

**From:** [customerservpro@hotmail.com](mailto:customerservpro@hotmail.com)  
**To:** [Columbia River Crossing](#);  
**CC:**  
**Subject:** Comment from CRC DraftEIS Comments Page  
**Date:** Sunday, June 29, 2008 11:07:52 AM  
**Attachments:**

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Home Zip Code: 97213  
Work Zip Code: several

**Person:**

Other - have business arrangements on both sides of the river

**Person commutes in the travel area via:**

Car or Truck



**1. In Support of the following bridge options:**

Supplemental Bridge

No Opinion

**2. In Support of the following High Capacity Transit options:**

No Opinion

**3. Support of Bus Rapid Transit or Light Rail by location:**

Lincoln Terminus: No Opinion

Kiggins Bowl Terminus: No Opinion

Mill Plain (MOS) Terminus: No Opinion

Clark College (MOS) Terminus: No Opinion

**Contact Information:**

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**Comments:**

Interstate commerce on the on the I-5 Columbia River Crossing bridge is not just about

big trucks carrying freight. It is about small businesses too such as service techs that cross the river to make service calls. It is about manufacturing representatives and sales people that make premise sales calls on both sides of the river. It is about retail sales as an example where Hayden Island residents shop in Vancouver. Interstate commerce is also about that SUV loaded with merchandise for a trade or retail show at the Expo Center. It is about multi-day exhibitors at the Expo Center having overnight accommodations in Vancouver and eating at downtown Vancouver restaurants.

How will this all change with the proposed bridge tolls for motor vehicles? Will small businesses no longer serve the other side of the river? Fuel costs are already creating a negative impact as it applies to doing business at Expo Center shows. How will tolls impact both doing business at the Expo Center and renting the Expo Center complex? With tolls, will small downtown Vancouver businesses and restaurants suffer due to less people going there from both Oregon and doing business there from the Expo Center shows? How will tolls affect the attendance from Oregon residents at Clark County ground events? Where is the economic impact statement for small businesses? Why isn't this being discussed? The political dragnet for motorist paid tolls is all about dictatorial control and emptying the wallets of commuters who travel to their by motor vehicle, but the negative affects motorist only tolling will undoubtedly negatively affect small business too.

With the sky rocketing costs of motor fuels, NO outdated, dictatorial and subsidized incentives are needed to promote alternative forms of transport. A real bridge in a reality check world necessitates an equitable cost sharing financing plan with transit users and bicyclists paying a proportionate share of bridge costs for the infrastructure they use.