munity</u> Meetings	West Minnehaha Neighborhood Association	4/7/2008 7:00-8:00 PM	West Minnehaha Community Center
Community	Association for the Advancement of	4/10/2008 5:30-7:30 PM	Universi <u>ty Place</u> <u>Hotel &amp;</u>

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			Hilton	
Community	Senior Connections	4/13/2008 11:00-4:00 PM	Vancouver	
Meetings	Expo	4/13/2008 11:00-4:00 FM	Washington	
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#### CRC PROJECT Public Meetings and Key Dates City of Portland - PDOT

March 11 (3:00 PM) - Planning Commission briefing on CRC project

March 17 (1:00 PM) - City Council work session on CRC project

March 25- Planning Commission briefing on Hayden Island Concept Plan (by BOP)

- Late March CRC releases DEIS, public comment period begins (60 days)
- April Sustainable Development Commission conducts meeting on CRC project (date and format not yst determined)
- April 8 Planning Commission public hearing on Hayden Island Concept Plan

April 22 - Metro Council briefing on CRC project by Metro staff

April 28 - CRC Community Meeting, Draft EIS public hearing and open house. 5:00-8:00 pm, Hilton Hotel, Vaacouver, Public testimony.

April 30 - CRC Community Meeting, Draft EIS public hearing and open house. 5:00-8:00 pm, Red Lion Hotel, Jantzen Besch. Public testimony.

- May 1 Metro Council public hearing and directs Task Force representative vote on Draft Recommended LPA
- May 13 Plauning Commission reviews CRC DEIS and Performance of Alternatives Report and PDO's staff report/recommendations, including public testimony
- May 20 Planning Commission prepares letter advising City Council action on DEIS and Performance of Alternatives Report, and, Planning Commission decision and recommendations to City Council on Hayden Island Concept Plan
- May 22 CRC Task Force meeting/vote on Draft Recommended LPA
- June Planning Commission briefing on Hayden Island Recommended Plan by BOP
- June/July Planning Commission public hearing on Hayden Island Recommended Plan by BOP
- June/July Planning Commission decision and recommendations to City Council or Haydon Island Recommended Plan
- June City Council public hearing and action on CRC Locally Preferred Alternative
- July City Council public hearing and action on Hayden Island Recommended Plan
- July JPACT vote and recommendation to Metro Ceuncil on CRC LPA (must occur after City Council action on LPA)
- July City Council public hearing and action on CRC Locally Preferred Alternative

#### 114 of 318 P-0797-045

The intent of this comment is unclear.

From:	Sharonnasset@aol.com
To:	Columbia River Crossing:
CC:	jeff.mize@columbian.com; Thirdbridgenow@aol.com;
Subject:	Open Meetings Law 3 March 19, 2008 (19).pdf, Wednesday, March 19, 2008
Date:	Tuesday, July 01, 2008 1:51:50 PM
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## Portland Open House January 25, 2007

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Larry Demett	34935 SECrement Rd 97009		
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Jin Liller	6325 to Albert H2 Portland CR G721+	phycudia family	1. A.
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Lava Mendicios	6522 N Ke.b.		
Tom Schumples			
BRICE MADISON	3700 X 57 LANI WA CI8663	303-536-3397	
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Name	Address (Please include zip code)	Email	Add me to the CRC email list
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Á. Kinney	1 C. Box 871087 Cane WA 48687		
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Columbia River Crossing Appendix P

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David Star en	3600 K St		15
Wayn Burflard	12602 SE 11M ST VONE 98613		
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Cynthia Thornton Tang	218W 415t St Vanc. 98660	paul zome Dearthlink	yes
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Bill JANESED	903 W 4310 55 9860	BILLAMEDONN COUCHT. NET	1		
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AL THOMPSON	18200 SE AST UNAY	altimte comcest. net	<i></i>
Joel Tures	6669 Nui BERNIE IL	jbr@deause.com	$\checkmark$
Nancy Stars	2707 Falk R.L	Shaw 6707 Dysha com	1
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#### Please add me to the Columbia River Crossing mailing list

100	Name	Address (Please include zip code)	Email	Interested In an I-5 Bridge Chot? **	If so, please provide your telephone ₽
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n	1HX Beneet				
D	eeAnn Sandberg	Portland OK	SandberD@TriMet.org		
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A	NKE WALKER	FOSS MARITIME Ed. 9636 NUST HELENES Ed. POESLAND OR 97231	Walkertetous.com		

Columbia River Crossing Appendix P

CROSSING	bia River Crossing mailing lls	Date <u>09/</u> }	<u> 1106</u>	
Name	Address (Please include zip code)	Email	Interested in an 1-5 Bridge Chat? **	If so, please provide your telephone #
lin Eastman	WSDOT. HQ Design Olympia WA 98504	eastmaj@usdotwa.gov	Nio	
BRAD MURRY	THOMPSON METALM	SMURPHETMEABLe-	YES	
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JIM HOWBLE		Strongenet (254) her to the		
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Antoinelle		e duardea - 520 historia		
MARELA DICANTAN	OAME	PROPATION ASSAC . COL		
KillyLoc				

\*\* An \*\*-5 Bridge Chat" is a chance for you and your neighbors, coworkers, or others to learn more about the project by hosting our staff for a presentation and Q&A: Please return this form to Ann Communications, Columbia Fiver Crossing, 700 Washington SL Ste. 300, Vancouver WA 98660 '' Questione? Reach us af feedback Scolumbia fiver rossing org. | 350-737-8726. | 503-256-2726

Stitcht elderhaltering

Steve Cichned

River

Task Force Meeting February 27, 2007

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# Please Sign In

Na	ime	Address	City	State	Zip Code	Phone	E-mail	Public Comment
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	CROSSING Task Ford February Please Sign In									
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Ron Andersen.	CRE Unioven.	Vanour	WA-	ras de la com Statul	360-816 2171		I wish to address th Task Force during the public comment period.			
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	ia River ROSSIN	February	e Meeting 27, 2007				
Name	Address	City	State	Zip Code	Phone	E-mail	Public Comment
Jina Keithlej	1514 Broadury	VIANO	w4	98686	360 685 5780	GALENCERCALLORS	I wish to address the Task Force during the public comment period.
DickDeday	210205n.4m	Pirten	Ċ	97262	507- 245-5212		I wish to address the Task Force during the public comment period.
Ster Start	Boswink	Van					I wish to address the Task Force during the public comment period.
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CARL	3149 SE ALDER Cover, 97219	pox	de.	97214		T	Twish to address the Task Force during the public comment period.
Megan MiBridi	3607 SPS BIN pdx 97202	polx	92	97202	303 936 2322	inchride C. Wark com	Task Force during the public comment period.

	oia River ROSSIN		Task Force March 27, 2				
		P	ease	e Sign I	n	a an	Public
Name	Address	City	State	Zip Code	Phone	E-mail	Comment
Rob Koski www.sarkhlog.or	1907 seBrialapad 9	Vanc.	W.A.	98683		bkoski O World acconssect. Rlarkbleg.org	L wish to address the Task Force during the public comment period.
لایمین میکوکونی	SCHOD SCU Trickword Wy	barren.	ek.	97407			I wish to address the Task Force during the public comment period.
Buc Monsterner	13816 9.E. 36. 51	VANC	WA	98689		W nIantGaller (FEmber, Cam	I wish to address the Task Force during the public comment period.
PERRY PAKKE	BN MER -						] I wish to address the Task Force during the public comment period.
Donald Leap	SBSY FLAULL Drive	Brilana	DR	91265- 8704			L wish to address the Task Force during the public comment period.
Anne. Sylveste	Joe NC Britston Lees BX 9-1232						I wish to address the Task Force during the public comment period.
Lonie Se Williams							L wish to address th Task Force during the public comment period.



Task Force Meeting January 23, 2007

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Name	Address	City	State	Zip Code	Phone	E-mail	Public Comment
BOGKNIGHT							I wish to address the Task Force during the public comment period.
Paul Smith	City of Portland						I wish to address the Task Force during the public comment period.
BNOY MUELUR		VANC	иA	98665	9721.7314	RANDY. MUELLER OYAHOU, COM	Task force during the public comment period.
SHAWN QUITNN		CANXS	WA	98607	366-834- 0992		L wish to address the Task Force during the public comment period.
Mark Tryper	600 NE God Porthalijon	Yox	0~	97232	אַצדו-רויך כפי		Lwish to address the Task Force during the public comment period.
Kalhnyn Williams	121 New Brutt	POX	6R	971252	503-944-701b		I wish to address the Task Force during the public comment period.
Stivia Evans	stoan Michigantss	PPY	55	91217	503-929-46	Olegonize® Yahod	Hwish to address the Task Force during the public comment period.

Columbia River Crossing Appendix P

	oia River ROSSIN	G				Task Ford January 2	e Meeting 3, 2007
		Р	lease	Sigr	ı In		
Name	Address	City	State	Zip Code	Phone	E-mail	Public Comment
Jeff Lake	1804 E 38th 12 Vancouver, WA 98663				360-737-9998	JLocke@odster com	I wish to address th Task Force during the public comment period.
TEREY Porko	P.O. Boy B502 BARON DL 97213-0503				993 -284-9742	Dhot mail. com	B1 wish to address th Task Force during the public comment period.
Lohn HEDhouse	20 ADT SE Golden back Cir JUNUS, WI 98607				360-034- 02-02-	Sredhouse B Concist. wel	I wish to address the Task Force during the public comment period.
Sain Adams	1	falsse A					L wish to address th Task Force during the public comment period.
Ourlyn Paterson	PD Box 65042- Vanccuber WA 98665				340- 573- 0857		I wish to address th Task Force during the public comment period.
William Juke	14616 NE 29 AVE VIN WA 98686						L wish to address the Task Force during the public comment period.
JOHN OWENS	5630 NW Carney ELVD Hillshoeo Oe 97/24				503-614-2529	Johne @ par.com	I wish to address the Task Force during the public comment period.

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Jim Karloul	341N&3575	Poi Fland	12	97212			L wish to address the Task Force during the public comment period,
Netanline	Hollody	Portud	DC_	97035			1 wish to address the Task Force during the public comment period.
Schi Laksen	Part Hack	H.,	9-1 - 				I wish to address the Task Force during the public comment period.
Dave Ritcheg	2212 NE Andreson Rd	VRISCORY	WA	98661	695-3318	LIUNA 335@Aolicy	I wish to address the Task Force during the public comment period.
BOB KNICH9							I wish to address the Task Force during the public comment period.
TAANOK							Twish to address the Task Force during the public comment period.
JANES! Longhid	CERAN						1 wish to address the Task Force during the public comment period.

	ia River ROSSIN		ease	e Sign	In	and the second second second	e Meeting er 29, 2006
Name	Address	City	State	Zip Code	Phone	E-mail	Public Comment
Denise Farwell	Portland Tribune	Patha	r OR			donisefamille. pretandribure · com	I wish to address the Task Force during the public comment period.
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laude Zorzbaugh	3225 F PL	LJASH- OUGAC	lv,A	98671	360 - 835-0110	5	Final to address the Task Description the Indulis committee period
Lee Coulthard	500 €. Breadway \$603	VAN	WĄ	98660	360 750 8907		Ut wish to address the Task Force during the public comment period.
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Tom	TIOOC	Walter	Dave	143	128	Steve	Karen	Jonathan	Bob	Land	Royce	Bart	Larry	Dennis	Betty Sue	Dick	Ed	Dean	Monica	Henv	Brad	Jerry	<b>Jil</b>	Dave	Ellioff	Hal	Serana	Lora	Bob	Rex	Wayne	Rich	Charles	Grant	1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1
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TinTlette	Portfall Tribaz						I wish to address the Task Force during the public comment period.
JohnGille	Ş	P.DOX					I wish to address the Task Force during the public comment period.
TomMiller	n .						1 wish to address the Task Force during the public comment period.
Dim Karloon	3311 NE35 97212	Portlay	on	9742			I wish to address the Task Force during the public comment period.
JAME:	Kouthire	Var	wg	9.8666			I wish to address the Task Force during the public comment- period.
MARGUN	U134N Vancosul	pox	DN	97217			I wish to address the Task Force during the public comment period.

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		Pl	ease	Sign	In		
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John Gillon	日のう		2		823-7247		L wish to address the Task Force during the public comment period.
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Lincoln Hormon	983 siv stader.	Pax.	OR.	97.204	507 2974 9530		I wish to address the Task Force during the public comment period.
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Kathaya Waltizan	222 SW Countin str 19076	BPA	612	97212			I wish to address the Task Force during the public comment period.
J.m mayer	1320 SW Browning	Dity.	in				T wish to address the Task Force during the public comment period.
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MAKELA ALCANTAN	Anne	90-x	or.	Nya.	(7.9) 816 -1 <b>3</b> 52		I wish to address the Task Force during the public comment period.

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DELBERT LORGE	10420 # South Shore are po		
Annen Hockiey	13511 NE SA LIC - VANCONER OB662	ANDCKLEY CEPTALL COM	ď
Job Kati	1807 SEBRIANWOOD DR. Vancower, WD-98683	www.clarthes.org	
A. Jones	1535 N SANTERNANE OR 97217	JONES 617 HELCOMCAST. NET	

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Columbia River Crossing Appendix P

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Pere Capac	CLARK CONTY RUBLIC WORKS						I wish to address th Task Force during th public comment period.
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Name	Address (Please include zip code)	Email	Add me to the CRC email list
im Conrad	1201 NE95" Ave 4864		
Beb Koski	1807 SE Briarwood Dr. Nancouver. WA 98683	block; oworldaccess not com www.clarkblog.org	
Jane Van Dyke	7040 NE 47m Portland 97218	Vane. Vanduke@h.org	$\times$
CHUCK HOOVER	ZGIG SE BELLA VISTA LOOP, VANCOVER 98683		
Troy Cullison	HEGIZ NE 9912 ST Vaniance, WA 986323	allism 2 Consudsporting.com	
Ki Bealey	317 Columbia St. Varie WA 9800	Kbealey@ wallsenguet	$\underline{X}$
Daniel Shefar	300 W 8.12 St * 323 Vanc WA 98660	dan shafar of walliseng. net	$\sim$
Gillian Walles	317 Columbia st Vance WA 8660	gwallis@walliseng.net	
Robert Wallis	Bit columbia st Vance 98660	rwallis & wallising not	
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Columbia River Crossing Appendix P

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## Clark County Open House February 5, 2007

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Gra Flakus	1311 NE 5m Annie 95255	Wharingalool.com	Andy
DICK CARROLL	14610 NU 21 HUG I HAVE	teriollicke jahee com	
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From:	Sharonnasset@aol.com
To:	Columbia River Crossing:
CC:	jeff.mize@columbian.com; Thirdbridgenow@aol.
	com;
Subject:	Metro Councilor Liberty concern with CRC Process
Date:	Tuesday, July 01, 2008 1:53:19 PM
Attachments:	Liberty.msg

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#### \*\*\*\*\*\*\*\*

Gas prices getting you down? Search AOL Autos for fuel-efficient used cars. (http://autos.aol.com/used?ncid=aolaut0005000000007)

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Though the intent of the comment is not clear, the CRC project has included extensive public involvement efforts including electronic means for people to obtain information and submit comments. Although the type of computer hardware and software used to navigate the Internet varies widely from person to person, the system established by CRC staff was successfully used by many commenters. Page 1 of 1 158 of 318

## Bomar, Audri

From: Charlie Tindall [Charlie@bluelinetrans.com]

Monday, June 30, 2008 2:52 PM Sent:

To: snasset@farrellrealty.com

Liberty Subject:

Attachments: Liverty Res\_07-3787\_CRC\_[2].doc-1.doc

I cant make AOL work. Charlie

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## P-0797-048

This is a copy of the Metro Council resolution endorsing the LPA.

#### BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF PROVIDING METRO COUNCIL GUIDANCE TO THE COLUMBIA RIVER CROSSING TASK PORCE CONCERNING THE RANGE OF A TERNATIVES TO BE ADVANCED TO A DRAFT ENVIRONMENTAL IMPACT STATEMENT

Introduced by Councilor Robert Liberty

RESOLUTION NO. 07- 3787

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Deleted: WHEREAS, the toterature 5 freeway (I-5) is the only continuous north routh interstine freeway on the

north would interstate treeway on the West Cossis providing a critical national and international transportation link for mumy vehicles and trutk-honded length in the western-most linked States, between the canodian and Mirsican borders; and, \*

WHEREAS, the Oregon Department of Transportation and the Washington State Department of Transportation have initiated an analysis of the 1-5 bridges crossing the Columbia River and 1-5 between State Route 500 on the north and Columbia Boulevard on the south and hearby lands, known as the Columbia River Crossing (CRC) Project; and,

WHEREAS, as part of the CRC project, thirty-seven transportation modes or design options were identified, analyzed, variously eliminated and combined into twelve alternative project packages studied up until now; and,

WHEREAS, CRC staff have recommended to the CRC Task Force, that only three alternatives go forward for study in the draft environmental impact statement, (1) "no action"; 2) the construction of a new 10 to 12 lane freeway bridge with bus rapid transit, and demolifion of the existing bridges; and (3) the construction of a new 10 to 12 lane freeway bridge with light ail, and demolition of the existing bridges, and

WHEREAS, the recommended alternatives provide a choice only between no action and wo very similar alternative projects that could each cost between \$2 billion and \$6 billion; and

WHEREAS, the Oregon part of the Portland metropolitan region has already identified a hortfall of about S6 billion for new capital projects in the current Regional Transportation Plan; and

WHEREAS, the Metro Council has endorsed goals to achieve Smart Government and ireat Places which place an emphasis on prudent stewardship of the public's tax dollars and reating livable communities with a balance of transportation modes and to use these goals to shape Metro plans; and.

WHEREAS, careful consideration of the financial implications, or fiscal constraints, apon all transportation projects is a guiding principle of the current update to the Regional fransportation Plan; and,

WHEREAS, in its October 19, 2006 letter to the Columbia River Crossing, the Metro Council stated that "..., we believe that transportation solutions must take into consideration cost,

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P-0797-048

P-0797-048 easibility, and the place any one project may have in the overall transportation improvement picture. .. The Metro Council will be fiscally responsible when considering all public nvestments. Project cost and a comparison with the other projects proposed within the same horizon will need to be considered;" and

WHEREAS, the financing of either of the new freeway bridge alternatives could oblige he Council, and the Joint Policy Advisory Committee on Transportation to eliminate, delay or cale-back other important regional transportation investments; and

WHEREAS, it is inappropriate to eliminate, or fail to study alternatives, before letermining and comparing the fiscal, economic, social and environmental costs and benefits of hose alternatives; and

WHEREAS, the project Purpose and Need Statement and project area were defined so narrowly that many other potentially good alternatives were never studied because they did not conform to the Purpose and Need statement or were outside the study area; and

WHEREAS, the Metro Council in its letter to the CRC Task Force dated October 19, 2006 stated "We believe a wider range of alternatives must be studied in order to find the solutions that deliver the best results at the lowest costs," and

WHEREAS in the same letter the Metro Council stated that "... in the absence of compelling information to the contrary, alternatives included in the environmental impact tatement should include: 1) an alternative that reuses the present bridges" and no such liternative is recommended for further study; and

WHEREAS in the same letter the Metro Council stated: "We...believe that options that nvolve even greater coordination, including possible improvements to the railroad bridge, hould be further explored," and no alternatives involving improvements to the railroad bridge were analyzed; and

WHEREAS in the same letter the Metro Council stated: "we believe that alternatives should be considered in the draft environmental impact statement that include both capital ntensive and alternative approaches – unless it is clearly demonstrated during the current phase of analysis that such approaches are not viable" and all of the alternatives studied were capital ntensive; and

WHEREAS, in the same letter the Metro Council urged the CRC Task Force, consistently with one of the five principles adopted in the 1-5 Transportation and Trade Partnership Strategic Plan, to "explore how land use changes could help address the problem,," and also recommended "that all transportation alternatives be evaluated for their land use mplications' but no land use alternative was considered and no study of differential land use mpacts were used to evaluate the alternatives proposed for elimination for further study; and

WHEREAS, in the same letter the Council urged the CRC Task Force to develop alternatives that achieved more outcomes that just congestion relief, including maintaining and

P-0797-048 mproving air quality in the corridor and creating a "dazzling waterfront and gateway for boths ides of the River.... Including actions that the Metro area could take to support the City of Vancouver's efforts to preserve and enhance [its] downtown," but that neither set of outcomes was used to develop an alternatives or to evaluate among the alternatives that were analyzed; and

WHEREAS, in the same letter the Council stated: "We recommend that you consider each roblem element and related goal and determine how important it is compared with the others," put in eliminating many of the alternatives the goals were given equal and decisive weight; and

WHEREAS, members of the Clark County Commission have declined to endorse the CRC staff recommendation; and

WHEREAS, the Metro Council, through the Regional Transportation Plan, is charged with planning the region's transportation system, including the 1-5 freeway through the region to he Washington State line and of which the CRC project is a portion and will, along with other units of government, be required to act on the final recommendation of the CRC Task Force; and,

WHEREAS, there remains as much as \$60 million left for future study of CRC alternatives; and

WHEREAS, given the regional significance of the decision to be made by the CRC Task Force, the Metro Council believes it has a responsibility to provide clear guidance to the CRC fask Force prior to its action on the staff recommendation, (currently scheduled for February 27, 2007); now therefore

#### BE IT RESOLVED,

A draft environmental impact study analyzing only the three alternatives in the CRC staff ecommendation will not provide an adequate basis for the Metro Council to support an mendment to the Regional Transportation Plan endorsing any of those alternatives; and

In order for the Metro Council to have a proper basis for making choices regarding the best investment of limited transportation funds for a thoughtful and integrated approach to ncreased mobility, accessibility, economic opportunity, and quality of life, the Council espectfully requests that the CRC Task Force, working in conjunction with those members of he Task Force, Metro and other interested units of government, to develop and explore udditional, lower priced alternatives for analysis in the draft environmental impact statement, ncluding:

(a) A non-capital intensive alternative, or a major element of an alternative, that emphasizes investments in and system management for I-5 and I-205, to increase flow and capacity on both bridges, including special arrangements for long-distance freight movement; and

#### P-0797-048

- (b) A land use alternative, or a major land use element for an alternative, that reduces the amount of peak-hour commuting across the Columbia River sufficiently to reduce the overall project cost; and
- (c) A supplemental bridge built to current seismic standards to carry cars, trucks, light rail, bicycle and pedestrians, that is part of an alternative that retains the existing 1-5 bridges for freeway travel, with incremental improvements to the existing 1-5 bridges and the key access ramps, to improve flow and increase safety on 1-5; and
- (d) An analysis of what kinds of improvements to the downstream railroad bridge could be part of a lower cost alternative, including, moving the swing span from the northern side of the bridge to a location that better aligns with the existing I-5 shipping channel spans, or building a parallel bridge, and accepts the existence of lift spans on all bridges; and
- (e) An alternative emphasizing transit investments, including analysis of light rail using the I-205 bridge and a more comprehensive investment in transit in Vancouver, North Portland and Northeast Portland, sufficient to provide cost effect congestion relief on I-5.
- . Furthermore, that these alternatives be designed and examined in such a way that;
- (a) The ultimate recommended solution may reflect a blend derived from several alternatives that is cost-effective, multi-faceted and incremental; and
- (b) Each of these alternatives, and the alternatives recommended for further study by CRC staff, can be easily compared with each other, and with other projects in the region, across a full range of costs and benefits (including land use costs and benefits), and

The Metro Council would welcome the opportunity to work with the CRC Task Force to levelop a method for developing, analyzing and reviewing these alternatives within the current udget and timeline for the project, including ways which build the level of confidence in the complete and objective nature of the analysis which is needed to assure a high level of agreement about, and support, for one of the region's most important transportation decisions.

ADOPTED by the Metro Council this day of , 2007.

David Bragdon, Council President

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Approved as to Form:

Daniel B. Cooper, Metro Attorney

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The intent of this comment is unclear.

From:	Sharonnasset@aol.com
To:	Columbia River Crossing:
CC:	jeff.mize@columbian.com; Thirdbridgenow@aol.com;
Subject:	Open meetins Law 5 March 19, 2008.pdf, Wednesday, March 19, 2008 (32)
Date:	Tuesday, July 01, 2008 1:59:10 PM
Attachments:	Emailing Wednesday March 19 2008.pdf Wednesday March 19 2008 (32).pdf
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TIMME Hetzer	187 N. Handen Say on	helzart & cancastinol.	
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Elicia Caliebas	ADDALE STREET	reducing carde as Scholman	22
Lara Mendicino	6526 Nº Kerbu		
Tom Schumping			
BRICE MADISON	3700 X STA	503-536-3397	
John Lunas	NAV 404 078653	1 1 13- 260-246 I	

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PAUL STOUTH Karen Homo Recks	2212 FS Vancen in 9863	PAUllywally your C. Economics kgaysich@hotmail.com	1
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RANK CHEFREN	13207 NO 237 SA		
Glenn Hoffberger	375 NW STO Circle	gheffberger @eschelon com	1
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## Please add me to the Columbia River Crossing mailing list

1. 175	Name	Address (Please include zip code)	Email	Interested In an I-S Bridge Chot? **	If so, please provide your telephone ₽
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10 1 4 V 10	Paul EDGWZ		Murce Detto Der		
· 12 h m. 21	MIKE WALKER	FOSS MARITIMES Rd. 9636 NUST HELENS Rd. POESLAND, Q297231	Warker to s. com		

Questions? Reach us at feedback@columbiarivercrossing.org | 360-737 2726 | 503-256-2726

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Name	Please add me to the Colum Address (Please include zip code)	bia River Crossing mailing lis Email	t Interested in an 1-5 Bridge Chat? **	If so, please provide your telephone if
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in Zweert	Just 1859 N. Junteen Ave Portinal OR 97217			

\*\* An "1-8 Bridge Chat" is a chance for you and your neighbors, boworkers, or others to learn more about the project by hosting our staff for a presentation and Q&A. Please roturn this form to Ahr. Communcations, Columbia Fiver Crossing, 700 Weshington St. Str. 300, Vancouver WA 39590 Questions? Reach us at feedback@columbiarivercrossing.org [ 360-737-2726 ] 598-250-2776

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Task Force Meeting February 27, 2007

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# Please Sign In

A Carl	Name	Address	City	State	Zip Code	Phone	E-mail	Public Comment
-	Scott Schaquan	On-File						I wish to address the Task Force during the public comment period.
	Fonathan Maus							I wish to address th Task Force during the public comment period.
	TERRY PARKOL	ON-BUE						I wish to address the Task Force during the public comment period.
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The second second	Paulo Tisette	Po Pox 16790- Pour 10,00 OL 97272				253-4400		T wish to address the Task Force during the public comment period.
	Don McFarling	20185 Sw Christine Ct	Alter.	0/2	97.027	642-4-77	Gregon Rull Grot com	I wish to address the Task Force during the public comment period.
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	ROSSIN	Task Force Meeting February 27, 2007					
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Ron Andersen	CRE Uniover.	Vanour	WA.	antikasi NGC (S)	360-816 2171		I wish to address the Task Force during the public comment period.
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Task Force Meeting February 27, 2007

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Name	Address	City	State	Zip Code	Phone	E-mail	Public Comment
Reb Koski www.clarkhlog.org	1907 se Briafapad	vane.	WA	98683		bkoski S worldacensseet. elarkblog.org	L wish to address Task Force during ) public comment period.
Harris Siddeelius	SCHOUSSCU Tropicant May	Beau kir	CK.	97407			I wish to address Task Force during public comment period.
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Task Force Meeting January 23, 2007

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Name	Address	City	State	Zip Code	Phone	E-mail	Public Comment
BOGKNIGHT			はない。				I wish to address the Task Force during the public comment period.
Paul Smith	City of Portland						I wish to address the Task Force during the public comment period.
RANOT MUELLER		VANC	AU	98665	9721.2314	RANDY. MUELLER CYAHOU, COM	Task force during the public comment period.
SHAWN QUINN		CANXS	WA	9867	366-834-0992		L wish to address the Task Force during the public comment period.
Mark Tryper	600 NE God Porthal, on	Yox	٥n	17232	4271-177 C62		UL wish to address the Task Force during the public comment period.
Kalhnyn Wilkams	121 NW Evenett	POX	6R	971232	503-944-701b		I wish to address the Task Force during the public comment period.
Silvia Evans	5802N Michigan #35	PPY	Dr	91217	503-929-46	Ologonize® Yahod	Newish to address the Task Force during the public comment period.

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	Name	Address	City	State	Zip Code	Phone	E-mail	Public Comment
and the second	Jeff Lake	1804 E 38th 12 Vancouver, WA 98663				360-737-9998	JLocke@Detster com	I wish to address th Task Force during the public comment period.
1. C	TEREY PORKO	P.O. Boy B502 BAROND OL 9223-0503				993 -284-9742	Dhot mail. com	B1 wish to address the Task Force during the public comment period.
	John HEDhouse	20 ADT SE GoldenbuckCir Mussiuk 98607				360-034- 0202-	Sredhouse B Courses (. wel	I wish to address the Task Force during the public comment period.
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1.1.1.1.	Ourolyn Pethorson	Po Box 65042- Vancouver WA 98665				340- 573- 0857		E wish to address the Task Force during the public comment period.
·	William Juke	14616 NE 29 AVE Vare WA 98686						I wish to address the Task Force during the public comment period.
1. 1. 1. 1. N	JOHN OWENS	5630 NW Carney ELVD Hillsborg Or 97124				503-614-2529	Johne@par.com	I wish to address the Task Force during the public comment period.

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Jim Karloch	341N&3575	Por Fland	0R	97212			I wish to address the Task Force during the public comment period.
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Dave Ritcheg	2212 NE Andreson RA	VRISCORY	WA	98661	695-3318	LIUNA 335 @Aolig	I wish to address the Task Force during the public comment period.
BOB KNICH9							I wish to address the Task Force during the public comment period.
TAANOK							Twish to address the Task Force during the public comment period.
JANGEN	UTARA						□ I wish to address th Task Force during the public comment period.

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Denise Farwell	Portland Tribune	Patha	r CR			donisefarmelle pretanderidane · com	I wish to address the Task Force during the public comment period.
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BANDREA		PRISTEAD	OR	97210			I wish to address the Task Force during the public comment period.
Jutter	Porthal Tribaz						L wish to address the Task Force during the public comment period.
JohnGille	Š	P.DOX					I wish to address the Task Force during the public comment period.
TomMiller	<b>q</b> .						1 wish to address the Task Force during the public comment period.
Jim Karloar	8311 NE35 97212	Portlay	on	97212			I wish to address the Task Force during the public comment period.
Sham uyhi	Kouthire	Var	wg	9,8666			C wish to address the Task Force during the public comment period.
MALCEUR	Harbarre UISEN VANCOSUL	box	DN	97217			I wish to address the Task Force during the public comment period.

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John Gillon	1120 XV ESSU				દ્વેર૩-77ળ્		I wish to address the Task Force during the public comment period.
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Alan Lehop	710 Mi Hollsely	JosHich	OR	422		Telsochimatory	I wish to address the Task Force during the public comment period.
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Mike Bamor	Sout NG St Juliu Rok	Van	WA	9.8661		dehomos Q binotelerkcourty.	1 wish to address th Task Force during the public comment period:
Erik Kaarto	IOS DI NE LYTHS	‡rA Vána	WA	98664	११८ ०७१४		I wish to address th Task Force during the public comment period.

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Name	Address	City	State	Zip Code	Phone	E-mail	Comment
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lasy Brocks							• I wish to address the Task Force during the public comment period.

CROSSING Please Sign In						Task Force Meeting September 27, 200		
Name	Address	City	State	Zip Code	Phone	E-mail	Public Comment	
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nichan (	7418 Nú 1tazec Dell # 31	VADCOGUY	WA.	9F445			I wish to address the Task Force during the public comment period.	
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Tim Mayer	Brindway	Dity.	in				Twish to address the Task Force during the public comment period.	
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215 Marine	(RATZ) 17: Bast 745	Yauring Al					t wish to address the Task Force during the public comment period.	
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Rense (Gas/Way 1)+	212 N Mayden Bay Dr. Abertana OR 9721	wenners suprail & lapos	on X.	
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Columbia River Crossing Appendix P

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MARTIN G. STAPIKAS	707 N. Tomana with Bull	SLAPIAN-M@MENCOM	v
Steve Welch	310 No Handard Bay DE	swelch a unimontopopy years con	r
William C Perie	1814 W. Reserve St Dusk	W. Ilis med House e to	Koo L
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RICK GILL	169 N LOTUS REACH DA	Prog 11 NAOMEN COM	Sec. 8 33
Carl KATIKS	2031 V Jantzen to	Chating a Hotmail	i-
Chris Lockwool	10508 NE 36th Ave	clocker as equireach ion	1
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Columbia Ri		Hayden Island Open House January 30, 2007			
Name	Address (Please include zp code)	Email	Add me the CR email li		
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	ROSSIN	IG				a star strate to the birth star of the	ce Meetin e 14, 2006
Name	Address	P] City	lease State	zign Zip Code	In Phone	E-mail	Public Comment
James Park	11703 SE Flevel	Portland	OK.	વારહ્			L wish to address th Task Force during th public comment period:
Pare Capeur	CLARK COUTY RUBLIC WORKS						I wish to address th Task Force during th public comment period.
John Ridgwey	WA Dept of Edog 20 Brx 47000 Olymnin, WA 9850				(560)407-6713	јгиднырест. Ша дор	I wish to address th Task Force during th public comment period.
Aluenie	City of BG	Baltole Ermind	WA	986a)	360 342-		I wish to address th Task Force during th public comment period.
John Hoefs	Citron						t wish to address th Task Force during th public comment period.
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Please Sign In						Task Force Meeting June 14, 2006		
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Columbia River Clark County Open Ho February 5,					
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im Conrad	1201 NE95 Ave 48664		
766 Koski	1807 SE Briarwood Dr. Nanto Uver. WA 98683	block; wworldaccess not com www.clarkblog.org	
Jane Van Dyke	7040 NE 47m Portland 97218	Vane. Uandyke@h.org	$\times$
CHULIC HOOVER	ZGIG SE BELLA VISTA ZOOP, VANCOVER 98683 ILSIZ NE 9955 ST		
Troy Colleson	Vancover, WA 98623	allismi 2 Consudsporting.co.	
Ki Bealey	317 Columbia St. Varie W14 98600	Kbealey@ wallisenguet	$\underline{\lambda}$
aniel Shefar	200 W 8.12 51 * 323 Vanc WA 98660	dan shafar o walliseng. net	$\sim$
fillian Walles	317 Glundblast Vann WA 8660	gwallis@wallispng.net	
cobert Walks	31-1 columbia st Vance 98660	rwallis & wallising not	
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123 1 <sup>2</sup> 1	DICK CARROLL	MENC NU 21 AUG ( HASE	teritallicke jahee com	
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	DON LUTHAEDT	12026 No 911959. Vancour WA.	diathandt is les andistects com	a) realization

205 of 318

206 of 315

Bomar,	

Charlie Tindall [Charlie@bluelinetrans.com] Monday, June 30, 2008 2:45 PM snasset@farrellrealty.com From: Sent: To: Emailing: Page 9.pdf Subject:

Page 9.pdf

Attachments:



<< Page 9.pdf>> The message is ready to be sent with the following file or link attachments:

Page 9.pdf

Note; To protect against computer viruses, e-mail programs may prevent sending or receiving certain types of file attachments. Check your e-mail security settings to determine how attachments are handled. \*\*\* estimates and this email for malicious content \*\*\*

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Columbia River Crossing Appendix P

This meeting occurred in 2006.

P-0797-050

# Columbia River

Meeting Notes

P-0797-050

Meeting: Community and Environmental Justice Group- Kickoff Date: Thursday, August 17 UER C7 Location: Kenton Firehouse

### **Members Present**

Diana Avalos
Jonath Colón-Montesi
Dave Frei
Ed Garren
Kris Long

Lawrence Russell Connie Sherrard Jeri Sundvall-Williams Michelle Tworoger Nikki Williams

Tom Markgraf

### Guest Present Marcia Ward

Marcia Ward

Staff Present Nanci Luna Jimenez John Osborn Kris Strickler Jay Lyman

Barbara Hart Heather Gundersen Danielle Cogan

### Welcome

Members introduced themselves and identified a group they may represent.

Ed Garren: Manufactured Housing Association. May join board of Hayden Island Neighborhood Association. This project is a quality of life issue for Hayden Island.

Dave Frei: Member of Columbia River Crossing Task Force. West of downtown Vancouver. This group is key to make sure underrepresented groups get sense of the project.

Connie Sherrard: West of I-5. Works for Vancouver Housing Authority. Involved previously in Delta Park to Lombard project.

Kris Long: From North Portland moved to Vancouver. Lived in North Portland when freeway was being built. Worked for ODOT conducting community outreach during I-5 partnership. Called and asked to be a part of this group. Loves both states.

Michelle Tworoger: Jantzen Beach Moorage Association. Largest floating home organization in Oregon. Concerned about the impact of project on homes on Hayden Island and in North Portland. Member of the environmental justice work group with Delta Park. Her heart and soul is in this project.

Diana Avalos: Lives in northern part of Clark County. Indirectly involved for the last five to six years as a commuter. Great sense of frustration. Daughter works in downtown

From:	Sharonnasset@aol.com
To:	Columbia River Crossing:
CC:	jeff.mize@columbian.com; Thirdbridgenow@aol.
	com;
Subject:	Comparations A Screening
Date:	Tuesday, July 01, 2008 3:57:54 PM
Attachments:	Tuesday July 01 2008.PDF.msg

## P-0797-051 Please add to DEIS

s a chart concerning RC-14 and the Columbia River Crossing Screening A. Screening A concerning RC-14 has missing information on the description of "the Bi-state Industrial Corridor RC-14" also known as the Port to Port. Screening A has conflicting information with previous transportation studies.

Screening A has connecting information about RC-14 that needs to be addressed Screening A has information that is incorrect and needs to be corrected and address. would like to come to your office and have the data straighten out and address for our community, honesty, transparency, and fair dealings. Sharon Nasset

### \*\*\*\*\*\*\*\*\*

Gas prices getting you down? Search AOL Autos for fuel-efficient used cars. (http://autos.aol.com/used?ncid=aolaut0005000000007)

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## P-0797-051

208 of 315

There is not enough specific information included in your email to provide more than a general response - as mentioned above, RC-14 was analyzed and failed to meet the project's Purpose and Need, and was therefore screened out. Staff have discussed RC-14 and the screening process with you numerous times, and we have met with you after you sent this email. Tuesday, July 01, 2008.PDF

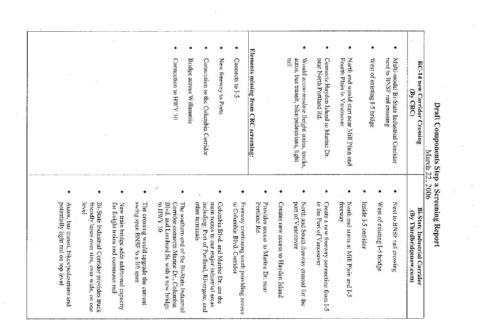
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Page 1 of 1 209 of 315

# P-0797-051 Roman Audri

From:	Charlie Tindall [Charlie@bluelinetrans.com]
Sent:	Tuesday, July 01, 2008 10:23 AM
To:	snasset@farrellrealty.com
Subject:	Tuesday, July 01, 2008.PDF
Attachment	ts: Tuesday, July 01, 2008.PDF
Tuesday, J	uly 01, 2008.PDF>>>

7/1/2008



See Draft Components Step A Screening Report (Quession #1)

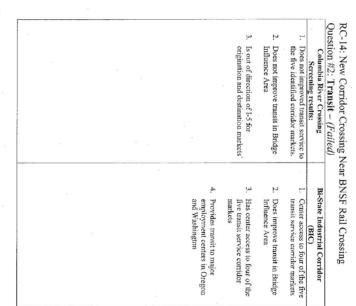
Columbia River Crossing Screening results:	10
<ol> <li>No connection to I-5</li> </ol>	1. Connects to 1-5 at Mill Plain
2. Assumes a tunnel under Mill Plain	<ol> <li>Trench road way connection to I-5</li> </ol>
<ol><li>Bridge capacity up to 30,000 daily</li></ol>	
<ol> <li>Outside I-5 Corridor</li> </ol>	<ol> <li>Provides new freeway access to Port of Portland to Vanvouver</li> </ol>
<ol> <li>Outside Bridge Influence Area</li> </ol>	C-C HIDH
	<ol> <li>Bridge capacity 300,000 + Rail + Transit</li> </ol>
	Information not addressed in CRC
	1. Connects to Columbia Corridor
	2. Provides Willamette River crossing
	<ol> <li>Provides connections to Llighway</li> <li>30</li> </ol>
	<ol> <li>Provides direct connection from I-5 to major Ports, Rail, Industrial areas in Oregon and Washington</li> </ol>

BI-STATE INDUSTRIAL CORRIDOR (BIC) Renamed by CRC

211 of 318

See Draft Components Step A Screening Report (Question

#2)



# BI-STATE INDUSTRIAL CORRIDOR (BIC) Renamed by CRC

212 of 318

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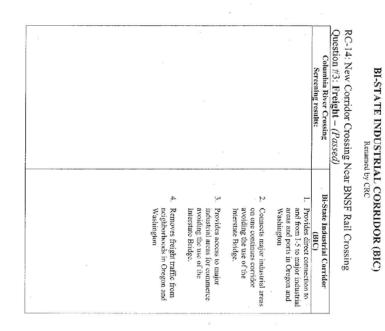
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Step A Scr

ing Report

(Question #3)



Columbia River Crossing Appendix P

RC-14: New Corridor Crossing Near BNSF Rail Crossing Question #4: Safety – (Failed) Columbia River Crossing Screening results (Surch Corre-2. Does not add capacity to I-5 -Screening results: . Does not add existing non standard design feature inside Bridge Influence Area Information not addressed in CRC screening report 1. Will reduce congestion on the Interstate Bridge. Bi-State Industrial Corridor (BIC) 1. Adds a new bridge inside the Bridge Influence Area 7. 6 5 4 :0 2 N Will provide additional Columbia River crossing to Vancouver for emergencies routing Will provide non I-5 access to Hayden Island for local traffic Will roduce freight traffic on the Interstate Bridge Will provide additional access to Hayden Island for emergency Adds a Heavy Rail crossing of Columbia River and capacity Provides local access between Oregon and Washington off of 1-5 purposes It does add capacity in the Bridge Influence Area

# BI-STATE INDUSTRIAL CORRIDOR (BIC) Renamed by CRC

214 of 318

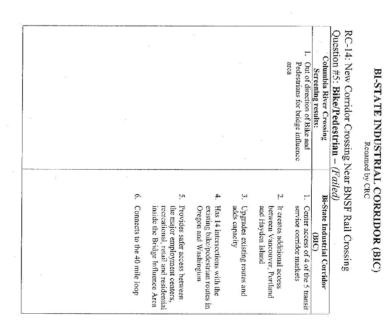
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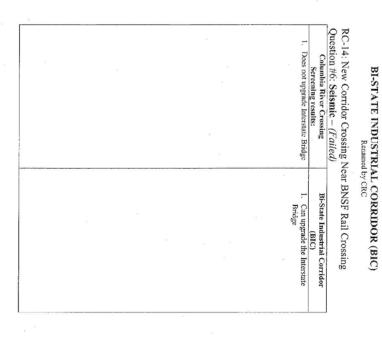
See Draft Components

Step

A Screening Report (Question #3)

See Draft Components Step A Screening Report (Question #5)





216 of 318

03622

From:	Sharonnasset@aol.com
To:	Columbia River Crossing:
CC:	jeff.mize@columbian.com; Thirdbridgenow@aol.
	com;
Subject:	850 signatures on petitions
Date:	Tuesday, July 01, 2008 4:31:51 PM
Attachments:	Tuesday July 01 2008 PDF msg

#### P-0797-052 Signatures petitions

450 signatures stating that the NEPA process of a thorough evaluation of RC-14 Bi-State ndustrial Corridor as required for federal funding must take place.

1. RC-14 in is reasonable having been recommended in several transportation studies, and ns in the regional transportation plan.

 RC-14 was brought in during CRC scoping process and the CRC documents state that all reasonable alternatives brought in during scoping MUST go through A and B scoping.
 Absolute no creditable reason has been give for not following NEPA requirements
 RC-14 meets all of Purpose and Need Statement, alignment is in the center of the project area. Inside the Bridge Influence Area and inside the I-5 Corridor.

What is the reason that CRC has not followed the NEPA and have a thorough evaluation of RC-14 as stated in the Federal Register?

Why has there been NO meeting or presentation of RC-14 allowed by myself (Sharon Nasset) ?

Why when state comments that they get calls every week about that the third bridge crossing showed be studied that it is not study as NEPA requires?

A comparison must be done now. It is the right of the voter they have asked for it.. What are you afraid of? not will to have accurate information or create maps, drawing, or alignment RC-14. I have had a complete RC-14 design for over three years in my mind and I was asked by the states of Oregon and Washington to bring my idea in. It was excepted and I have been called the "competition" and not had the project give attention, or respect it desires.

Sharon Nasset

#### \*\*\*\*\*\*\*\*\*\*\*\*

Gas prices getting you down? Search AOL Autos for fuel-efficient used cars. (http://autos.aol.com/used?ncid=aolaut0005000000007)

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### 217 of 318 P-0797-052

Though it is noted that these concerns were accompanied by 55 pages of signatures, the discussion of how RC-14 was screened out as an alternative for not meeting the project's Purpose and Need is still valid. Extensive technical and public review and input has been included in all phases of the CRC project, from developing a purpose and need statement, screening a wide variety of alternatives, and developing a Draft and Final EIS. This process met the requirements and intent of NEPA law and has resulted in a DEIS and FEIS that are complete and sound. Tuesday, July 01, 2008.PDF

03622

Page 1 of 1 218 of 315

### P-0797-053

Please see response to comment P-0797-052.

# P-0797-053 Bomar, Audri

Charlie Tindall [Charlie@bluelinetrans.com] From: Tuesday, July 01, 2008 10:21 AM Sent: To: snasset@farrellrealty.com Tuesday, July 01, 2008.PDF Subject: Attachments: Tuesday, July 01, 2008.PDF

Tuesday, July 01, 2008.PDF>>>

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7/1/2008

I support studying a new, Third Bridge at a location downstream from the current 1-5 bridge (near the current railroad bridge) in addition to the currently proposed study of tearing down and replacing the existing I-5 bridges. A Third Bridge option that retains the current bridges and has less impact is required to be studied. A new bridge crossing the Willamette River completes the corridor. These bridges will improve the economy, safety, the environment, lesson costs and remove truck and industrial traffic from the St, Johns, Kenton, North Portland and Fourth Plain (Vancouver) neighborhoods.

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email phone address 403294 81907 Economic Transportation Alliance is sending this petition to State and Federal elected officials to support the study of a new

Third Bridge corridor. More information can be found www.ThirdBridgeNow.com

Contact us for lawn signs or more petitions. You can download petitions from the website.

Please mail back to: ETA, PMB#390, 8316 N, Lombard, St. Johns, OR. 97203 Email thirdbridgenow@aol.com. phone 502283.9585, FAX: 503.286.9969 Be part of the Solution. Please Fold and Mail ASAP (or FAX to 503.286.9969)

Columbia River Crossing	Calumbia	River	Crossing	
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Petition: We need action NOW on a NEW, THIRD Columbia I support studying a new, Third Bridge at a location downstream from the current I-5 bridge (near the current railroad bridge) in addition to the currently proposed study of tearing down and replacing the existing 1-5 bridges. A Third Bridge option that retains the current bridges and has less impact is required to be studied. A new bridge crossing the Willamette River completes the ses and has less impact is required to be studied. A new orage clossing me it manifest with a variable stride stri

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corridor. These bridges will imp	ath Bortland and Fourth Plain (Van	phone	email
from the St. Johns, Kenton, No	rth Portland and Fourth Plain (Van address	phone	MOMINT @COMCAST, NET
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MIKE Maninopess	15110/ NE74-1451		
MIKE Masinspess		360-673-2922	
NIL AL	181 River Ridge Ln	500.00	N/A.
Vicky Close		360 566 9168	v
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Mar McGrath	18916 NE 2150 ST	(560)254-6081	2 1/1
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Third Bridge corridor. More information can be found <u>www.ThirdBridgeNow.com</u>

Contact us for lawn signs or more petitions. You can download petitions from the website. Please mail back to: ETA, PMB#390, 8316 N. Lombard, St. Johns, OR. 97203 Bmail thirdbridgenow@aol.com. phone 503.283.9585, FAX: 503.286.9969 Please Fold and Mail ASAP (or FAX to 503.286.9969) Be part of the Solution.

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Petition: We need action NOW on a NEW, THIRD Columbia River Crossing

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I support studying a new, Third Bridge at a location downstream from the current 1-5 bridge (near the current railroad bridge) in addition to the currently proposed study of tearing down and replacing the existing 1-5 bridges. A Third Bridge option that retains the current bridges and has less impact is required to be studied. A new bridge crossing the Willamette River completes the corridor. These bridges will improve the economy, safety, the environment, lesson costs and remove truck and industrial traffic from the St. Johns, K enton, North Portland and Fourth Plain (Vancouver) heighborhoods.

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phone address Thomas Kindrick 5822 N. Yale Portland, Or. 97203 503-283-5488 Name Cotine Kindrick 5822 N. Yale portland, Or: 97203 503-283-5488 Parry 1 Kindrick 5822 N. Yale Portland, or. 97263 503-283-5488 Sally Kindrick 5822 N. Yale Portland, Onaizos 503-283-5488 Tami Kindrick 5822 N. Yale Portland, Or. 97203. 503-283-5483 Chris Potenson 6821 91. Wan Sputen portland, On. 97203-CONNIC KINDRICK 7124 N. Richmond Portland, Or. 97203 503-283-5131 George Knight 4805 NE 110 ave. portland, Or. 97220 503-255-9652 Bill Black 1003 NW 139 5T. #19 Vancaucer, WM. 98685 366-574-7778 Economic Transportation Alliance is sending this petition to State and Federat elected officials to support the study of a new Third Bridge corridor. More information can be found www.ThirdBridgeNow.com Contact us for lawn signs or more petitions. You can download petitions from the website. Please mail back to: ETA, PMB#390, 8316 N. Lombard, St. Johns, OR, 97203

Please mail back to: ETA PhB/1399, 8010 N. Lombard, 32. attab, 00. 1969 Email thirdbridgenow/agol.com. phone 503/283,9585, FAX: 503,286,9969 Be part of the Solution. Please Fold and Mail ASAP (or FAX to 503,286,9969)

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I support studying a new, third bridge at a location downstream from the current I-5 bridge (near the current railroad bridge) in addition to the currently proposed study of tearing down and replacing the existing I-5 bridges.

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Morgan Z	stakken	1020 N Tyler Ave 972	5 503-706-6127	S. A. G. S.
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| Fald Here Fold Here Petition: We need action NOW on a NEW, THIRD Columbia River Crossing I support studying a new, third bridge at a location downstream from the current I-5 bridge (near the current railroad bridge) in addition to the currently proposed study of tearing down and replacing the existing I-5 bridges. Name address phone 61 email Lenon N. Prince ton St - Partlaws ON (<03) 286-0581 TERISA ORIUTO AN Teresa 6 12907@ 62 7132 N Polk Portland, Ce (503)927-090 Roadstarraider Ocommender John CHOU 63 tinny 7132N CCI Pol PPX 97203 gaildenny 57 @ come Economic Transportation Alliance is sending this petition to State and Federal elected officials to support the study of a new Third Bridge corridor. More information can be found www.ThirdBridgeNow.com Contact us for lawn signs or more petitions. You can download petitions from the website. Please mail back to: ETA, PMB#390, 8316 N. Lombard, St. Johns, OR. 97203 Email (hirdbridgenow@aol.com. phone 503.283.9585, FAX: 503.286.9969 Be part of the Solution. Please Fold and Mail ASAP (or FAX to 503.286.9969) 556 01318 Fold Here 03622 Fold Here

I support studying a new, third bridge at a location downstream from the current I-5 bridge (near the current railroad bridge) INSTEAD of only studying tearing down and replacing the current I-5 bridges.

email phone address Name 345 Par. + 2 54 503-397-2340 15133 SEW000 6.1 5037620474 Portland O WA UAN CON VER 500-805-9624 1407 N Baldwin St 503-279-2008

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Be part of the Solution. The dead line to mail this is February 24

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Petition: We need action NOW on a NEW, THIRD Columbia River Crossing l support studying a new, third bridge at a location downstream from the current 1-5 bridge (near the current railroad bridge) in addition to the currently proposed study of tearing down and reglacing the existing 1-5 bridges. Name address nhone email \$0 ED 2710 NE ET ST ERESHAM OR FRANKS 81 6544 KASUH Apollo Rd. ouver WA 98661 241 3636 \$1 5504 NE LIST ST N. dave \_ bl Brinkmedor 2000 Dulos + 40 gan Neinanion 1 2 9820 43 MOZARISGIRL 84 SF Evergreen HWY (360)694-9100 7603 awnence JKline I 4805 NE 141st Ave Mancaver wit 98682 151905 mine Kling eAd ca 34 2608 NEILSHMARE. JONE. WA 98684 Than Retens F ST #432 VAN, WA 98686 16ZI NEIL 92 VAN, WA 98685 13306 NE 40 Maren & MAlley Economic Transportation Alliance is sending this pelition to State and Federal elected officials to support the study of a new Third Bridge corridor. More information can be found www.ThirdBridgeNow.com RUM MC Contact us for laws signs or more petitions. You can download petitions from the website: 89 Please mail back to: ETA, PMB#390, 8316 N. Lombard, St. Johns, OR. 97203 Email thirdbridgenow@aol.com. phone 503.283,9585, FAX: 503.286.9969 Be part of the Solution. Please Fold and Mail ASAP (or FAX to 503.286.9969)

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Be part of the Solution The dead line to mail this is February 24

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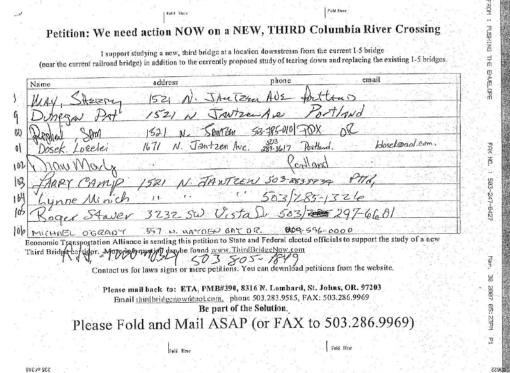
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ohone address Name Manson 9716 NSmith St. Port. OR 97203-1549 (303) 701-8206

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Fold Here Fold Here Petition: We support the third bridge alignment near the railroad bridge and declare no seizing of private property through imminent domain be used. We are happy with the recent decision of the Columbia River Crossing Task Force to add a third bridge and retain the current bridge on the list of options to be studied. We are instructing our neighborhood representative to the Columbia River Crossing Task Force, MR. Walter Valenta, to support, and work hard for, a third bridge to the west of I-5 near the current BNSF Railroad Bridge. We also declare the scizing of private property through imminent domain when publicly owned land is available to be unjust. We the signers below live, own property, own business, and/or work on Jantzen Beach Hayden Island. email phone address Name \$3. 240 0809 ROBISON N TANTZEN REGER 1625 NO JUNTZEN 290 Alulor 503 706 6869 2 GATTA Class (360)609-8434 1301 S.E. ELLSWORTH RD APTA-3 3 Valeouver, WA (541) 610-4267 310 9301 ALLa. 4 rille 97222 13704 SE Maloy Milvankie 6R 5 Holie 503-289-0022 TANTZED PORTLAND 97217 1915 N 6 98663 E 31st Vancaurer Wa (360)910-8912 709 7 chasia Christian Copping 705 E 31<sup>st</sup> St Unicouler Wa 98663 (360) 910 - 8916 Economic Transportation'Alliance is sending this petition to State and Federal elected officials to support the study of a new 8 Third Bridge corridor. More information can be found www.ThirdBridgeNow.com Contact us for lawn signs or more petitions. You can download petitions from the website. Please mail back to: ETA, PMB#390, 8316 N. Lombard, St. Johns, OR. 97203 Email thirdbridgenow@aol.com, phone 503.283.9585, FAX: 503.286.9969 Be part of the Solution. Please Fold and Mail ASAP (or FAX to 503.286.9969) Fold Here Fold Here 03622

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We the signers below live, own property, own business, and/or work on Jantzen Beach Hayden Island.

[	Name	address	phone	email
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19	Pamil Joursean	1999 N Orantzen Pontland, Orl	502 285 (EOZ) CICTP	D) pampanisa @comosil
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24	alex arochard	865 N youlgar Ko	tland are 5038	487-5035487854
25	And Conformer 19	2 1) TAUREN POR	TIANO OK 516-25.	20 503-516-2520
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We are happy with the recent decision of the Columbia River Crossing Task Force to add a third bridge and retain the current bridge on the list of options to be studied. We are instructing our neighborhood representative to the Columbia River Crossing Task Force, MR. Walter Valenta, to support, and work hard for, a third bridge to the west of 1-5 near the current BNSF Railroad Bridge. We also declare the seizing of private property through imminent domain when publicly owned land is available to be unjust. We the signers below live, own property, own business, and/or work on Jantzen Beach Hayden Island.

email phone address Name tanda pholl Desment 189-9341 JANTZEN 26 NSA 346 6000 503-735-282 1695 an 27 new to Jantzon Alle 503 286 129 28 1907 tevi 54 SA 29 would 289-1156 1771 42 20 mmV A 1919 31 503-888-7090 AUE 32 Firen 1691 N 503-735-9249 Joanne & mucklen 1619 11 antienau 33

Economic Transportation Alliance is sending this petition to State and Federal elected officials to support the study of a new Third Bridge corridor. More information can be found www.ThirdBridgeNow.com

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Contact us for lawn signs or more petitions. You can download petitions from the website.

Please mail back to: ETA, PMB#390, 8316 N. Lombard, St. Johns, OR. 97203 Email <u>thirdbridgenow@aol.com</u> phone 503.283.9585, FAX: 503.286.9969 Be part of the Solution.

Please Fold and Mail ASAP (or FAX to 503.286.9969)

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Petition: We support the third bridge alignment near the railroad bridge and declare no seizing of private property through imminent domain be used.

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Petition: We support the thir	d bridge alignment near the railroad bridge and declare no
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Ruth Noorgan	1763 n. JAntzen	503-289-1771		
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I support studying a new, third bridge at a location downstream from the current I-5 bridge (near the current railroad bridge) in addition to the currently proposed study of tearing down and replacing the existing 1-5 bridges.

Name address phone email 53 Berggien 1547 N. Jantuen Are. 503.285.5668 54 503 735-9525 anten Are 503 55 1525 no

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Economic Transportation Alliance is send Third Bridge corridor. More information	can be found www.rn	You can download petition 8316 N. Lombard, St. Jol	s from the website.	
Contact us for lawn s	igna or the management	8316 N. Lombard, St. Jol one 503.283.9585, FAX: 50	ins, OR. 97205	
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#### Petition: We need action NOW on a NEW, THIRD Columbia River Crossing

I support studying a new, Third Bridge at a location downstream from the current I-5 bridge (near the current railroad bridge) in addition to the currently proposed study of tearing down and replacing the existing I-5 bridges. A Third Bridge option that retains the current bridges and has less impact is required to be studied. A new bridge crossing the Willamette River completes the corridor. These bridges will improve the economy, safety, the environment, lesson costs and remove truck and industrial traffic from the St. Johns, Kenton, North Portland and Fourth Plain (Vancouver) neighborhoods.

Name	address	phone	email
PAUL MOIN	172 32013NE 01	AL MA CAMAR, W)	ASIN @ ATT. NOT
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Economic Transportation Alliance is sending this petition to State and Federal elected officials to support the study of a new Third Bridge corridor. More information can be found <u>www.ThirdBridgeNow.com</u>

Contact us for lawn signs or more petitions. You can download petitions from the website.

Please mail back to: ETA, PMB#390, 8316 N. Lombard, St. Johns, OR. 97203 Email <u>thirdbridgenow@aol.com</u>, phone 503.283.9585, FAX: 503.286.9969 Be part of the Solution.

Please Fold and Mail ASAP (or FAX to 503.286.9969)

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I support studying a new, third bridge at a location downstream from the current I-5 bridge (near the current railroad bridge) in addition to the currently proposed study of tearing down and replacing the existing I-5 bridges. A Third Bridge option that retains the current bridges and has less impact is required to be studied and this bridge will improve the economy, safety, the environment and lesson costs.

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Petition: We need action NOW on a NEW, THIRD Columbia River Crossing

I support studying a new, third bridge at a location downstream from the current 1-5 bridge (near the current raihoad bridge) INSTEAD of only studying tearing down and replacing the current 1-5 bridges.

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Economic Transportation Alliance is sending this petition to elected official State and Federal to support the studied of a new Third Bridge corridor study NOW. More information can be found <u>www.newinterstatebridge.com</u> Please mail back to: ETA, 8316 N. Lombard, PMB#390, St. Johns, OR. 97203. Email thirdbridgenow@aol.com. phone 503.283.9585

Be part of the Solution. The dead line to mail this is February 24

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email phone address Name 503 24 \$9.72 BlAndena 25 1220 503-2868641 areth 3.2 125 Economic Transportation Alliance is sending this petition to State and Federal elected officials to support the study of a new Third Bridge corridor. More information can be found www.ThirdBridgeNow.com Contact us for lawn signs or more petitions. You can download petitions from the website  $+\psi$ Please mail back to: ETA, PMB#390, 8316 N. Lombard; St. Johns, OR. 97203 Email thirdbridgenow@aol.com. phone 503.283.9585, FAX: 503.286.9969 Be part of the Solution. Please Fold and Mail ASAP (or FAX to 503.286.9969) Fold Here Fold Here

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P-0797-054

#### Business of Main & Broardway and Residents of Clark County / City of Vancouver We the undersigned are against the proposed transit allighment on Main & Broadway as propossed by the CRC. Phone # Date Address Name -24-08 2400 Broadwa Overan GAA -24.08 Ct 14.1 21320 HU/HIN 1201 hor.wA981200 att 25 08 90 1920 981069 25 Broady and hort But no 97006 25/08 SLAR NW MELON 360-260 -68 121 3602001066 INH 1/26/0 08 INA 98664 7007 SII ITTU 98108 MA ACHARM 666-1529 12 S 201 le UR7 2 986834 18745 13705 SE 54 5° Zeldan MR 98485 32130/ive St Vanc Un 360. .28.08 1808 AL CAMOS UNA , 15 125/08 2834 :/An 98 (BRAILL) 98263 310 CIEL 138-28 98664 317 reser RIA UAWK, WA. S 10-1 STL of 318 +10, 100 961.1.2 nn.R Sa/ 1000

# P-0797-054

Thank you for your comment. The 17 pages of signatures against the proposed light rail transit alignment have been noted. 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.

	·			8
1 . A	Name	Address	Phone #	Date 0362
P-0797-054	Margaret Voilenda	4051235=54		
	JULIA REIN	610 W 16-212-	360-993-0475	2-16-08
	Debra Chur	1603-B Bryant	340-258-0140	
	KOBBRET MAYE	M 7318NES8thA	HE. 360 906-72	.75
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· .	Kelly Kirk	15305 NE 4/3+ .		03592/9/07
	DeniseCour	t 5610 ne 52	CF 360-85°	2-3650 2/20/8
	Claire mo	arks 20517ME	229 Circle A	30-666-8888
	Diana Thomas	13321 N.E. Winsor D	· · · · · · · · · · · · · · · · · · ·	2/21/08
	Cardwin	522 SE 157	the Ave Vanc ?	392-5474 2/21/0
	Dannes Han	nch 515 WASHENG	TON ST. APTAA 694	
	Emily Reser	953 miramonke Drtts	3 Santafanlara (A.	13/09 403-2/25
7	TRACY FESER	9612 NE 134 AVE	file up file in	98682 2/2510
	MARION ROGERS	3601 & 115 ST.		18661 3/25/08
	Karn Bounc	- 1312 NE 12+13	00, VVA 18	404 2/27/2008
3	Kaun Katschy	44013 NOE Protem	on not and the	60/ 2/27/2001
	Nanay Bibon	5884 SE JENDINOS	AVE OR 97.	
	Criste Cadroz	My Ridgefield WC	298642 \$ 360 5 ANTR4	73-4910 2/28/08
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1	Linda Lane	12007 N.E. Par	ation VANC. WAS	
<i>t</i>	Seresa Ferras	306 NE 59		98665
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03622 12 Main & Broadway as propossed by the CRC. Address Phone # Date P-0797-054 Shi las mst 500 1-0 102 364 Eversycen Murn 511W 2/12/08 341 2/12/08 772-6285 600 im Flamgan GE AVE 772-2087 2 10 NE VARaver MetITEC ENKINER 360 SETT THA 8 2 4704 02 360 5184425 GIRO 2 03 MANN to 1170/0/ 2201 Nul 2 881 4100A 115 Aulco 15804 SE 14th ST 8967431 3100635512 801 77 19 Kamen CUN. 1766 340-433-0330 2121108 Stra 1E ths. ADR 360 576484 -7 DA D NIAX IKAIN 2/22/00 360-263-6111 KKE 9010 Kag 100 10P MIK -08 2:28 903 9 661 944 -9650 NO 25/08 98682 1 AF 7 98686 2-25-08 2806 4 in 8261 BURMA RD OR 97035 2-29-08 0 258

03622 man a broadway as proposed by the UNO. Name Address Date Phone # P-0797-054 8805 hw94 5710862 1-31-08 .00. 3/11 1/coman ave 694-3576 1-31-08 PO BOX 94 607.5166 1-31-08 Kenely \$10 ME 98 CT VANCOUVER, WA 256-3676 Robert D. 1-31-08 8509 NE140th Ave 1anc. wit 254-5510 1/31/08 3201 Nog3 40 AWR VAN. WA984-514-241,08 P 2/5/08 2453 90 6615 NE 60 55 VANC WA 98661 -5-02 10 34a 94LM 1-602 771-3250 2~14-08 NEID 54 993-0188 900 2/15 3 3109 15/ STARK anua 360-577-5318 NE. 11 360-573-2 " <del>5</del>7 VANCIUN BYOR. ing jodle NEHISTST WA 78682 892. 9223 2/31/2 Van 1531 54 BG Wash 98604 687-2220 115 N.E 259 of 318

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P-0797-054	Name Address Phone # Date B FA'AFITI SIPAIA 2515E32nd ST GLO 2483970 1/26108
(	Anatoly BASARAD 12914 NE 7318 \$4 (360)385-0969 1/26/08.
	Rebeccat ALSTON To 360 258-3008 1/24/04
	TEDELOFF MCITON TO 210 CARD 11210F
	(ADde Crain) 3000 countrie street 310 258-3000 )-2408
	Antionic Chapman 3200 Columbia Struct 300-258-3005 1-268-
	Allen VE. Tenheiner - 10-0 NEG7th AVE 360 687-1574
	Dan Sturt 8404 MEYS DR 360883-1566 1126/08
	CLIFF LANON 17612 NE INDAK 360 573-1455
	D. Robinson 301 VW 321057 576-0956
	Dave LANGdon 700 WASHINGTON \$922 - 360-772-1309
	Bot Hansen 26300, NE 3RD ST. CAMAS 600-8735
. *	De m. Stebuck 13105 N.W 35 CT. VANCERVER, WA, 573-7214
¢	DAND LAPKEN 215E-38 5 VMCon Von CA
	STEVE NECHLIK 13717 NE 223 CT BROUHRAFE WA GOOD 72-08
	Gartchen Amachen 9008 NE Northen Varian B91-5332 2-5-06
	Vick Shields 18407 NG 207 1ANC 253-2045 2-6-08
	(MADE MOTARIAND 1241 NW 55/100 VAM 983508+ 2-6-8
	PON ZOLLO 3607 EDGEWOOD DRIVE VANCOUVER, WA 98661
	A Ober FORREST 15717 N.E. 9th CHILLE VANCOUVER, WA. 98684
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	Alma- Rae Milliken 714 T St Vanc. WA 597-5970 2/8/08
	Juchich Wallin 1904 d. It 2n - 694. 2673 2-8-08
	Courses Stonal 94005E Mallal 98124 1-8-08
	Tim Hadson 4208 ME 47th Ale AS661. 2-8-07
	AVERLY EVAN'S 6503 NOU CHEIZRY ST (360) 735-9849 2/9/08
	TEX TEMPERATION 27615 Nº40 11th Are (360) 607-0707 2/12/08
	Frank Bold 22615 NW 11# Ave (360) 606-9424 2/12/08

Columbia River Crossing Appendix P

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*	DAVID & HAA	19501 NE214	1st Battle Ground	WA 98604 1-30-08	:
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03622 Date Phone # Address Name 1-18-03 P-0797-054 360-891-4121-7901 NE 108Th 1-18-07 450777 39401 nus Maple (360) 909-7139 110/08 BOILNE 412 PLAN 1/18/08 360-891-4421 7901 NE 108 TH 40E 68 -9235 221 R 18th 118/08 360-335-036 17 711 11000 118/08 573-3707 NO 37/17 300 3-5563 1/8/08 360 43 1610 SE 186" 1/19/08 360-546-283 8500 NE Havel Del 360-450-9755 1-19-08 2409 FRAT VALLEY RD 1-19-08 200 Ave WASHOUGH 1-19-08 835-0488 1010 1/19/08 646-0844 St. la anc V19/08 891 30 1/19/02 CONTRACTOR OF ZOSB true NII -19-0 1-19-08 nuc 57B-1229 197 1-19-0 693-6898 NICOURY G 546 167 1-21-Vancouver 1-21 3018NWI PNNI RIDGEFJELD WA (360)256-559 6 2613 MIKHAIL WOMACK Vancouver WA 1% 19312 51 SE Blix ryque h Prource LUK 0416 nnette 5000 AND 5 5000 f 318

	Name Address or and "Phone # Date
P-0797-054	Part Goale 11 1064 NEB 12 Ade. 151 503-679-2382 1/22/08
	Lioninie Worf 1130455.10445T Apt 113 11071924 1/22/07
× ×	Daliah Lundquist 2303 NW 1244 <+ (360)573-4854 1/22/08
*	11/25a Fine 462NF2/077AV2(360)9103277 1/22/08
	Pohers G. JOHNSON 2830 SW FOIRMORN 5032928661 1/22/08
	Alyyn Sutherland Vancower A 1865 000 306-3651 1/22/08
4	Cash Skondin 6600 NE Hazel Dell Are 360-906-1551 1/22/08
	Lena Royale 23KISEPING PASK 5039338667 1/22/8
	Sonnic Parier 911 KW 9845 360-573-8111 123/08
a *	Helen Kappen 13117 NW 48 tue 360-366-1415 1-23-08
~	MNdr. OCASIO 815E. 39th St 360-695-0378 1-23-08
	Kandi Omenly SODNEIDS# S. 360-573-9090 1-93-05
	Elizabelly Herrag H 1100 W. 31st Vancouver DN. 360-808.7474 1-23-08 Sonya Czerniak is203 Sw Walker Rd Beaverton, OK 1503 1/23/08
	D. PICKETT 19315 St. 31" D. Cames WAS 377-5431/23/08
	Reputett "
9	D. Melvin General Delivery (Instie Rock, INA. 986/1 )
	Charlene Stetten 12010 SE. 284 St_ Vanc. 98683 - 123-05
	JEREY DAHLOWIST, 15104NE. 10th Vanc. 98684 1-23-08
	Sondy thompson 616 NWW addwood Or Vance 9866 + 1-23-08
	Keperdh Rogac 30020E4309StVanwA (300)2B-3829 1/23/08
	Shahma Wineste Perse 12711 Nh 20th and Varia Unit 1/4885
	Perm Row 800 NE Trans Rd. FHO 322 Vancourse WA 78625
	MollyScott. 808 W Melouchtin 576-7170 1/24/08
	eg 1 1
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	Name	Address	Phone #	Date 23
P-0797-054	COLEN W. Franklin	10205 MW 4th Ave	573-3048	2/12/08
,	Chis & knows	21500 NE 202" Are	666-9274	2/12/08
. •	Earl Summediel	7616 SE Mapli Au	693 8373	98464 2/13/08
	Reberto Olim	16802-SE1846 ST	521-2567	2/13/08
	Jun HALI	4610 hE 58th St	696-5000	2/113/08
* .	Scott Petersen	1103 W MGOUGHL		2-13-08
	Pour Desta	-11635NE192ndA		274-02
	Call and Floor	2110 ESth St	6936018	2-14.08
	IAMMISCHIEN	Nor 6906 NW 19225	00- 2 21	2-14-08
		- 16	occentin	0
	Jon newsely	2250 DE 109+1	876 X7 J	2-14-08
	Kichond Gilloch	200458 Jot An	236-3652	2-15-05
	Chally Sauth	739 7 W. View Redy	Counter distant and an of a constant	2-15-08
	Dougrant. Moore	22719NE, 2200	ST. ('AMAS	2-15-08
	mathasim	56-30 PITEC 40		2-15-08
	Keyett of allowing	32519 NE Button	Dr. LaCenter	- 2-15-08
	fordalla	BRAY NE SI ST	Kancanve	7/16/08
	K Kop	18017121625	Uprenare	2/14/00
	Ennal Nov	16719 NELEANE	- RA VAN	2/16/05
	Dan Hogeres,	- 2412 NW 12413 ST Vancouver, u	20	2.16.08
	KAR Karthelow	16920 SE MSGill	Vay Blue	2/16/08
	Nelson Holmberg	1012 NW 44-Th SI.	521-1590	2/16/08
	Tim my WOOD	5520 Nor thenklin	081-0341	03/16/08
	PAT BARTOS	13304 NW 398 Ave	546-3865	2-16-02
	David Waller	8909 NE 1345 St	944-0625	2/18/08
	Hales Coumr	luger 21315 ma 510	No 887-87791	2-18-08
		ATER YOOSNW1302		7 2-18-08
	RONALD L.	KREKLOW 9608-SI	= 12 <sup>M</sup> ST 25	1-7370 - 2-18-01
	DAN BARBIERI	15419 NG 24 4 th	1687-2816	2-19-08
	Dound A. MODRE	4008 NW 127th S	t 573-8048	2-20-08
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S. J. Statulie

Weights.

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Columbia River Crossing Appendix P

		·	· · · · · ·	03622
	Name	Address	Phone #	Date
P-0797-054	John WALL	1919 D ST	366-699-6447	1-18.08
· .	PAJSTELTISA	HOS NON JOH ST.	360-693-6268	1-18-28
· *	Butty Woods		ecreeicst (360)254-180	
2.1	MARTY WOOds	9400 NEP	included ST 254	1861-1-18-68
. • .	FERNE Disan	10 6607 NE 200	m. 360-666-0856	1-17-08
	Mary Sieber	+ 809 NW 164	360-574-6937	1-19-08
	Guce Haca	ILGIANE 23		
s. Constraints	CALSAWYER	6115NE1	139 51 360-574-7	
	JEFF GUMNI.	A DISIS NO	NS141 887-8	1 1
×	GAry Griscon	n 9616 NW 1	1 MAU (360) 573-3-	/ /
	JOHN BAVIER	2, 1651859362		
	Markel Hatel	9821 NE 813		. /// ~
-	Jan Kan	9025 Deac		
	Dolores m Dry		Ridgefield 887-25	
	Darlene Can		st st. Vanc. 693.7	
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	John Keng	812 NE 147		
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	John the Colm		PL. Ridgefill W	
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	SUSAN BOYCE	585E EUR	preed END UANE W	A 1-03-08
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Name OD Address Phone # Date 27/1 2/1/08
P-0797-054 Trista Martinez 415 MW 29th AUG (ddo 2211 2/4/08
1000 Marthall Bettle Ground 1666-2211 2/4/08
Cinedy Vasquez Wright 31- 737-0457 2/4/08
N 110 Varia 1 1111 3 137-0457 2/4/08
Jack Marto Bla Washington 513-3981 4 405
Powar Poly By washington 503-758-2425 2/4/08
Funting Marting NW 29th Ave 360-513-3981 214/2005
Aumer Chadwick Siles SN 180th Ave & 21 5037137331 3/4/08
1301 SETECKELTENTON 6004004 3/4/08
30 3 310 40 Ave 98601 606-7577
Pa Alixinstore 1808 NW 95th St. 98/6/65 574-6080
Kan Xinn Vancouver, Wa 9865 0200107
Brende Whisting 2020 35 Brady Ed. Opras 98607 2/5/04
1 A Dorth 3001'L'ST VANCOUVER WA 98103 2-5-08
Peter Amberson 12614 NE 44 ST VANCONER WA, 98602 21508
MARY ANDERSON 12614 NE 44 St VANCOURER WA 98682 2/5/08
1. PA, Adding 12 GUL DE 44 ST VANCOUST WA TROOZ 13700
WARA ANDERSON 12614 NE 44 ST VANCOULET WA CALL ASTE
Michallo Trimar 4701 Sprice St. Vancawer WA 48/200 CILEIOS
Quelus (Bustows 420) = pruce St. Vancouver WH Theloo 20008
(Ling with 216 NW 68th St Vancount WA 18665 2/6/08
A A good which that lancouver way 9 8065 2/8/08
Jamele Othna 12409 NE 1710th St. Pattle Ground Wit 98404 2/6/08
CARL Smith 12913 NE14th St Varaner WA 98684 2/7/0
Pam Smith 12913 The 14th St Van coura wh 98684.
15m - 12469 NE 1764 St. BG. WA 98604
Linda Beatty 1227 B'St Washougal, WA 9867/
Tohn Janssen 1223 B's? Washough WA 7863/

Columbia River Crossing Appendix P

1. A. Q. A. Q.	
S. S. A. B. B. B.	
· · ·	Business of Main & Broardway and Residents of Clark County / City of Vancouver
	We the undersigned are against the proposed transit allighment on Main & Broadway as propossed by the CRC.
	Name Address Phone # Date
n anan ar d	
P-0797-054	Ja Home to Bof324 2475326 1/31/08
	Butto Pall A. Source 2019/06/06/14 694= 1/20102
	Rul Almetre Stole Mill Have Van , WH 5645 1730/08
<i>,</i>	Mult ON Junto 2701 E. Mill Anis# 8 Vanc UIA 28664 1/30/08
	Colin C- Acult 6=2N.O. WK20002, R. VAN. WA. 586
	Jany Collipher 6515 NE 662 Cur. Var ust 98 601 M6-2531 1-30-
,	million 1712 Franklin St Vour ha 721-8255 1-30-08
	JAMOS KASPER 5615 NE 66TH CINCLE VOMMONIN WA. 98681
÷	TERRI STOMLIK 13814 SE EASTRADER #12
· · · ·	Andy Whitmore 1104 72 24 15th Battle Ground, 98604
· .	Carriel P.O Box 65672 Jawaver wh 9845
	Dealle trog the 16910 SE 5497 #18 Vanc UX 98684
4	Aller D. Dur 2005 IV. L. Dr. WAS hough C. WA. 4 Not 1
	Condy Fredery 8600 St. Helens Ave. Vancouver, list Augusta Bland St. Helens Ave. Vancouver, list
	Khule Fridel 7407 NW 16 Ave VANC 98665
	Satua de ech 2550 ANU 450 Camas 98607
· .	tava Thomas 127 vincent Rd. Kalama WA 98625
	SARCHORSCH 127 VINCENT Rd KALAMATHY
	Ben Vinson 10327 NW 16th Ave 98685
	TRACY RESER 9/012 NE134 AVE FA 98682 2/2/08
	Roy CROW 1414 BRANdt Rd #23 360-344245 2-2.08
	LUCRETIA WASSER 1414 BRANDT Rd 360/314-4245
	Drane A Abort 5904 Montana (n. Vanc, W/A 98661 32012411-3625
	Leresa Loito 3308 NE 125 BX lance un aller 300/571-0348
	· · · · · · · · · · · · · · · · · · ·

LE You'd like Business of Main & Broardway and <u>Residents of Clark County /</u> <u>City of Vancouver</u>
$lerse \leq ign V$ We the undersigned are against the proposed transit allighment on Main & Broadway as propossed by the CRC.
etition Name Address Phone # #360- Date
P-0797-054 - UDY ANDREWS 2882 H ST. Washought, WA 335-5719 1/21/08
CArol a a a a
Harmone Wools 43204 NE 16 the Woodland with 98674 1/2/08
Sivie Simpson P.U. Box 807 Woudland, WA 98674 1/21/08
Dearge Plass 216 NE Blidderea AVEXTE 1/21/08
Robert - Pickon P. Bax 1294 (60) 798-6243 1/21/08
John Highes 4207 Oregon & (716) 431-7082 1/22/08
La la la state state and the state of the st
Kett William > 200 NE, 18th AVE BATTLEG ROND, WA 9960
Strac Plerce 8313 nE 4-inplain one 980-3059 1 22/08
Jacqueline Story PO Box 1442 Brush Halle WA 98000 1/2008
Carm 1 (ipan, 621 Stroderey Opt 101, Vancouver Non- 9866 Blerandra Smith 622 Strad was act 101, Vanis Wa. 98660
and annual on the standing approved by the standing
Valle Morroug South Contract
Dell Sprea PO-Dex 165 Vincet, 627
Derrell Short P.S. Box 765 (Arole WA 125,08)
Rerbarg My Lelly 20 guz HSh 5 695-8856 1/25/200
Linda Sounders 6504 NW Lunio St. 693-4068 1/25/2008
DOROTHY LEGENA 1850THE 44th ST. VANCOUVER, WA 98682 137-9848 136/0
Bill Benden 1416 N. Farling St. Porlland, OR 97227 1-26-08
Run K (Some SIII Washington &, Vancouver, Wa. 98663-1-28-08
Russ KROUSE 3100 SE 168Ave balouror MA 9863-1-28-08
Ani a Way Stoward ) 2632 Field St. Van Donwer, Way 98032 1-28-02
Richard Rocume B303 SKIdmore Portunild 97220128.
Waters Hertlemen 7009 Inducia VAME. 98664 1-28-08 \$
Si an Sin mil - instant OI 1 lain rational

	WERT & DIGGUNAY P	Phone #	Date
P-0797-054	Address		
Vincent Cries	NY 3602 NE 436	57. 3605910-0876	
Manus	0	4ª + 15 360-513-4	-7525 2-9-08
Gerry G	La Duka 800/ NW	7 110-	2-9-08
Kyle (	Plant 8001 Nu	. 4" AVE	
Channing		NE. 44th St. 360	- 219-7565 2-1-
Leanne	Plourd 1502 1		717-9565 2-9-05
Patricia	Allen IIII SE	1031 Ave (360) 896-1154	02-09-08
Sovalar	Nosler 110700 1	1119 F. 340	-619-2529
Ogal Like	my 1901 NE	108th Van. WA98	8652
Mund	BUMA 15402 NEST	the Tridgefiel 980	42 210.08
SO. selectur	helan 7200 NW Mt	- LAKE WAY Your. WA 98665	
POERIE E	ben 2Banels		D Van. Wg. 98664 300-930-6
KATIET	Paren 2132 hers	pidgeoper thue #9010	n. Wa. 98614
(Popail	RIM SSI2NET	44h AVE 360901088	6210-08 500 7-7137
randly	haines 8 SIZ ne 124	thave 360 9010886	2-10-8
Clay Rola	~ 3812 E Melo	oghlin Blid 9935625	2-10-08
Christing K	ussiman 4520 Dani.	the second se	91 2-10-08
Sign Pitt	Fring 314WESt	st 6955023 Z-10-08	
Thinda	Whicht 414 Br	yant Bakespeld	Cu. 2-11-08
Theath	ma 4101 N.W. 1	Vashington 360-597-32X	16 2-11-08
College	Reviter 1510A	utman Rd Arich	
Lain	Dollers 246	Madura Auruni	1and wA 98674
- dela	V. NE	MLE	2-11-00
- Marcin	Jun 1321	X St, # 2-B. Van. WAG	18661 2-14-08
Mehbe	1:112 1574 5	o Cloverdale Kala	ina WA
Phanala	Tanel 3/83	Chio Longuieus,	WA. 2-14-0
Martic	Lehto 1903	Grand Blud Vand	COUVER WA 98661
agie_	Leiwo (102		

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### We the undersigned are against the proposed transit allighment on Main & Broadway as propossed by the CRC.

P-0797-054	Name	Address	Phone #	Date
P-0J97-034	10 contractions	3511 Grant st	909 1433	1-28-08
,	Jath Bapily In-	4607 NE 221 A.	573-7094	1-30-08
0	glaina hillon	6417 Nighland D	r. 693-2225	1-30-08
(	liquelle Abton	332 NE THY	(93)935.01=	4 1.30 08
	Orna Finsted	DELOINE 29th Are	573-9164	1-30-08
	RVISTy Amendson	Kurgslige 30220	NE 1545 57 36	0-135-1-31-01
	Cyrilla A. Duarn (	Necoold (toury Wash not Main St) 5402AE 593 2014 NE 179 ST	GAR / GIT	2713 816 1-31-08
1.	p. aling		546-3413	1-31-08
	lennyth theily	11012.n.E.107 st	906-0612	2-1-10
	Daliy & thefe	3300 Main St. Forest Froms	603-357-5-44	1-1-08
1	All support	3000 Friting t or	503-359514	<u></u>
· \/	And the	18006 NE 25	(1,xc/2 360	970 3007 2-1-02
- γ.	Farmerice France	1800 6 NE 205th	Licle Her.	980-300121-08
	B. Him Horse	1366 NW 432154	6944369 360	2-2-06
2			,	
>		612 NE 134 AVE 0908 NW 312 CH. ()	Detrac	98682
100	Karl Gleason			
ž	1. 6. 1/	1414 SE EVERGREEN ILW,	1	NA 9866124 98664
~	Paul la hart	1408 16 An R.	Do ten Un	as) WA 9863
1	ENIE HoulesA	1083 JE IDANS	+ Aut 6-59 1/an	
11	aber Depe	SGI NIN MITA	ACT OF GAMAG	WA 9867
2	Cill Barbon	1701 Bushan Va	way WA. 98	563 1/9/08
B	Thank Indon	un us 55th Mancil	17 78660 - Usto	
	Russel brown	4101 n.w. Washington	360-54	77-3246
	Sundra Todan	335 S ARGULE FI	RESNO CA: 2/11	
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Columbia River Crossing Appendix P

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Economic Transportation Alliance is sending this petition to State and Federal elected officials to support the study of a new Third Bridge corridor. More information can be found www.ThirdBridgeNow.com

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Please mail back to: ETA, PMB#390, 8316 N. Lombard, St. Johns, OR. 97203 Email <u>thirdbridgenow@nol.com</u> phone S03.283.9585, FAX: 503.286.9969 Be part of the Solution.

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32 Dr. Seille Andersen 1109 Nov 13th M.C. Fulleyron Wa 360-6666 1073 32 Dr. Seille Andersen 1109 Nov 13th M.C. Fulleyron Wa 360-6666 1073 Economic Transportation Alliance is sending this petition to State and Federal elected officials to support the study of a new Economic Transportation Alliance is sending this petition to State and Federal elected officials to support the study of a new
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Petition: We need action NOW on a NEW, THIRD Columbia River Crossing

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## Petition: We need action NOW on a NEW, THIRD Columbia River Crossing

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#### Petition: We need action NOW on a NEW, THIRD Columbia River Crossing

I support studying a new, Third Bridge at a location downstream from the current I-5 bridge (near the current railroad bridge) in addition to the currently proposed study of tearing down and replacing the existing I-5 bridges. A Third Bridge option that retains the current bridges and has less impact is required to be studied. A new bridge crossing the Willamette River completes the corridor. These bridges will improve the economy, safety, the environment, lesson costs and remove truck and industrial traffic from the St. Johns, Kenton, North Portland and Fourth Plain (Vancouver) neighborhoods.

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03622

Name	address	phone	email	1.0
Troy Ward	10305 NE 43rd ,	Ave (360) 5741-30	53	Sec. Sec.
Florian Reini	1223-B NW 134th	+ 360-573-5	330	<u>.</u>
Find Wheeler	1223 B NW 134° S	7 36 573 53	30	
JAN GRUSST	18518553546 St	360-891-0	48)	· · · · · · · · · · · · · · · · · · ·
al Phelan	to 30 NE SUR SE	·	@ IPhe This	3 hoTrail. Con
Jun Ciky	404 NANKen AVE			
Robert Ruge	LE GOOD NE LIVINGSAN	LO CAMAS 360	834-1743	
Kristin Many	ino P.D. Box 82046	7 Vane WA. 360	-25-4-2240	470
Tom Mielke	7401 NE 2840 SP. BI	5. W/98604 360	-687-1106	

 Tom Muller
 740 JE  $287^{\circ}$  SP
 B/6 w/97 w/97 w/360 - 687 - 110 b 

 Economic Transportation Alliance is sending this petition to State and Federal elected officials to support the study of a new Third Bridge corridor. More information can be found www.ThirdBridgeNow.com

Contact us for lawn signs or more petitions. You can download petitions from the website.

Please mail back to: ETA, PMB#390, 8316 N. Lombard, St. Johns, OR. 97203 Email thirdbridgenow@aol.com. phone 503.283.9585, FAX: 503.286.9969 Be part of the Solution. Please Fold and Mail ASAP (or FAX to 503.286.9969)

269 01316

# Petition: We need action NOW on a NEW, THIRD Columbia River Crossing

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I support studying a new, Third Bridge at a location downstream from the current I-5 bridge (near the current railroad bridge) in addition to the currently proposed study of tearing down and replacing the existing I-5 bridges. A Third Bridge option that retains the current bridges and has less impact is required to be studied. A new bridge crossing the Willamette River completes the corridor. These bridges will improve the economy, safety, the environment, lesson costs and remove truck and industrial traffic from the St. Johns, Kenton, North Portland and Fourth Plain (Vancouver) neighborhoods.

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Name	address phone emai	il de la constante de la consta
Charter Forza	512 E. 17 thale where up 18629 365-4650.	
Patricia Nicholom	14127 ThE Salmon Och Que Jane WH 98686 360.	5737316
Marla Bench	4015 NW 130th Gir Vanc. 98685	
Robert Rers	15208 HE 3006 the 98686	
Jan Quann	15208 N.E., 30th VAL, 58680	
Marilyn Karls	en 17614 NE161 Are B.P. 98606	
	EN 17614 NE167 AV BP 78606	1. 1.
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	1	

Economic Transportation Alliance is sending this petition to State and Federal elected officials to support the study of a new Third Bridge corridor. More information can be found www.ThirdBridgeNow.com

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Please mail back to: ETA, PMB#390, 8316 N. Lombard, St. Johns, OR. 97203 Email thirdbridgenow@aol.com. phone 503.283.9585, FAX: 503.286.9969 Be part of the Solution.

Please Fold and Mail ASAP (or FAX to 503.286.9969)

590 01 318

J.

From:	sharonnasset@aol.com
To:	Columbia River Crossing:
CC:	
Subject:	Bi-State Industrial Corridor map
Date:	Tuesday, July 01, 2008 11:12:06 PM
Attachments:	SKMBT_C25007092911040.pdf

P-0797-055 this map shows location CRC staff t replace the map they download of off Thirdbridgenow.com with he main map that idenified locations. CRC staff did a diserves all involved the process not make any maps of several of the project they studied. Downloading a citizen map with highly paid staff availible was tacky at best.

P-0797-056 23 projects where studied for over a year. Where is the data? At a million to a million and a half follars a month. Where is all the new data develped at that time? How much money was spent on evualating each of the 23 projects? How many hour where spent on each of the 23 projects? How many member of staff worked on each project?

Sharon

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#### P-0797-055

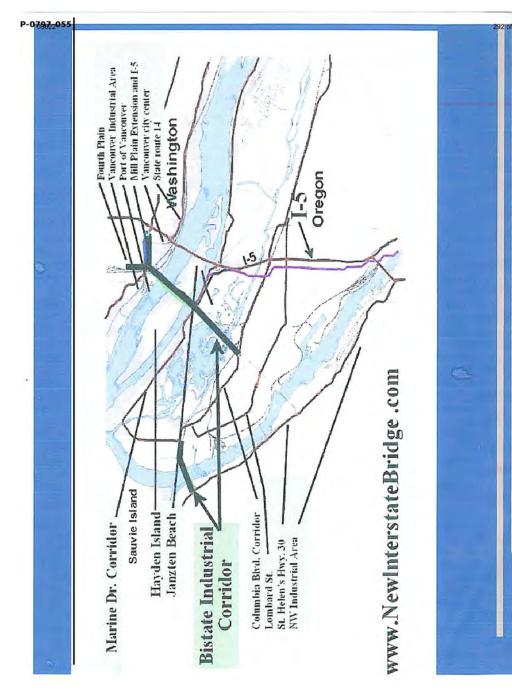
291 of 318

The FEIS chapter 2 includes a discussion and map showing the locations of various crossing alignments that were considered.

#### P-0797-056

Identifying a long list of alternatives and options, collecting data, soliciting input from the public and evaluating those alternatives and options was a significant portion of the project work that occurred after the purpose and need was developed and before the DEIS began. We do not have a breakdown of how many staff or how much money was spent on evaluating each separate alternative and option. The documentation of that work is included in the various screening reports that are summarized and referenced in Chapter 2 (Section 2.7) of the FEIS.

03622



	From:	sharonnasset@aol.com
T	Fo:	Columbia River Crossing:
C	CC:	
S	subject:	Fwd: JB highly urbanized and very expensive
I	Date:	Tuesday, July 01, 2008 11:24:37 PM
A	Attachments:	Resoluation to NEPA.doc
		Jantzen Beach highly urbanized properties do not include.doc

From: sharonnasset@aol.com Fo: ColumbiaRiverCrossing@columbiarivercrossing.com; jeff.mize@columbian.com Sent: Tue, 1 Jul 2008 11:18 pm Subject: JB highly urbanized and very expensive

Resolution to NEPA issues

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#### P-0797-057

293 of 318

For a description and maps of the businesses displaced on Hayden Island by CRC project improvements, please see Section 3.3, Property Acquisitions and Displacements, in the FEIS. Estimated costs of these property acquisitions, including associated relocation costs and potential site clean-up, are included in the cost estimates presented in Chapter 4 of the FEIS. The selection of the project corridor was based on many factors, not just the cost of property acquisitions. The Bi-State Industrial Corridor was screened out during initial screening of project components, as summarized in Section 2.7 of the FEIS.

Thank you for your comment.

P-0797-058

P-0797-057

funding expenses that can be avoided:

Values of highly urbanized Jantzen Beach properties do not include, relocation, noving inventory, staff, retraining, finding a new location or removal of property and azardous asbestos, flaggers, added congestion and associated expenses. By contrast, he land west of the BNSF rail line is bare, vacant and publicly owned. Here a few of the properties next to the 1-5 freeway.

	are properties	HEAL LO LITE I D HEEWU	у.	
1	7,666,750	909 N Hayden Dr.	Hotel	
2	1,570,000		Taco Bell	
2	1,808,720		Burger King	
	1,172,270		<b>Chevron Station</b>	
	11,182,570		Safeway	
1	2,300,000		Hooters	
	4,715,230		(three properties	Club house 2 small retail)
1	1,436,020		Zupan's	
1	1,340,210		Car Wash	
1	15,126,450	12226 N Janzten		
1	1,339,006	12240 N Jantzen		

h the Bi-State Industrial Corridor the cost for land on Jantzen Beach is ZERO! Or very close!

his above list does not include; a strip mall west of freeway, Newport Bay, Denny's, McDonalds, Standford,s a Pizza place, a westside hotel, 30 residences, or street right of ways. The removal of the CRC Bridge will cost at least 100-150 million dollars plus congestion. This added expense of acquiring private property is avoided on Janzten Beach because the majority of the Bi-State Industrial Corridor is vacant and publicly wuned land. Thus saving millions in purchase price of land.

P-0797-058 ancouver with a viaduct over Mill Plain will have fewer negative impacts than the Replacement Bridge. The viaduct connection from I-5 to Port of Vancouver will remove freight, commerce, and commuters from neighborhood streets. Mill Plain is near capacity now and has spilled over to 4<sup>th</sup> Plain, 39<sup>th</sup> and 78<sup>th,cres</sup> the new viaduct would remove traffic from the streets, provide for future growth of the Port. Removing freight traffic off of Mill Plain will reconnect the residential neighborhoods with downtown Vancouver. These costs need to be clearly identified in the NEPA.

P-0797-059 Resolution to the current challenge of not meeting National Environmental Policy Act requirements and Historical Resources 4 (f) requirements.

The States of Oregon and Washington Transportation Departments invited the public to participate in a new transportation study of ideas and alternatives concerning I-5 Freeway congestion which poses challenges to our region's economy, safety, and to the environment.

The Bi-State Industrial Corridor (BIC or RC-14) was accepted into the Columbia River Crossing Project during the Environmental Impact Study. The Bi-State Industrial Corridor creates a new corridor inside the current I-5 Corridor at the very center of trade and transportation in our area. The Alianment of the Bi-State Industrial Corridor is recommended in the Regional Transportation Plan, in several transportation studies including the I-5 Transportation and Trade Partnership in 2002, and in the SW Regional Transportation Council's 2007 Regional Vision Corridor Study. The alignment of the Bi-State Industrial Corridor provides direct access to several of our major freight arterials including: Marine Dr., Columbia Corridor, Lombard St., HWY.30, Jantzen Beach Dr., Mill Plain Extension and the I-5 Freeway. The BIC (RC-14) connects existing arterial and major freight routes to each other and to I-5--removing surface freight, commercial, and commuter vehicles off of neighborhood streets adjacent to I-

5 and industrial areas.

The majority of the land is vacant, publicly owned, and may provide additional capacity to residential, retail, industrial, heavy rail and local access between Vancouver and Portland.

--The National Environmental Policy Act requires a thorough study for Federal funding.

--Oregon Context Sensitive Solution requires equal evaluation.

--Joint Accord required following States' requirements.

P-0797-960 we sent in data from CRC stating that the Bi-State Industrial Corridor was removed from the study and the majority of the requirements for a thorough NEPA evaluation were not performed -- and therefore NEPA requirements for funding were not met. Federal requirement Historical Structure 4(f) for funding and avoidance have not been followed.

The Bi-State Industrial Corridor was accepted to the NEPA process which requirements clearly state the alternative has a right to finish the race once it has been accepted into the process. It has a right to win, place or show ! A thorough study has a specific list of criteria to which the alternatives are to be evaluated; there is no guess work involved..... But it was not thoroughly evaluated according to NEPA criteria. Whether you agree with the project or not is not the issue. It aualified and was accepted on it's own merits and that is enough.

There is no excuse to accept less than the requirements under NEPA. There is no reason to not have a range of alternatives with comparable data, as is also required.

P-0797-961 Would like to meet as soon as possible with Columbia River Staff so that information can be developed for a thorough study onfthe Bi-State Industrial. I am available to start immediately so the process can move forward to a Locally Preferred Alternative, one which will have met the NEPA requirements for federal funding and Historic Resource 4(f) requirements

Thank you, Sharon Nasset

P-0797-059 295 of 318 As discussed above, many different options for addressing the project's Purpose and Need were evaluated in a screening process prior to the development and evaluation of the alternatives in the DEIS. RC-14 was eliminated through this screening process, as it did not meet the project's Purpose and Need. NEPA requires that all alternatives included within a project's reasonable range of alternatives meet that project's Purpose and Need, and no other federal or state laws, policies, or agreements

# P-0797-060

supercede this requirement.

A variety of different corridors, including the "Bi-State Industrial Corridor" were evaluated prior to the DEIS. The alternative corridors were dropped from further consideration when it became clear that they could not meet fundamental elements of the project purpose and need. Please see Sections 2.7 and 5.4 of the FEIS.

# P-0797-061

In 2006 and 2007, CRC staff had numerous conversations with Ms. Nasset before and after public meetings of the CRC Task Force, project partner elected board meetings, council meetings, and CRC open house events. As discussed above, the RC-14 option was reviewed twice by CRC staff and the results presented at two public meetings of the CRC Task Force in the spring of 2006. The second review was conducted at the request of Ms. Sharon Nasset. The CRC project moved forward with the recommendation of the Task Force, which was to remove the option from future consideration.

03622		
	From:	Sharonnasset@aol.com
	То:	Columbia River Crossing; jeff.mize@columbian.com;
		Thirdbridgenow@aol.com;
	CC:	
P-0797-062	Subject:	Historic Resources 4(f) funding
	Date:	Tuesday, July 01, 2008 11:45:58 PM
	Attachments:	historic3.ZIP

# P-0797-062

296 of 315

Please see response to comment P-0797-015.

Though the exact impacts are not known, it is likely that the Bi-State Industrial Cooridor would impact historic properties, require the displacement of residences and business, and disrupt traffic when the new corridor is connected to I-5.

\*\*\*\*\*\*\*\*\*\*\*\*Gas prices getting you down? Search AOL Autos for fuel-efficient used cars. (http://autos.aol.com/used?ncid=aolaut0005000000007)

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# It's the Law

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Federal transportation agencies cannot approve the change (or use) of 4 (f) resources. Significant historical sites such as Fort Vancouver, northbound CRC Bridge, The Apple Tree, Native American Archeological sites, Also Delta Park encroachment, qualify as 4 (f).

> <u>Unless</u> 1. There is no *Feasible* OR *Prudent* alternative.

AND

2. The project includes ALL possible planning to minimize harm

# P-0797-0620 lumbia River Crossing project is BREAKING THE LAW !!!!

: It is *Feasible* to build a new bridge across the Columbia River.

# It is Prudent to build a Third Bridge.

The Third Bridge alignment is in the Bridge Influence Area, next to the BNSF rail line, in the Port of Vancouver and meets all of the Purpose and Need statement.

- The Third Bridge alignment proposal is currently recommended in transportation documents in both states.
- The Third Bridge alignment is recommended in documents in ODOT, SW Washington, SW Washington Regional Transportation Council 2030 Regional System Improvement Visioning Corridors 11/15/07, Metro's corridors of significant, PDOT, Regional Transportation Plan, the Portland Freight Master Plan, St. Johns' Truck Strategy, I-5 Trade and Transportation Partnership, and other transportation documents.

# It is Prudent

: The I-5 Trade and Transportation Partnership recommended this alignment for further study because of its merits.

It significantly helps freight mobility, transit, and communities adjacent to I-5.

Local access bridge between Vancouver/Portland without using I-5.

Removes traffic from the I-5 Freeway considered to be over capacity since the 1980's. We have fewer bridges the similar size US cities and suffer from extreme congestion.

# It is SO Prudent and Financially Responsible Too !

The Majority of the alignment is bare, vacant, and Publicly owned land. No historic properties.

No demolishing of downtown Vancouver

No interruption of traffic on I-5 Freeway during construction. No destruction of businesses, or residences on Jantzen Beach, Hayden Island.

# It's the LAW

Historic Properties are protected by the LAW ! The Columbia River Crossing project is BREAKING the LAW and hiding information. Call the Governors of Washington and Oregon Demand CRC follows the LAW !

Subj: Date:	Fwd: Earthquake & Bridges from the Orego 12/20/06 6:42:47 PM Pacific Standard Time
×	
	ik. St.
From: To:	mailto:SharonnassetSharonnasset Martinj@metro.dst.or.us
×	
BCC:	mailto:SharonnassetSharonnasset

P-0797-063

Hi, would you please make this newspaper article in paper for citizen comment at the next JPACT for me. Thank you

Sharon	
Forwarde	od Message:
Subi:	Fwd: Earthquake & Bridges from the Oregonian
Date:	12/20/06 6:19:31 PM Pacific Standard Time
From:	
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is structu updates a out all alt engineeri	nail this newspaper article out. The 2002 inspection of the Columbia River Crossing finding were. An A-1 rally sufficient and meets all requirements. The taxpayers have spent 17 million dollars to paint, lift gate ind electrical updates have also been completed. The Federal government has a lot of laws about checking ternative before making change to a registered Historic Structure the First Pacific Highway Bridge an ing marvel of its time has steel as thick as the original specified of 90 years ago. It is projected to have 50 serviceable life left. The last bridge "span" style bridge on the old Pacific Highway, maybe we will get
PERSONAL PROPERTY AND	LA Manager

Forwarded Message:

Subj. Earthquake & Bridges from the Oregonian

Date: 12/20/06 1:10:31 PM Pacific Standard Time

## 298 of 318 P-0797-063

The I-5 bridges, like many older bridges in the region and nation, are not seismically sound and were never designed to survive a significant earthquake. In 1995, ODOT commissioned a study to look specifically at the lift spans of the I-5 bridges, which are considered the most vulnerable sections of the bridges. Vulnerabilities were found in the bearings, piles, piers, and lift span tower truss members. Both the northbound and southbound bridges have been identified as functionally obsolete bridges. This classification means they no longer meet the geometric and/or load capacity criteria of the Interstate system. The fact that there are other bridges in the region that are seismically unsound does not diminish the importance of protecting the I-5 crossing from failure in the event of a significant earthquake.

#### P-0797-063

From: jkarlock@ipns.com (jim karlock) To: sharonnasset@aol.com (Sharon Nasset)

sharoimassei@aoi.com (Sharon Nassei

URL:

PORTLAND BRIDGES Oregonian, The (Portland, OR) February 8, 2004 Author: MICHAEL MODE - The Oregonian, SOURCES: The Portland Bridge Book; Oregon Department of Transportation; Multnomah County Estimated printed pages: 2

The 10 Willamette River bridges in Portland vary in their vulnerability in a major earthquake.

ST. JOHNS BRIDGE

Owner: State of Oregon

Completed: 1931

Type: Two tower steel suspension

Original cost: \$3.9 million

The suspended deck's built-in flexibility is helpful, but the height of the towers could be a liability in a major quake. A \$33 million renovation under way includes a new deck, sidewalks, electrical system and paint, but no earthquake protection.

BROADWAY BRIDGE

Owner: Multnomah County

Completed: 1913

Type: Double leaf bascule

Original cost: \$1.6 million

TriMet added some bracing to the east approach that Interstate MAX trains will pass under, but the brige has no other seismic protection. A \$26 million improvement project now under way includes no seismic improvements.

MORRISON BRIDGE

Owner: Multnomah County

Completed: 1958

Type: Double leaf bascule

#### P-0797-063 Original cost: \$12.9 million

Lift decks are supported by concrete rather than steel beams, making them more susceptible to crumbling. Tall, slim piers and eastside approaches are potential liabilities. Portalnd and the county plan a \$2 million multiuse path improvement in 2005, but no money is slated for seismic improvements.

HAWTHORNE BRIDGE

Owner: Multnomah County

Completed: 1910

Type: Vertical lift

Original cost: \$500,000

Eastside approaches stand on soft fill. Two 450-ton counterweights above the left span increase damage risks in a prolonged quake. A \$21.3 million improvement project completed in 1999 added no seismic strengthening.

ROSS ISLAND BRIDGE

Owner: State of Oregon

Completed: 1926

Type: Steel deck cantilvever truss

Original cost: \$1.9 million

The bridge's 123-foot height over the river makes it more vulnerable to seismic activity. A \$12.5 million improvement project completed in 2001 added no seismic strengthening.

FREMONT BRIDGE

Owner: State of Oregon

Completed: 1973

Type: Steel tied arch

Original cost: \$82 million

The span is considered earthquake-worthy, but approaches probably would not survive a major quake. No improvements planned.

STEEL BRIDGE

Owner: Union Pacific Railroad

Completed: 1912

# P-0797-063 Type: Double deck vertical lift

Original cost: \$1.7 million

This bridge was built sturdy enough to carry the weight of railroad trains. Yet it has no specific seismic bracing and its large towered counter-weights could cause catastrophic damage in a quake strong enough to cause lateral swaying.

BURNSIDE BRIDGE

Owner: Multnomah County

Completed: 1926

Type: Double leaf bascule

Original cost: \$3 million

Identified in regional disaster plans as an emergency route. Seismic bracing added in 2002 on its static trusses. Work in 2005 would make the center lift decks less vulnerable to earthquakes.

MARQUAM BRIDGE

Owner: State of Oregon

Completed: 1966

Type: Double deck through canti lever truss

Original cost: \$14 million

Probably the safest bridge. Restraining devices added in the 1990s tie the decks to piers, reducing the chance of decks collapsing. Additional bracing was added to eastside approaches.

SELLWOOD BRIDGE

Owner: Multnomah County

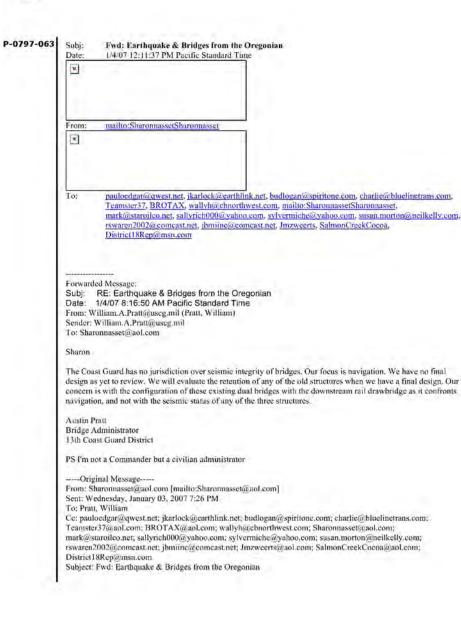
Completed: 1925

Type: Four-span continuous deck truss

Original cost: \$541,000

Probably Portland's least-safe bridge. Noted for its narrow width and light construction materials. Suffers from earth movement at west approaches. Replacement cost: S90 million. Map. Edition: SUNRISE Section: GRAPHICS Page: B04 Index Terms: List

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	$\diamond$
	Return-Path: <jkarlock@ipns.com> Received: from rly-xn06.mx.aol.com (rly-xn06.mail.aol.com [172.20.83.119]) by air-xn04.mail.aol.com (v114.2) with ESMTP id MAILINXN43-7574589a67f22e; Wed, 20 Dec 2006 16:10:31 -0500 Received: from pop-gadwall.atl.sa.earthlink.net (pop-gadwall.atl.sa.earthlink.net [207.69.195.61]) by rly- xn06.mx.aol.com (v114.2) with ESMTP id MAILRELAYINXN65-7574589a67f22e; Wed, 20 Dec 2006 16:09:20 -0500 Received: from dialup-4.242.210.216.dial1.seattle1.level3.net [[4.242.210.216] helo=up2.ipns.com) by pop-gadwall.atl.sa.earthlink.net with esmtp (Exim 3.36 #1) id 1Gx8gb-0006Lt-00 for sharonnasset@aol.com; Wed, 20 Dec 2006 16:09:13 -0500 Message-Id: &lt;7.0.1.0.0.20061219151858.047cbeb0@ipns.com&gt; X-Mailer: QUALCOMM Windows Eudora Version 7.0.1.0 Date: Tue, 19 Dec 2006 15:20:50 -0800 To: "Sharon Nasset" <sharonnasset@aol.com> From: jim karlock <jkarlock@ipns.com> Subject: Earthquake &amp; Bridges from the Oregonian Mime-Version: 1.0 Content-Type: multipart/alternative; boundary*===================_46050024==.ALT* X-AOL-IP: 207.69.195.61 X-AOL-SCOLL-SCORE: 0:2:283965197:13421772 X-AOL-SCOLL-URL_COUNT: 0</jkarlock@ipns.com></sharonnasset@aol.com></jkarlock@ipns.com>



303 of 318

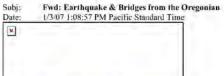
#### P-0797-063

Hi Attached is what CRC staff is telling elected officials after the Sept. 20th hearings. It is not what I heard at the hearings. What is the truth? Thank you, Sharon Nasset 503.283.9585

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Headers -----

Return-Path: <william.a.pratt@uscq.mil> Received: from rly-yd06.mx.aol.com (rly-yd06.mail.aol.com [172.18.141.70]) by air-yd04.mail.aol.com (v114.2) with ESMTP id MAILINYD41-779459d285e272; Thu, 04 Jan 2007 11:16:50 -0500 Received: from smtp-mailhub-1.uscg.mil (smtp-mailhub-1.uscg.mil [152.121.49.12]) by rlyyd06.mx.aol.com (v114.2) with ESMTP id MAILRELAYINYD63-779459d285e272; Thu, 04 Jan 2007 11:16:30 -0500 Received: from SMTPout-gateway-1.uscg.mil (SMTPout-gateway-1.uscg.mil [192.168.49.69]) by smtpmailhub-1.uscg.mil with ESMTP for Sharonnasset@aol.com; Thu, 4 Jan 2007 16:16:30 Z Received: from SMTPout-gateway-1.uscg.mil (SMTPout-gateway-1.uscg.mil-vscanner [127.0.0.1]) by SMTPout-gateway-1.uscg.mil (8.12.11.20060308/8.12.8) with ESMTP id I04GGTqS017249 for <sharonnasset@aol.com>; Thu, 4 Jan 2007 16:16:29 GMT Received: from OSC-EXGW-M-001.main.ads.uscg.mil (osc-exgw-m-001.main.ads.uscg.mil [192.168.49.83]) by SMTPout-gateway-1.uscg.mil (8.12.11.20060308/8.12.8) with ESMTP id I04GGTXh017244 for <sharonnasset@aol.com>; Thu, 4 Jan 2007 16:16:29 GMT Received: from D13-EXMB-M-004.main.ads.uscg.mil ([10.13.8.10]) by OSC-EXGW-M-001.main.ads.uscg.mil with Microsoft SMTPSVC(6.0.3790.1830); Thu, 4 Jan 2007 11:16:29 -0500 Subject: RE: Earthquake & Bridges from the Oregonian MIME-Version: 1.0 Content-Type: text/plain; charset="us-ascii" Content-Transfer-Encoding: guoted-printable Date: Thu, 4 Jan 2007 08:16:27 -0800 Content-class: um:content-classes:message X-MimeOLE: Produced By Microsoft Exchange V6.5 Message-Id: <c59f5fec819fb44da9c671ddf885c5be458089@d13-exmb-m-004.main.ads.uscg.mil> In-Reply-To: <539.10cf36de.32cdcdce@aol.com> X-MS-Has-Attach: X-MS-TNEF-Correlator: Thread-Topic: Earthquake & Bridges from the Oregonian Thread-Index: AccvsB0fEuJlepfYQDqdiJr6f23ICAAacuVA From: "Pratt, William" <william.a.pratt@uscg.mil> To: <sharonnasset@aol.com> X-OriginalArrivalTime: 04 Jan 2007 16:16:29.0437 (UTC) FILETIME=[B0F3DAD0:01C7301B] Sender: William.A.Pratt@uscg.mil X-AOL-IP: 152.121.49.12 X-AOL-SCOLL-SCORE: 0:2:506362148:6710886 X-AOL-SCOLL-URL\_COUNT: 0



From: Lo:	mailto:SharonnassetSharonnasset IvanovB@wsdot.wa.gov
×	

BCC: pauloedgar@gwest.net, ikarlock@earthlink.net, budlogar@spiritone.com, charlie@bluetinetrans.com, Teamster37, BROTAX, wallyh@choorthwest.com, mailto:SharonnassetSharonnasset, mark@staroilco.net, sallyrich00@wahoo.com, svlvermiche@vahoo.com, susan.niorton@neilkellv.com, rswaren2002@comcast.net, ibmiine@comcast.net, Imzweerts, SalmonCreekCocoa, District18Rep@misn.com

#### P-0797-063

Hi,

elected officials and the governor's assistant have said that the bridge are unsafe and have been told that in several meeting with CRC staff that they must be replaced. I would like to get the FHWA on the seismic and the condition of the bridge on record and then require that CRC staff correct the false statements ever publicly. I hope all is well for you. I would really like help with getting this is an official statement. Unfortunately I am going to have to contact DC because of FHWA here is not being forth coming with quality information. CRC keeps saying that they can't get answers on the bridges from local FHWA. Peace be with you.

Sharon Nasset 503.283.9585

#### Forwarded Message;

Subj: RE: Earthquake & Bridges from the Oregonian Date: 12/21/06 6:53:08 PM Pacific Standard Time From: Moeller Jim@lcg.wa.gov (Moeller, Rep. Jim) To: Sharonnassel@aol.com

#### Hi Sharon:

Thanks for your email. I understand the bridge needs to be demolished due to river traffic safety concerns at the insistence of the US Coast Guard. Additionally, I understand the lift towers to be unstable and at risk of falling during an earthquake.

Thanks for writing. Rep. Jim Moeller

From: Sharonnasset@aol.com [mailto:Sharonnasset@aol.com] Sent: Wed 12/20/2006 6:39 PM

To: IvanovB@wsdot.wa.gov; burkholderr@metro.dst.or.us; parkr@metro.dst.or.us; hostickac@metro.dst.or.us; mclains@metro.dst.or.us; metrocouncil@metro-region.org; trans@metro-region.org; webmaster@metro-region.org; patwagner8026@msn.com; source@pacifier.com; clark@northwestwatch.org;

alan@northwestwatch.org; jgarner@paifier; captbradley@earthlink.net; agardner@schn.com; bobd@andersenconst.com; davidwoodman@oregoncc.org; neportabate@yahoo.com; lotilive@msn.com; gcardwell@nwcontainer.com; richard@westernmachine.com; ppatterson@herc.com; dave\_f@columbiasteel.com; nvanhousten@commet.com; efailano@ups.com; MACasswell@aol.com; schandler@jdwhite.com; mlampros@alliance-steel.com; Maleantarl@aol.com; nscovill@triadpdx.com; gpies@windermere.com; Moeller, Rep. Jim; jim.crawford@ci.vancouver.wa.us; ross@cfst.org; JerryGBW@aol.com; mcabrera@swinerton.com; stevepayne@freightliner.com; sales@portlandcc.com; clarkclc@workingfamilies.com; willmacht@gorge.net; david.c.beach@usace.army.mil; bobp@reason.org; MarsTami@aol.com; rnelson@newedgenetworks.com; dparisi@psn.net; nminsterpe@gbronline.com; toshijim@attibi; tdechenne@nbsrealtors.com; spurgeon@pbworld.com; BoydP@wsdot.wa.gov Subject: Fwd: Earthquake & Bridges from the Oregonian

<>

-- Headers --Return-Path: <moeller.jim@leg.wa.gov> Received: from rly-xm03.mx.aol.com (rly-xm03.mail.aol.com [172.20.83.104]) by air-xm02.mail.aol.com (v114.2) with ESMTP id MAILINXM24-604458b48802b1; Thu, 21 Dec 2006 21:53:08 -0500 Received: from netaccessb.leg.wa.gov (netaccessb.leg.wa.gov [198.238.208.2]) by rly-xm03.mx.aol.com (v114.2) with ESMTP id MAILRELAYINXM310-604458b48802b1; Thu, 21 Dec 2006 21:52:50 -0500 Received: from netaccessh.leg.wa.gov ([161.240.47.195]) by netaccessb.leg.wa.gov with Microsoft SMTPSVC(6.0.3790.1830); Thu, 21 Dec 2006 18:52:48 -0800 X-MimeOLE: Produced By Microsoft Exchange V6.5 Content-class: urn:content-classes:message MIME-Version: 1.0 Content-Type: text/plain; charset="iso-8859-1" Content-Transfer-Encoding: quoted-printable Subject: RE: Earthquake & Bridges from the Oregonian Date: Thu, 21 Dec 2006 18:48:04 -0800 Message-ID: <8637866ab8a7e64bbae2ee94d8953ed302c2219c@legmail2h.leg.wa.lcl> X-MS-Has-Attach: X-MS-TNEF-Correlator: Thread-Topic: Earthquake & Bridges from the Oregonian Thread-Index: Acckq0cP6S3iulq1TLGREisBePE+HAAyFNNO References: <589.63b4b5d.32bb4dde@aol.com> From: "Moeller, Rep. Jim" <moeller.jim@leg.wa.gov> To: <sharonnasset@aol.com> X-OriginalArrivalTime: 22 Dec 2006 02:52:48.0460 (UTC) FILETIME=[43A3F0C0:01C72574] X-AOL-IP: 198.238.208.2 X-AOL-SCOLL-SCORE: 0:2:516326062:13421772 X-AOL-SCOLL-URL\_COUNT: 0

P.

	From:	Sharonnasset@aol.com
	To:	Columbia River Crossing; jeff.mize@columbian.com;
	CC:	
-0797-064	Subject:	Lettter to Don Hamilton columbian and HCRC bridge Info safety
	Date:	Tuesday, July 01, 2008 11:55:40 PM
	Attachments:	earth email to moeller.ZIP

#### \*\*\*\*\*\*\*\*\*\*\*\*

Gas prices getting you down? Search AOL Autos for fuel-efficient used cars. (http://autos.aol.com/used?ncid=aolaut0005000000007)

\*\*\* eSafe scanned this email for malicious content \*\*\*

\*\*\* IMPORTANT: Do not open attachments from unrecognized senders \*\*\*

#### P-0797-064

307 of 318

Thank you for submitting your ideas regarding project funding. Please refer to Chapter 4 of the FEIS for a description of the current plans for funding construction and operation of the LPA. This discussion provides an updated assessment of likely funding sources for this project, though it is not common practice to receive funding commitments prior to completion of the alternative selection process. As described in the FEIS, project funding is expected to come from a variety of local, state, and federal sources, with federal funding and tolls providing substantial revenue for the construction. As Oregon and Washington businesses and residents will benefit from the project's multi-modal improvements, both states have been identified as contributors to the project. As jurisdictions on both sides of the river seek to encourage non-auto travel, tolls are not anticipated for bikes, pedestrians, and transit users. Lastly, CRC assumes funds allocated to other projects and purposes would remain dedicated to those projects and purposes. Please see the response to comments P-0797-006, P-0797-062, and P-0797-063 for a discussion of screeening of alternatives, bridge safety and 4(f).

# It's the Law

Federal transportation agencies cannot approve the change (or use) of 4 (f) resources. Significant historical sites such as Fort Vancouver, northbound CRC Bridge, The Apple Tree, Native American Archeological sites, Also Delta Park encroachment, qualify as 4 (f).

> 1. There is no *Feasible* OR *Prudent* alternative. AND

2. The project includes ALL possible planning to minimize harm

# Columbia River Crossing project is BREAKING THE LAW !!!!

: It is *Feasible* to build a new bridge across the Columbia River.

# It is Prudent to build a Third Bridge.

The Third Bridge alignment is in the Bridge Influence Area, next to the BNSF rail line, in the Port of Vancouver and meets all of the Purpose and Need statement.

- : The Third Bridge alignment proposal is currently recommended in transportation documents in both states.
- : The Third Bridge alignment is recommended in documents in ODOT, SW Washington, SW Washington Regional Transportation Council 2030 Regional System Improvement Visioning Corridors 11/15/07, Metro's corridors of significant, PDOT, Regional Transportation Plan, the Portland Freight Master Plan, St. Johns' Truck Strategy, I-5 Trade and Transportation Partnership, and other transportation documents.

# It is Prudent

: The I-5 Trade and Transportation Partnership recommended this alignment for further study because of its merits.

: It significantly helps freight mobility, transit, and communities adjacent to I-5.

: Local access bridge between Vancouver/Portland without using I-5.

: Removes traffic from the I-5 Freeway considered to be over capacity since the 1980's.

: We have fewer bridges the similar size US cities and suffer from extreme congestion.

# It is SO Prudent and Financially Responsible Too !

:The Majority of the alignment is bare, vacant, and Publicly owned land. :No historic properties.

:No demolishing of downtown Vancouver

:No interruption of traffic on I-5 Freeway during construction. :No destruction of businesses, or residences on Jantzen Beach, Hayden Island.

# It's the LAW

Historic Properties are protected by the LAW ! The Columbia River Crossing project is BREAKING the LAW and hiding information. Call the Governors of Washington and Oregon Demand CRC follows the LAW !

Subj: Date:	Fwd: Earthquake & Bridges from the Oregonian 12/20/06 6:42:47 PM Pacific Standard Time
×	
From: To:	niailio:SharonnasseiSharonnassei Martinj@metro.dst.or.us
×	
BCC:	mailto:SharonnassetSharonnasset

Hi, would you please make this newspaper article in paper for citizen comment at the next JPACT for me. Thank you

Sharon

Forwarde	1 Message:
Subi:	Fwd: Earthquake & Bridges from the Oregonian
Date:	12/20/06 6:19:31 PM Pacific Standard Time
From:	
To:	
To:	
To:	11
To:	
To	
To:	
BCC:	
Please em	ail this newspaper article out. The 2002 inspection of the Columbia River Crossing finding were. An A-1
updates at out all alt	ally sufficient and meets all requirements. The taxpayers have spent 17 million dollars to paint, lift gate ad electrical updates have also been completed. The Federal government has a lot of laws about checking mative before making change to a registered Historic Structure the First Pacific Highway Bridge an transition of the second structure in the second str

bout checking out Bridge an engineering marvel of its time has steel as thick as the original specified of 90 years ago. It is projected to have 50 years of serviceable life left. The last bridge "span" style bridge on the old Pacific Highway, maybe we will get visitors.

Thanks

Forwarded Message: Subj: Earthquake & Bridges from the Oregonian Date: 12/20/06 1:10:31 PM Pacific Standard Time

#### September 2011

309 of 315

From: jkarlock@ipns.com (jim karlock) To: sharonnasset@aol.com (Sharon Nasset)

#### URL:

PORTLAND BRIDGES Oregonian, The (Portland, OR) February 8, 2004 Author: MICHAEL MODE - The Oregonian, SOURCES: The Portland Bridge Book; Oregon Department of Transportation; Multnomah County Estimated printed pages: 2

The 10 Willamette River bridges in Portland vary in their vulnerability in a major earthquake.

ST. JOHNS BRIDGE

Owner: State of Oregon

Completed: 1931

Type: Two tower steel suspension

Original cost: \$3.9 million

The suspended deck's built-in flexibility is helpful, but the height of the towers could be a liability in a major quake. A \$33 million renovation under way includes a new deck, sidewalks, electrical system and paint, but no earthquake protection.

BROADWAY BRIDGE

Owner: Multnomah County

Completed: 1913

Type: Double leaf bascule

Original cost: \$1.6 million

TriMet added some bracing to the east approach that Interstate MAX trains will pass under, but the brige has no other seismic protection. A \$26 million improvement project now under way includes no seismic improvements.

MORRISON BRIDGE

Owner: Multnomah County

Completed: 1958

Type: Double leaf bascule

Original cost: \$12.9 million

Lift decks are supported by concrete rather than steel beams, making them more susceptible to crumbling. Tall, slim piers and eastside approaches are potential liabilities. Portalnd and the county plan a \$2 million multiuse path improvement in 2005, but no money is slated for seismic improvements.

HAWTHORNE BRIDGE

Owner: Multnomah County

Completed: 1910

Type: Vertical lift

Original cost: \$500,000

Eastside approaches stand on soft fill. Two 450-ton counterweights above the left span increase damage risks in a prolonged quake. A \$21.3 million improvement project completed in 1999 added no seismic strengthening.

ROSS ISLAND BRIDGE

Owner: State of Oregon

Completed: 1926

Type: Steel deck cantilvever truss

Original cost: \$1.9 million

The bridge's 123-foot height over the river makes it more vulnerable to seismic activity. A \$12.5 million improvement project completed in 2001 added no seismic strengthening.

FREMONT BRIDGE

Owner: State of Oregon

Completed: 1973

Type: Steel tied arch

Original cost: \$82 million

The span is considered earthquake-worthy, but approaches probably would not survive a major quake. No improvements planned.

STEEL BRIDGE

Owner: Union Pacific Railroad

Completed: 1912

Type: Double deck vertical lift

Original cost: \$1.7 million

This bridge was built sturdy enough to carry the weight of railroad trains. Yet it has no specific seismic bracing and its large towered counter-weights could cause catastrophic damage in a quake strong enough to cause lateral swaying.

BURNSIDE BRIDGE

Owner: Multnomah County

Completed: 1926

Type: Double leaf bascule

Original cost: \$3 million

Identified in regional disaster plans as an emergency route. Seismic bracing added in 2002 on its static trusses. Work in 2005 would make the center lift decks less vulnerable to earthquakes.

MARQUAM BRIDGE

Owner: State of Oregon

Completed: 1966

Type: Double deck through canti lever truss

Original cost: \$14 million

Probably the safest bridge. Restraining devices added in the 1990s tie the decks to piers, reducing the chance of decks collapsing. Additional bracing was added to eastside approaches.

SELLWOOD BRIDGE

Owner: Multnomah County

Completed: 1925

Type: Four-span continuous deck truss

Original cost: \$541,000

Probably Portland's least-safe bridge. Noted for its narrow width and light construction materials. Suffers from earth movement at west approaches. Replacement cost: S90 million. Map. Edition: SUNRISE Section: GRAPHICS Page: B04 Index Terms: List

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OpenURL Article Bookmark (right click, and copy the link location): PORTLAND BRIDGES http://docs.newsbank.com/openurl?ctx\_ver=z39.88-2004&rft\_id=info:sid/iw.new sbank.com:NewsBank:ORGB&rft\_val\_format=info:ofi/fmt:kev:mtx:ctx&rft\_dat=100 A3BF9AA1BE15D&svc\_dat=InfoWeb:aggregated4&req\_dat=8CE642B8CA5C4083BE84A2539 D6E1A73

<>

----- Headers ------Return-Path: <jkarlock@ipns.com>

Received: from rly-xn06.mx.aol.com (rly-xn06.mail.aol.com [172.20.83.119]) by air-xn04.mail.aol.com (v114.2) with ESMTP id MAILINXN43-7574589a67f22e; Wed, 20 Dec 2006 16:10:31 -0500 Received: from pop-gadwall.atl.sa.earthlink.net (pop-gadwall.atl.sa.earthlink.net [207.69.195.61]) by rly-xn06.mx.aol.com (v114.2) with ESMTP id MAILRELAYINXN65-7574589a67f22e; Wed, 20 Dec 2006 16:09:20 -0500 Received: from dialup-4.242.210.216.dial1.seattle1.level3.net ([4.242.210.216] helo=up2.ipns.com) by pop-gadwall.atl.sa.earthlink.net with esmtp (Exim 3.36 #1) id 16x8gb-0006Lt-00 for sharonnasset@aol.com; Wed, 20 Dec 2006 16:09:13 -0500 Message-Id: <7.0.1.00.20061219151858.047cbeb0@ipns.com>

A-Mailer: QUALCOMM Windows Eudora Version 7.0.1.0 Date: Tue, 19 Dec 2006 15:20:50 -0800 To: "Sharon Nasset" <sharonnasset@aol.com> From: jim karlock <jkarlock@ipns.com> Subject: Earthquake & Bridges from the Oregonian Mime-Version: 1.0 Content-Type: multipart/alternative; boundary="===========\_\_46050024==.ALT" X-AOL-IP: 207.69.195.61 X-AOL-SCOLL-SCORE: 0:2:283965197:13421772

X-AOL-SCOLL-URL COUNT: 0

Subj: Fwd: Earthquake & Bridges from the Oregonian Date: 1/4/07 12:11:37 PM Pacific Standard Time × From: mailto:SharonnassetSharonnasset × pauloedgar@qwest.net, jkarlock@earthlink.net, budlogan@spiritone.com, charlie@bluelinetrans.com, To:

Teamster37, BROTAX, wallyh@cbnorthwest.com, mailto:SharonnassetSharonnasset, mark@staroilco.net, sallyrich000@.vahoo.com, sylvermiche@vahoo.com, susan.morton@neilkelly.com, rswaren2002(a.comcast.net, jbmiine(a.comcast.net, Jmzweerts, SalmonCreekCocoa, District18Rep@msn.com

Forwarded Message:

Subj: RE: Earthquake & Bridges from the Oregonian Date: 1/4/07 8:16:50 AM Pacific Standard Time From: William.A.Pratt@uscg.mil (Pratt, William) Sender: William.A.Pratt@useg.mil To: Sharonnasset@aol.com

#### Sharon

The Coast Guard has no jurisdiction over seismic integrity of bridges. Our focus is navigation. We have no final design as yet to review. We will evaluate the retention of any of the old structures when we have a final design. Our concern is with the configuration of these existing dual bridges with the downstream rail drawbridge as it confronts navigation, and not with the seismic status of any of the three structures.

Austin Pratt Bridge Administrator 13th Coast Guard District

PS I'm not a Commander but a civilian administrator

----Original Message-----From: Sharonnasset@aol.com [mailto:Sharonnasset@aol.com] Sent: Wednesday, January 03, 2007 7:26 PM To: Pratt, William Cc: pauloedgar@qwest.net; jkarlock@earthlink.net; budlogar@spiritone.com; charlie@bluelinetrans.com; Teamster37(@aol.com; BROTAX(@aol.com; wallyh(@cbnorthwest.com; Sharonnasset(@aol.com; mark@staroilco.net; sallyrich000@yahoo.com; sylvermiche@yahoo.com; susan.morton@neilkelly.com; rswaren2002@comcast.net; jbmünc@comcast.net; Jmzweerts@aol.com; SalmonCreekCocoa@aol.com; District18Rep@msn.com

Subject: Fwd: Earthquake & Bridges from the Oregonian

Hi Attached is what CRC staff is telling elected officials after the Sept. 20th hearings. It is not what I heard at the hearings. What is the truth? Thank you, Sharon Nasset 503.283.9585 < PTSIZE=\*10"

----- Headers -----

Return-Path: <william.a.pratt@uscq.mil> Received: from rly-yd06.mx.aol.com (rly-yd06.mail.aol.com [172.18.141.70]) by air-yd04.mail.aol.com (v114.2) with ESMTP id MAILINYD41-779459d285e272; Thu, 04 Jan 2007 11:16:50 -0500 Received: from smtp-mailhub-1.uscg.mil (smtp-mailhub-1.uscg.mil [152.121.49.12]) by rlyyd06.mx.aol.com (v114.2) with ESMTP id MAILRELAYINYD63-779459d285e272; Thu, 04 Jan 2007 11:16:30 -0500 Received: from SMTPout-gateway-1.uscg.mil (SMTPout-gateway-1.uscg.mil [192.168.49.69]) by smtpmailhub-1.uscg.mil with ESMTP for Sharonnasset@aol.com; Thu, 4 Jan 2007 16:16:30 Z Received: from SMTPout-gateway-1.uscg.mil (SMTPout-gateway-1.uscg.mil-vscanner [127.0.0.1]) by SMTPout-gateway-1.uscg.mil (8.12.11.20060308/8.12.8) with ESMTP id I04GGTqS017249 for <sharonnasset@aol.com>; Thu, 4 Jan 2007 16:16:29 GMT Received: from OSC-EXGW-M-001.main.ads.uscg.mil (osc-exgw-m-001.main.ads.uscg.mil [192.168.49.83]) by SMTPout-gateway-1.uscg.mil (8.12.11.20060308/8.12.8) with ESMTP id I04GGTXh017244 for <sharonnasset@aol.com>; Thu, 4 Jan 2007 16:16:29 GMT Received: from D13-EXMB-M-004.main.ads.uscg.mil ([10.13.8.10]) by OSC-EXGW-M-001.main.ads.uscg.mil with Microsoft SMTPSVC(6.0.3790.1830); Thu, 4 Jan 2007 11:16:29 -0500 Subject: RE: Earthquake & Bridges from the Oregonian MIME-Version: 1.0 Content-Type: text/plain; charset="us-ascii" Content-Transfer-Encoding: guoted-printable Date: Thu, 4 Jan 2007 08:16:27 -0800 Content-class: um:content-classes:message X-MimeOLE: Produced By Microsoft Exchange V6.5 Message-Id: <c59f5fec819fb44da9c671ddf885c5be458089@d13-exmb-m-004.main.ads.uscg.mil> In-Reply-To: <539.10cf36de.32cdcdce@aol.com> X-MS-Has-Attach: X-MS-TNEF-Correlator: Thread-Topic: Earthquake & Bridges from the Oregonian Thread-Index: AccvsB0fEuJlepfYQDqdiJr6f23ICAAacuVA From: "Pratt, William" <william.a.pratt@uscg.mil> To: <sharonnasset@aol.com> X-OriginalArrivalTime: 04 Jan 2007 16:16:29.0437 (UTC) FILETIME=[B0F3DAD0:01C7301B] Sender: William.A.Pratt@uscg.mil X-AOL-IP: 152.121.49.12 X-AOL-SCOLL-SCORE: 0:2:506362148:6710886 X-AOL-SCOLL-URL\_COUNT: 0

# Subj: Fwd: Earthquake & Bridges from the Oregonian Date: 1/3/07 1:08:57 PM Pacific Standard Time



CC: pauloedgar@qwest.net, jkarlock@earthlink.net, budlogan@spiritone.com, charlie@bluelinetrans.com, Teamster37, BROTAX, wallyh@choorthwest.com, mailto:SharonnassetSharonnasset, mark@staroilco.net, sallyrich000@wahoo.com, sylvermiche@yahoo.com, susan.morton@neilkelly.com, rswaren2002@comeast.net, jbmiine@comeast.net, Imzweerts, SalmonCreekCocoa, District18Rep@msn.com

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To: IvanovB@wsdot.wa.gov; burkholderr@metro.dst.or.us; parkr@metro.dst.or.us; newmanb@metro.dst.or.us; hostickac@metro.dst.or.us; mclains@metro.dst.or.us; metrocouncil@metro-region.org; trans@metro-region.org; webmaster@metro-region.org; patwagner8026@msn.com; source@pacifier.com; clark@northwestwatch.org; alan@northwestwatch.org; jgarner@paifier; captbradley@earthlink.net; agardner@schn.com; bobd@andersenconst.com; davidwoodman@oregoncc.org; neportabate@yahoo.com; lottlive@msn.com; gcardwell@nwcontainer.com; richard@westernmachine.com; ppatterson@herc.com; dave\_f@columbiasteel.com; nvanhousten@conmet.com; efailano@ups.com; MACasswell@aol.com; schandler@jdwhite.com; mlampros@alliance-steel.com; Malcantarl@aol.com; nscovill@triadpdx.com; pgiles@windermere.com; Moeller, Rep. Jim; jim.crawford@ci.vancouver.wa.us; ross@cfst.org; JerryGBW@aol.com; meabrera@swinerton.com; stevepayne@freightliner.com; sales@portlandcc.com; clarkclc@workingfamilies.com; willmacht@gorge.net; david.c.beach@usace.army.mil; bobp@reason.org; MarsTami@aol.com; rnelson@newedgenetworks.com; spurgeon@pbworld.com; BoydP@wsdot.wa.gov Subject Fwd: Earthquake & Bridges from the Oregonian

<>

-- Headers --Return-Path: <moeller.jim@leg.wa.gov> Received: from rly-xm03.mx.aol.com (rly-xm03.mail.aol.com [172.20.83.104]) by air-xm02.mail.aol.com (v114.2) with ESMTP id MAILINXM24-604458b48802b1; Thu, 21 Dec 2006 21:53:08 -0500 Received: from netaccessb.leg.wa.gov (netaccessb.leg.wa.gov [198.238.208.2]) by rly-xm03.mx.aol.com (v114.2) with ESMTP id MAILRELAYINXM310-604458b48802b1; Thu, 21 Dec 2006 21:52:50 -0500 Received: from netaccessh.leg.wa.gov ([161.240.47.195]) by netaccessb.leg.wa.gov with Microsoft SMTPSVC(6.0.3790.1830); Thu, 21 Dec 2006 18:52:48 -0800 X-MimeOLE: Produced By Microsoft Exchange V6.5 Content-class: urn:content-classes:message MIME-Version: 1.0 Content-Type: text/plain; charset="iso-8859-1" Content-Transfer-Encoding: quoted-printable Subject: RE: Earthquake & Bridges from the Oregonian Date: Thu, 21 Dec 2006 18:48:04 -0800 Message-ID: <8637866ab8a7e64bbae2ee94d8953ed302c2219c@legmail2h.leg.wa.lcl> X-MS-Has-Attach: X-MS-TNEF-Correlator: Thread-Topic: Earthquake & Bridges from the Oregonian Thread-Index: Acckq0cP6S3iulq1TLGREisBePE+HAAyFNNO References: <589.63b4b5d.32bb4dde@aol.com> From: "Moeller, Rep. Jim" <moeller.jim@leg.wa.gov> To: <sharonnasset@aol.com> X-OriginalArrivalTime: 22 Dec 2006 02:52:48.0460 (UTC) FILETIME=[43A3F0C0:01C72574] X-AOL-IP: 198.238.208.2 X-AOL-SCOLL-SCORE: 0:2:516326062:13421772 X-AOL-SCOLL-URL\_COUNT: 0

From:	Sharonnasset@aol.com
To:	Columbia River Crossing; jeff.mize@columbian.
	com;
CC:	
Subject:	Funding suggestions
Date:	Wednesday, July 02, 2008 12:09:59 AM
Attachments	n

P-0797-064 RC-14 has may more options

Start a scratch off time for the lottery only going to a new bridge. Sale bonds to support to business and residents who directly benefit Sale the bricks on the bike and ped path, with names and larger one with saying, lamp post and benches by making it a land bridge, yet it out for events, ask people to put together events, have radio station have congestion contest. Making it really green can keep cost low. So using bare, vacant, publicly owned land for most of the right away. New Starts dollars paying for heavy commuter rail with new tracks and bridge upgrading current freight capacity and express buses. Funding it will be the easy part. It supports the Economy Satiety and the

Environment.

If light rail has to be backed up by keeping express buses.... the their us no reason not to do heavy commuter rail and do the same thing... both on new rail and new bridge, where will we get the most bang for the buck... A longer commuter rail system support the economy, safety and the environment.

Peace good night. Sharon

#### \*\*\*\*\*\*\*\*\*

Gas prices getting you down? Search AOL Autos for fuel-efficient used cars. (http://autos.aol.com/used?ncid=aolaut0005000000007)