



Kenton Neighborhood Association
2209 N Schofield St
Portland, OR 97217
www.historickenton.com

July 28, 2010

Portland Project Sponsors Council
Portland Working Group
Columbia River Crossing Project

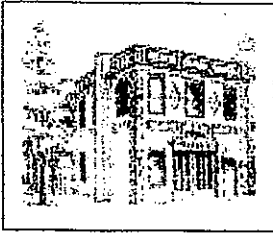
Subject: I-5 Interchange options for Hayden Island

I am writing today to indicate the strong support by the Kenton Neighborhood Association for an option that will provide local arterial connection to Hayden Island. As one of several North Portland neighborhoods who will bear the impacts of the new I-5 Bridge process, we feel this will strongly minimize negative impacts to our Hayden Island neighbors and provide the best choice to create neighborhood connectivity, strengthen community ties, and serve to provide sensible and thoughtful neighborhood development for North Portland.

The Kenton Neighborhood Association stands in support of Bridgetown, East Columbia and Hayden Island Neighborhood Associations and ask that the least possible disruption occur to our neighborhood livability and access.

Sincerely yours,

Angela Moos
Kenton Neighborhood Association Chair



City of Portland Office of Neighborhood Involvement
North Portland Neighborhood Services

2209 N. Schofield Portland Oregon 97217
503.823.4524 503.285.5614 fax
www.npnscommunity.org

Tom Griffin-Valade, Director

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

August 3, 2010

TO: Portland Working Group, Columbia River Crossing Project

FROM: North Portland Neighborhood Chairs Network

SUBJECT: **North Portland Chair Network Supports Concept D Interchange Option**

As the result of a review of CRC design option and vote at their August 2, 2010 meeting, the North Portland Neighborhood Chairs Network, a coalition of the Chairs of Bridgeton, Hayden Island, Kenton, Cathedral Park, East Columbia, Portsmouth, Piedmont, Overlook, Arbor Lodge, University Park and St Johns neighborhood associations in North Portland support the proposed "Concept D" CRC Oregon Interchange Plan that includes a local bridge/arterial connection. In addition, the Chair Network supports and encourages a process that is open, inclusive, and collaborative.

We believe that the "Concept D" design with a local arterial connection would be the most neighborhood friendly plan and would foster strong community ties and long term intelligent neighborhood development in North Portland. Option D allows the direct connection of the Kenton, Bridgeton, East Columbia and other North Portland neighborhoods to Hayden Island and helps to separate local traffic from regional/interstate traffic. Option D is also compatible with the Hayden Island Plan and the Marine Drive Stakeholder recommendation.

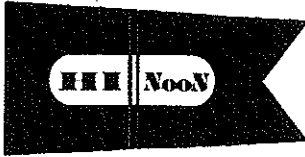
We support maintaining an Open and Collaborative Design Process. We see such a process as crucial in finalizing the local street configurations in the Bridgeton/Marine Drive/East Delta Park impact area and will define bicycle and pedestrian connections within the area as well. It will also assure that the project develop a bridge design that will add value to North Portland and define North Portland's character for the next century.

Our support of "Concept D" is conditional. We require that the North Portland interchange not increase truck traffic through the St Johns and other North Portland neighborhoods. In addition our support of "Concept D" does not necessarily imply that we support the necessity of the CRC, but if the bridge should be built, "Concept D" does the most to protect the viability of our North Portland neighborhoods.

The CRC Project will have a major impact on the neighborhoods of North Portland for the next 100 years. We must see to it that this project helps to build strong Portland neighborhoods, not destroy them.

For the North Portland Neighborhood Chairs Network,

Tom Griffin-Valade
Director



August 5, 2010

Project Sponsors Council
Columbia River Crossing
700 Washington Street, Suite 300,
Vancouver, WA 98660

Dear Council Members;

The Hayden Island Neighborhood Network (HINooN) has, as you know, been deeply involved in the CRC Project. We have come to a point where the tremendous number of hours have, in the opinion of HINooN and its Board of Directors, produced a workable plan that we can support.

On July 22, 2010, HINooN held a Special Board meeting to review and comment on the design concept proposals formulated by the CRC and the Design Group. The meeting was probably the best attended we have had in a long time. We reviewed four Concepts, plus the original (revised) Locally Preferred Alternative. An overwhelming majority of attendees were in favor of supporting Concept D, with the stipulation that that concept would undergo further design refinements by the Design Group. Much progress has been made, and that work is still ongoing. We hope to have a final review of the plan presented at our regular Board meeting on August 12.

The purpose of this letter is to transmit HINooN's support of Concept D, and to convey our sincere thanks to CRC and the Design Group and all its members, whose dedication really was instrumental in making this happen. This hard working team took a challenging project and was able to translate the many concerns expressed by a large number of citizens into a plan that has gained acceptance by a large majority.

One issue remains on which we want our feelings made very clear. ANY attempt to locate tolling stations in such a way that Hayden Island residents or customers and employees of businesses on The Island must pay a toll to come to The Island from the South or leave The Island to go South is completely unacceptable. We would be the only Neighborhood in Oregon where residents have to pay to get to or leave home. The huge footprint of the bridge on our already small community, the extensive loss of both current and future retail and recreation lands to the new freeway system and the highly disruptive construction of the project itself seem a high enough toll without the added burden of paying to use the new interchange. We do not now, nor will we be able to have a full compliment of retail, commercial, medical and other services on The Island. With the taking of private land for the CRC Project, we will have less opportunity to replace what we will be losing. We are literally being forced to travel off The Island for our daily needs. The idea of such a toll is not just unfair, it is inappropriate.

Sincerely,
Hayden Island Neighborhood Network (HINooN)


Roger Staver, President

Bridgeton

NEIGHBORHOOD ASSOCIATION

August 2, 2010

Portland Working Group

Columbia River Crossing Project

Subject: Bridgeton supports Concept D Interchange Option

The Bridgeton Neighborhood Association strongly supports the proposed "Concept D" CRC Oregon Interchange Plan that includes a local bridge/arterial connection. In addition Bridgeton supports an open and collaborative design process.

We believe that the "Concept D" design meets most or our neighborhoods concerns with the Columbia River Crossing Plan. Concept D with the local arterial connection would be the most neighborhood friendly plan and would foster strong community ties and long term intelligent neighborhood development in North Portland. Concept D allows the direct connection of the Kenton, Bridgeton, East Columbia and other North Portland neighborhoods to Hayden Island and helps to separate local traffic from regional/interstate traffic. Concept D also improves freight mobility and is compatible with the Hayden Island Plan and the Marine Drive Stakeholder recommendation.

We strongly support maintaining an Open and Collaborative Design Process because we see such a process a crucial in finalizing the local street configurations in the Bridgeton/Marine Drive/East Delta Park impact area. The Open and Collaborative Design Process will further define bicycle and pedestrian connections within the area and to the regional trail network as well as assure that the project develop a bridge design that will add value to North Portland and define our neighborhood's character for the next century.

The CRC Project will have a major impact on the Kenton, Bridgeton, East Columbia and Hayden Island neighborhoods for the next 100 years. We must see to it that this project helps to build strong Portland neighborhoods, not destroy them.

Sincerely,

Bridgeton Neighborhood Association


Leslie Sawyer, Co-Chair


Matt Whitney, Co-Chair

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EXECUTIVE DIRECTOR
Brian Gard

COLUMBIA RIVER CROSSING COALITION

July 16, 2010

Steve Horenstein
Co-Chair
CRC Project Sponsors Council
700 Washington Street, Suite 300
Vancouver, WA 98660

Dear Mr. Horenstein,

Most of the discussion around the Columbia River Crossing involves debate about lanes, interchanges and tolls. This is all right and proper. However, given the current economic environment, I am surprised how rarely we talk about the number of jobs that will be created when – if – we build the Crossing. Very conservatively, the Crossing will generate 27,000 jobs that are desperately needed as soon as possible.

I cannot describe in words how devastating the Great Recession has been to our Building Trades members. I personally know people who are losing everything they have worked their entire lives for – not just their homes and vehicles but their marriages and way of life. They are spending their retirement funds to try and stay afloat. This money will now not be available for their retirement, or to help send their kids to college. We do not talk enough about the heavy price of unemployment, which includes despair and its offspring, all manner of social problems arising from the breakdown of relationships, families and neighborhoods.

The Coalition and I support the hard work going on now by the Independent Review Panel and the various work groups, and do not wish to diminish the importance of that work. But we respectfully urge all the various parties to come together in July and August with a real, substantive effort to accommodate one another now. We are close to having a bridge to build, and I have members who want to rebuild their lives.

Thanks in advance for your consideration, and please feel free to contact me or Brian Gard at the Coalition if you have any questions.

Very truly yours,



John Mohlis
CRCC Board of Advisors, and
Executive Secretary-Treasurer
Columbia Pacific Building and Construction Trades Council

Columbia River Crossing
JUL 29 2010
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August 5, 2010

Columbia River Crossing Project Sponsors' Council
700 Washington St., Suite 300
Vancouver, WA 98660

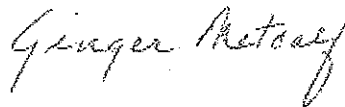
Dear Members of the CRC Project Sponsors' Council:

Identity Clark County supports a new Columbia River Crossing on Interstate 5. More specifically, a new river crossing is needed to ensure the economic health of our Portland-Vancouver USA region.

The efficient and timely movement of freight, services, goods and people has a direct influence on our ability to compete in a global economy via the five-mile influence area under consideration which is a critical link in the I-5 trade corridor. The forecast for freight volumes moving in and out of the Portland-Vancouver region are expected to double in 30 years.

We encourage your support of a replacement I-5 river crossing that includes ten lanes on opening with provision for expansion and thoughtful planning for the future.

Most sincerely,



Ginger Metcalf
Executive Director



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