

From: [David Milholland](#)
To: [Columbia River Crossing](#);
CC:
Subject: Response from citizen David Milholland
Date: Friday, May 02, 2008 11:10:25 AM
Attachments:

Email May 2, 2008 to: feedback@columbiarivercrossing.org

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Dear Columbia River Crossing Project:

Having served for 6 years on the Tri-Met Art Advisory Committee [until Interstate Light Rail was inaugurated], and having been extremely interested in transportation in the Portland-Vancouver metro area for longer, I'd like to endorse the "Replacement Bridge with Light Rail" option of the five bridge alternatives being explored.

The current pair of bridges is obsolete. We should be grateful that they've held up this many years as both commuter and interstate shipping transit has exploded along the I-5 corridor. To continue patching them will soon prove unsafe and unsustainable.

Oregon (with great federal support) has built the vital infrastructure to place light rail right up to the Columbia River alongside I-5 and I-205 corridors, ready to expand into Clark County with nominal additional cost on the Oregon side of the river. Now it's time to harvest the benefit of that substantial investment by creating a far more integrated system linking both states along both corridors, beginning of course with I-5.

Though never a fan of toll roads and bridges, it seems the time has come to use that device for both traffic control and fiscal responsibility. Those who commute daily will soon see the great advantages of mass transit and carpooling. Hopefully the entire region will continue exploring ways to reduce carbon use to avoid swamping the nearby neighborhoods with increased

pollution.

There's never a perfect time to take on such a major infrastructure investment. However, putting this project off into the future will make it far more expensive and compromise the economies of both states.

Thanks for receiving my input. I would like to continue receiving information as this project moves forward.

Sincerely,

David Milholland

Resident of Oregon and Washington since 1951, Portland since 1964