



**Public Comments Addressed to
CRC Project Sponsors Council
August 9, 2010 – December 9, 2010**

Project Sponsors Council Comment Form


The governors of Oregon and Washington charged the Project Sponsors Council with advising the project on completion of the Final Environmental Impact Statement, project design, project timeline, sustainable construction methods, consistency with greenhouse gas emission reduction goals and the financial plan.

MY COMMENT IS ABOUT (feel free to fill out multiple forms)

- | | |
|---|---|
| <input type="checkbox"/> Final Environmental Impact Statement | <input type="checkbox"/> Consistency with greenhouse gas emission reduction goals |
| <input type="checkbox"/> Project design | |
| <input checked="" type="checkbox"/> Project timeline | <input type="checkbox"/> Financial plan |
| <input type="checkbox"/> Sustainable construction methods | <input type="checkbox"/> Other _____ |

MY NAME IS JOHN MOHLIS, I REPRESENT THE COLUMBIA PACIFIC BUILDING TRADES COUNCIL, APPROXIMATELY 20,000 UNION CONSTRUCTION WORKERS IN NW OR & SW WA. CURRENTLY, ON AVERAGE, 35% OF OUR MEMBERS ARE UNEMPLOYED. WE SUPPORT TODAY'S RECOMMENDATION - A 10 LANE BRIDGE W/ LIGHT RAIL, & BIKE & PEDESTRIAN ACCESS, & THE IMPROVED HAYDEN ISLAND INTERCHANGE & TOLLS.

WE FEEL VERY STRONGLY THAT THIS PROJECT HAS BEEN STUDIED ENOUGH, IT'S TIME TO MOVE FORWARD & GET IN THE FEDERAL FUNDING STREAM.

WE CAN CONTINUE ON FURTHER REFINEMENTS, BUT LET'S NOT LET SMALL STUFF GET IN THE WAY. LET'S MOVE FORWARD, GET THE MONEY IN THE DOOR, PUT PEOPLE BACK TO WORK, & GET OUR REMOVED ECONOMY WORKING AGAIN. THANK YOU. 

— over —

WHAT IS THE BEST WAY TO SHARE PROJECT NEWS WITH YOU?

- | | | | | | |
|----------|---|-----------------------------|--------------------------------------|------------------------------|-----------------------------|
| Email | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No | Presentation at community meeting | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| Web site | <input type="checkbox"/> Yes | <input type="checkbox"/> No | Information booth | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| Facebook | <input type="checkbox"/> Yes | <input type="checkbox"/> No | Newsletter or mailing | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| Twitter | <input type="checkbox"/> Yes | <input type="checkbox"/> No | CRC-sponsored workshop or open house | <input type="checkbox"/> Yes | <input type="checkbox"/> No |

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Speaker | *Would you like a presentation to your community group? Who should we contact to schedule this?*

Name (First & Last Name, Organization) _____

Phone / E-Mail _____

Upcoming community events | *Please suggest events, festivals, etc. where we can tell others about this project:*

Name of Event _____ Date _____

Contact person, telephone : _____

Translation | *Does your group need information in a language other than English?*

Yes What language? _____

SIGN UP FOR PROJECT UPDATES | Optional

- YES** Would you like to be added to the project mailing list?
 NO

Name (First & Last Name, Organization) _____

IM ALREADY ON THE E-LIST

Address (Street, City, State, Zip) _____

THANKS

E-mail (enter address to receive monthly electronic updates) _____

Thank you!

Please give this form to a staff person or send it to the project office in a stamped envelope.

MAIL

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

FAX

360-737-0294

E-MAIL

feedback@columbiarivercrossing.org

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How can a vote be taken today on the number of lanes using fuzzy math and hazy transparency?

In the comparison between a 10-lane bridge and a 12-lane bridge; IPS used the word “similar” to describe the 10-lane bridge against the projected data for a 12-lane bridge. With the crash rate data, the word “similar” applies to a projection of 20% more crashes on the 10-lane bridge than on a 12-lane bridge. Does that imply the word “similar” can mean a 20% plus or minus difference in all data categories? This is non-transparent fuzzy math! Moreover, the firm's comparison only made projections to 2030 which are short sighted for the likely lifetime of the CRC; and clearly demonstrated an eight lane bridge would be full to capacity within about a year after opening around 2020.

Voting on the number of lanes today arrogantly ignores one of the most important elements in the report from the Independent Review Panel of experts. The report challenges the CRC in that *“existing models do not provide a dynamic vision of the future when thinking in terms of a 100-year facility”* and the recommends the CRC needs to *“estimate I-5 performance for time periods beyond 2030”*.

“The IRP believes the greatest risk in the decision-making process is not over-sizing the bridges, but not building enough capacity for the next 100 years” – in other words, the risk is building a bridge too small today that will not meet the long range demands of future highway capacity needs. Furthermore, recommendation number 18 of 30 *“encourages ODOT to work with the City of Portland and fully develop a solution for I-5 from I-405 to I-84”*; thereby suggesting the Rose Quarter bottleneck can no longer be used as an excuse not to potentially build a 12-lane bridge for the future. Additionally, no public hearing has been scheduled to specifically respond to the IRP report.

This is a 100 year facility!

Any vote on the number of lanes must only take place only after clear un-bias I-5 performance projections are made for time periods well beyond the year 2030.

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METRO ADOPTED A POLICY OF URBAN RESERVES FOR THE NEXT 50 YEARS - THE CRC IS A 100 YEAR BRIDGE - WHERE ~~ARE~~ IS THE RESERVE ROADWAY CAPACITY BEYOND 2030 (10 YEARS AFTER COMPLETION)?



— over —

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Thank you!

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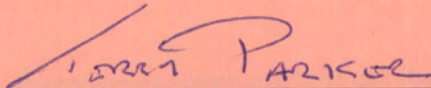
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THE PEOPLE WHO COMMUTE BY MOTOR VEHICLE AND DRIVE ACROSS THE CRC HAVE NEVER BEEN EMBRACED AND ENGAGED "WITHIN" THE PROCESS. THE CONTINUE TO BE TREATED AS OUTSIDERS TO THE PROCESS, WITHOUT THE SAME EQUITABLE INPUT ACCESSIBILITY AS OTHER MODES OF TRANSPORT DO THAT ARE INCLUDED IN WORK GROUPS. AS STAKEHOLDERS THE EXPECTATION IS THE PEOPLE WHO DRIVE ARE PRIMARILY VIEWED AS A ^{HUGE} FUNDING SOURCE TO BE HAMMERED TO ~~BE~~ LEAVE THEIR VEHICLES AT HOME. WHEN WILL THESE STAKEHOLDERS MOTORISTS BE FULLY ENGAGED ^{& REPRESENTED} IN THE PUBLIC OUTREACH - WORK GROUP PROCESS?


 LOREN PARISE

— over —

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goal
One of the CRC project is to reduce single occupancy vehicle use. Perhaps with the traffic demand management tool of tolls. Example: A high occupancy vehicle, ie van pool, may be tolled at a low rate. A single occupant vehicle tolled at a high tolling rate.

Don't forget to include freight with the same TDM management. Fully loaded trucks tolled at a low rate, sparsely loaded or dead-head trucks tolled at a higher rate.

Will a service truck ie plumber be considered a single occupied vehicle or be treated as freight?

JAMES D.W. NEWTON

— over —

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Jamesdnewton@yahoo.com

E-mail (enter address to receive monthly electronic updates)

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Hines, Maurice

From: Lotilivo@peoplepc.com
Sent: Saturday, August 21, 2010 11:06 AM
To: Columbia River Crossing
Subject: Comment for Project Sponsors Council

Categories: Red Category

From: Arthur Lewellan
E-Mail: Lotilivo@peoplepc.com
Comment or Question:

At the Aug 5th public open house in the Jantzen Beach Center, I first learned about "IPS Concept#1 Off Island Access" and was blown away with its elegantly simple design. Obviously the least cost option and more important, imposing the least impact to Hayden Island, why was this design studied so late in the process and given little public hearing and review before it was rejected?

At the Open House I testified against the proposed port facility on West Hayden Island joining island resident 'consensus' against it. This facility would be better served with the Off Island Access and the traffic it generates would have less impact on the Island community. I suspect the 10-12 Lane Bridge is designed to serve that facility and others in North Portland, nevermind the diminishing petroleum supplies required to conduct global trade and the impacts of automobiles.

Finally, Seattle's proposed deep-bore tunnel is an engineering atrocity worse the Boston's Big Dig. Sec Hammand may be misled about its feasibility or she may be stubbornly siding with industrial interests who couldn't care less about public health and the environment. The related "Mercer West" project is clearly a raiding of the public treasury - widening Mercer Street to 6-lanes there is neither necessary nor wise. Mercer West redirects displaced SR99 highway traffic through this residential corridor and busy commercial centers incurring terrible impacts. WSDOT even labels the Mercer corridor on its distributed maps TBD (to be determined) which is another way of saying WSDOT doesn't know if it will work nor how much it will cost nor what impacts will occur to make it work. I mention this Seattle mega-project fiasco because the CRC has the same signs of 'corruption' within the State DOTs and Port Authorities.

Put "IPS Concept#1 Off Island Access" back on the table and public approval should follow. Also, the I-5 SOUTHBOUND-ONLY bridge with MAX/Ped/Bike path looks simple and relatively inexpensive. I've never heard a good explanation what is wrong with that design. In 20-30 years when the old bridges serving northbound traffic finally wear out, then replace them with a match of the southbound I-5 span. Deal with it.

Hines, Maurice

From: Arthur Lewellan [lotilivo@peoplepc.com]
Sent: Thursday, September 02, 2010 4:11 PM
To: Columbia River Crossing
Cc: Arthur Lewellan
Subject: Re: Comment for Project Sponsors Council

Categories: Red Category

Thanks again, Maurice. Please submit the following to the PSC for review:

I still believe "IPS Concept#1 Off-island Access" did not receive fair public review because its draft drawing presented at Aug 5th Jantzen Beach open house showed an incomplete road design for Hayden Island. A road design with the following elements should win support:

- 1) Local access bridge alongside MAX; instead of the east of I-5 proposed alignment.
- 2) Pedestrian-only 'central' underpass with enough width for emergency vehicle access.
- 3) Deferring the northbound 'flyover' from North Portland to minimize impact to old Expo Center building.

Consider an off-island alignment which 'straightens' the main access ramps (at their apex) 50' or so south into the Expo Ctr parking lot. This would open up north Portland waterfront there for more ideal uses and improve the radius of ramp curves. Deferring the flyover could allow the old Expo Bldg to remain like Concept D.

- 4) With this 'straightened' alignment, Marine Dr could retain the current east/west route.
- 5) Only a proper draft drawing of a Hayden Island road design can depict important aspects, and without which a fair public hearing cannot be held.

These concerns address several stakeholder working group criteria. The public must hear how PSC addresses them.

As for the I-5 Southbound ONLY concept, I am not proposing the existing bridges remain in place indefinitely. I understand that ships would have additional piers to navigate, but wouldn't this problem occur while building the 10-lane version? It seems having the southbound bridge with MAX in place would allow building its northbound 'match' a suitable means to manage traffic and a more convenient scheduling/staging system. I am most concerned about environmental impact to Hayden Island and North Portland. Others may be more concerned with cost, yet, scaling the project down with Concept#1 and I-5 Southbound ONLY ought to do that.

I've nearly finished a draft Hayden Island road design with these suggested changes and will submit them to Metro, City Council and the PSC.

Arthur Lewellan
1020 NW 9th #604
Portland
503-227-2845

----- Original Message -----

From: [Columbia River Crossing](#)
To: [Arthur Lewellan](#)
Cc: [Columbia River Crossing](#)
Sent: Thursday, September 02, 2010 12:22 PM
Subject: RE: Comment for Project Sponsors Council

Dear Mr. Lewellan:

Thank you for contacting the Columbia River Crossing project with your comments and questions regarding design of the Hayden Island interchange.

The Project Sponsors Council (PSC) charged the Integrated Project Sponsors Council Staff (IPS) with developing concepts for a re-designed interchange on Hayden Island, including both a refined on-island interchange, as well as a design that would remove the interchange and provide alternative off-island access. The IPS asked a group of island stakeholders, including representatives from HiNooN, the Hayden Island Livability Project, the [Portland Working Group](#) and island businesses, to partner with staff from the City of Portland, Metro and CRC to evaluate the interchange concepts for Hayden Island. The stakeholder group met twice a week for several months to study design options. The options were evaluated using a wide range of criteria including:

- Mobility and Connectivity
- Community and Design Benefits
- Land Use and Development
- Schedule
- Environmental Challenges
- Cost

There was extensive public involvement and review in the access evaluation process. In addition to bi-weekly meetings with the community, the design options were presented at three open houses. Island residents and business interests expressed significant concern with Concept 1. They strongly felt that removing the interchange from the island did not support the vision of the Hayden Island plan and would greatly hinder redevelopment of the SuperCenter site and other island businesses.

Concept 1 also was not a low-cost solution. It was more expensive than the on-island interchange options for a variety of reasons:

- Increased property impacts to the floating home community and business interests along the south side of the harbor
- Increased new piers in North Portland Harbor (10 more than the LPA option)
- Increased structures over North Portland Harbor (1 more than the LPA option)
- A longer construction period, primarily because of additional in-water work.

After months of design and public process, there was clear support for Option D from the IPS, project sponsors, and the Hayden Island and north Portland community. The Project Sponsors Council unanimously supported moving forward with this option at their August 9 meeting.

You also asked why the project is not considering building a supplemental bridge to carry south bound I-5 traffic and transit over the Columbia River. This alternative was studied in the [Draft Environmental Impact Statement](#) and was dropped from consideration for several reasons.

Though a supplemental bridge could be built tall enough to eliminate the need for a bridge lift, northbound traffic on the existing bridges would still be subject to lifts. Bridge lifts contribute to a high collision rate on I-5. Crashes occur three to four times more often during a bridge lift as I-5 traffic unexpectedly comes to a stop. This is one of the problems the CRC is working to address, so building a bridge that only eliminates lifts for one direction of traffic would not help address the project's purpose and need.

This area of the Columbia River is already difficult for barges to navigate especially during periods of high water flow. Another bridge similar to the existing bridges would add more piers in the water, which increases the navigation complexity. In addition, the existing bridges need to be upgraded to meet current seismic standards if they remain in use. The upgrades would require the piers to be reinforced with a concrete encasement. Pier encasements would increase the diameter of each pier by 10 to 40 feet, which would reduce the space between piers for marine traffic. When traveling downstream, barge captains attempt to avoid calling for a bridge lift by traveling under the high portion of the Interstate Bridge and then turning to the right to access the lift span on the railroad bridge. An additional bridge combined with the seismic upgrades on the existing bridges would make this maneuver more difficult and, as a result, would lead to more bridge lifts.

Thank you for your continuing interest in the Columbia River Crossing project.

Sincerely,

Maurice Hines
Columbia River Crossing
Communications and Public Outreach

From: Arthur Lewellan [mailto:lotilivo@peoplepc.com]
Sent: Friday, August 27, 2010 6:43 PM
To: Columbia River Crossing
Cc: Arthur Lewellan
Subject: Re: Comment for Project Sponsors Council

Thank you, Maurice, for replying to my letter. I read the attached memo recommending Option 'D' but still believe Concept #1 deserves further public review. Hayden Island is very small and as such any benefit from devoting its land area to a mesmerizing multitude of exit/entrance ramps plus a 3rd surface underpass of I-5 seems to cater only to trucking and commercial interests rather than the island residential community. The proposed marine facility for West Hayden Island is similarly in doubt especially within the island community. It seems the only I-5 proposal that isn't overbuilt is Concept #1 which coincidentally offers the most potential for the sort of redevelopment the island community desires. Concept #1 seems to be an elegantly simple, low-impact, low-cost solution.

If you wouldn't mind, could you please explain why the "Southbound I-5 plus MAX/Ped Bridge" concept was rejected not so long ago. It proposed leaving the existing I-5 bridges in place to handle northbound traffic; eventually replacing them with a match to the Southbound I-5 Bridge when they reach their lifetime expectancy in 20-30 years. I've never heard a good explanation why that idea was sidelined. Combined with Concept #1 these proposals together seem to present the least expensive means for replacing the Columbia River Crossing I-5 bridges.

Arthur Lewellan

----- Original Message -----

From: [Columbia River Crossing](#)
To: Lotilivo@peoplepc.com
Cc: [Columbia River Crossing](#)
Sent: Friday, August 27, 2010 3:00 PM
Subject: RE: Comment for Project Sponsors Council

Dear Mr. Lewellan:

Thank you for contacting the Columbia River Crossing project with your comments and questions regarding design of the Hayden Island interchange.

Prior to the Project Sponsors Council (PSC) recommendation to move forward with the Hayden Island interchange design titled Concept D, the CRC's Integrated Project Council Sponsor Staff (IPS) also studied several other designs. The IPS Concept #1 and other Hayden Island interchange concepts were presented to island residents and stakeholders at three public meetings beginning June 14. The concepts evolved as a result of public and stakeholder input. Findings on all of the concepts, including IPS Concept #1 were presented to the PSC prior to their recommendation. Concept D was unanimously recommended by residents, business interests and local project partners. Their reasons for supporting Concept D are described in this [memo](#).

Thank you for your interest in the Columbia River Crossing project.

Sincerely,

Maurice Hines

Columbia River Crossing
Communications and Public Outreach

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Hines, Maurice

From: dennis@dbarchitecture.com
Sent: Tuesday, September 21, 2010 11:37 AM
To: Columbia River Crossing
Subject: Comment for Project Sponsors Council

From: Dennis Batke
E-Mail: dennis@dbarchitecture.com
Comment or Question:

Who has said that the bridge design as shown is good?

I have never heard anyone respond to the comments on how bad the bridge is as shown.

Everyone talks about the number of lanes, the rail design and the ramps, but not the overall design.

The other item is no one had given a good reason for the height restriction on the Vancouver side of the river. The Pearson "airport" is used by so few people with private planes is doesn't merit the restrictions on the bridge design. The emergency use is not something that couldn't be resolved in other places. Who is going to put their name on this sellout?

Hines, Maurice

From: jveneruso@yahoo.com
Sent: Sunday, November 14, 2010 4:40 PM
To: Columbia River Crossing
Subject: Comment for Project Sponsors Council

Categories: Orange Category

From: John Veneruso

E-Mail: jveneruso@yahoo.com

Comment or Question:

An article that ran in today's issue of the NY Times newspaper title "As Glaciers Melt, Science Seeks Data on Rising Seas" (written by Justin Gillis) notes that sea levels are likely to rise between 3 and 6 feet by 2100. Other estimates in peer reviewed science journals suggest that it could be as much as an 80 foot increase. This would undoubtedly push up the level of the Columbia River and reduce the clearance between the river and the underside of the bridge. I hope that you're taking this into account in your engineering planning efforts. In my view, we should be building the bridge to last at least 100 years. So if we need to close Pearson Airfield to make the bridge taller, so be it.

Sincerely,

John Veneruso



December 3, 2010

To: The Project Sponsor's Council of CRC
Governor's EJ Task Force (Oregon)
Portland Mayor Adams & City Commissioners
Metro President and Commissioners
Other Interested Parties

The community of Hayden Island finds itself again having to petition the leadership of the region regarding community issues which are being systematically ignored by CRC project staff with regard to planning the CRC projects on Hayden Island. It is disappointing to do so, particularly after the success we so quickly achieved regarding the island interchange we developed with CRC staff.

Now, it's the transit station. The Transit Station group spent weeks working out details regarding an elevated station vs one at grade, only to discover that the Jantzen Beach Super Center opposed the at grade option. Had they been included from the start, valuable time and resources would not have been squandered.

However the most important issue relates to parking near the station. The Hayden Island Plan identified that Hayden Island has an elevated percentage of seniors, many of whom have limited mobility. Because there is no east/west transit on the island, many residents live at least a half mile from the planned station, and most live up to a mile from it.

We have repeatedly asked the CRC to plan a parking lot for island residents. We have even suggested that it could be located under the southbound exit ramp, just north of Tomahawk Island Drive in order to save right of way acquisition costs. A parking lot of at least 30 spaces, some with handicapped spaces, would make it possible for island residents to actually use the station and public transit. It would be easy to restrict use to island residents, though the reality is, few Washington state residents would want to pay a toll to cross the bridge, and then pay fare on the MAX too, particularly if they can park free in Vancouver. CRC has not even offered to see if they could lease the land to the city to put in a simple parking lot. The just continue to ignore our requests, which have gone on for over five months.

The CRC staff has actually suggested that island residents should drive to the Delta Park parking lot, almost two miles away, and use spaces there. The other problem with this option is that most of the day, the primary lot is full, forcing consumers to use the "overflow" lot, which is across a street, and down/up a flight of stairs.

What CRC staff continue to do is simply "stonewall" the issue. Like other issues in the past, they simply note the comment, but refuse to respond to it.

At the recent "open house" on the island, they didn't even have questions or materials about parking on the island.

What remains an ongoing breach of faith is a clear and consistent unwillingness to listen to the community. The hypocrisy involved in all of this is insulting. Community members have put in hundreds of hours being involved in various groups that the CRC purports to have created to provide community input. But the CRC, while providing information, only responds to community input if other governmental entities demand they do so.

So, unfortunately, this leaves us few options except sharing our frustration with you, and asking you to intervene and hopefully, get them to offer a productive response.

Please feel free to contact me/us if you have any questions, or wish to engage in dialogue.

Regards,

A handwritten signature in black ink, appearing to read "Edward G. Garren". The signature is fluid and cursive, with a long horizontal stroke at the end.

Edward "Ed" Garren, MA, LMFT
Co-Chair of Hayden Island Plan Steering Committee
Co-Chair of Hayden Island Livability Project



December 9, 2010

Sent Via E-Mail:

WagnerD@columbiarivercrossing.org

Mr. Don Wagner
WSDOT SW Region
P. O. Box 1709
Vancouver, WA 98668-1709

RE: Comments on the Columbia River Crossing Bridge Design

Dear Mr. Wagner:

The Columbia Waterfront LLC has made a substantial investment in nearly 30 acres of former industrial property used by the Boise Cascade Corporation for the production of paper products. This investment has been made with expectations that it will eventually become a thriving mixed use environment consisting of 22 city blocks and nearly 6 million square feet of building area. It will also contain a flagship shoreline park extending nearly half a mile along the project shoreline. The result will be to bring the people back to the waterfront on one of the most magnificent rivers in the northwest.

To get to this point, the Columbia Waterfront LLC invested years in property acquisition, planning, formulation of a Development Agreement (approved December 2009) and a formal master plan process for the entire 30 acres (approved on April 23, 2010). The next step is to start up construction no later than 2013 along with construction of several high-rise buildings.

In the long-term the new bridge will be a benefit to us all. In the short-term we will have to figure out how to deal with the 4 to 7 year construction time frame in our back yard with all the associated impacts of noise, vibration, construction staging, access and visual impairment that come with it. Your staff has been readily available to meet with us and we appreciate their time and sharing information. We find that the bridge design(s) are still under scrutiny and debate as to the type and various construction techniques. Staff has described the massing of the bridge in concept to be 95 feet above the water extending up to 120 feet. This means that the thickness of the bridge will be approximately 30 feet.

We are very concerned about this massing in relation to the viewshed when looking towards the east at Mt. Hood. The new curved alignment places the bridge significantly closer (650 feet) to our eastern most property leased by the Port of Vancouver compared to the existing bridge (at 1,000 feet). The proposed height of the bridge is significantly higher than the existing bridge, in that the new grade for the proposed facility is at the top of the trusses on the existing bridge, roughly another 40 feet up in the air. The 30-foot thickness of the proposed bridge extends up beyond this new grade elevation.

The crux of our concern is to retain the magnificent views of the Columbia River and the back drop of Mt. Hood when viewing from the west towards the east. We are concerned about views from and along the public shoreline park and from those views within our future high-rise structures. The bridge will essentially block eastern views of Mt. Hood from at least nine (9) approved blocks fronting the river. Approximately 3 to 5 floors of each building will not be able to view Mt. Hood under the current bridge proposal. The thicker the bridge becomes and the higher off the ground it gets the more pronounced the impacts to our property and land values. The closer proximity of the bridge, the taller base elevation and the thickness of the design all contribute to deteriorating the views that the City of Vancouver and ourselves are committed to preserving.

To achieve this it is recommended to promote a bridge design that is compact in thickness (height from driving surface to peak). We are not supporters of grand suspension bridges or arch type bridges to satisfy some designers or to be someone's monumental statement. We ask to be included in all upcoming bridge design options so that we may continue to evaluate them and voice our concerns to provide a reasonably dimensioned facility that preserves view corridors.

We understand from a December 3, 2010 memorandum from Integrated Project Sponsors Council staff to the Project Sponsors Council that a new Vancouver Advisory Committee may be formed to address:

- Bridge landing and waterfront access
- Interchange design
- Surrounding land uses
- Mitigation planning
- Construction planning

These are all items of great concern to us and we request to be included in this group and to have CRC staff continue sharing information on the bridge design and other associated plans.

Sincerely,
Columbia Waterfront LLC



Barry A. Cain
Manager

BAC:kw

Cc: Steve Horenstein/ Miller Nash Attorneys at Law
Chair Steve Stuart/ Clark County
Mayor Tim Leavitt/ City of Vancouver
Councilor Jeanne Stewart/ City of Vancouver