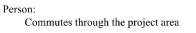
From:	NoEmailProvided@columbiarivercrossing.org
То:	Columbia River Crossing;
CC:	
Subject:	Comment from CRC DraftEIS Comments Page
Date:	Saturday, May 03, 2008 11:06:48 AM
Attachments:	

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Home Zip Code: 98665 Work Zip Code: 97208



Person commutes in the travel area via: Car or Truck

- P-0030-001 1. In Support of the following bridge options: Replacement Bridge
 - 2. In Support of the following High Capacity Transit options: Light Rail between Vancouver and Portland

 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: First Name: Last Name: Title: E-Mail: Address:

Comments:

P-0030-002 Light rail is a must to come over to Vancouver. Stop wasting time and tax payers money. Get this bridge project completed and start moving forward with the building of the new

1 of 2 P-0030-001

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. Following the close of the 60-day DEIS public comment period in July 2008, the CRC project's six local sponsor agencies selected a replacement I-5 bridge with light rail to Clark College as the project's Locally Preferred Alternative (LPA). These sponsor agencies, which include the Portland City Council, Vancouver City Council, TriMet Board, C-TRAN Board, Metro Council, RTC Board, considered the DEIS analysis, public comment, and a recommendation from the CRC Task Force when voting on the LPA.

With the LPA, new bridges will replace the existing Interstate Bridges to carry I-5 traffic, light rail, pedestrians and bicyclists across the Columbia River. Light rail will extend from the Expo Center MAX Station in Portland to a station and park and ride at Clark College in Vancouver. Pedestrians and bicyclists would travel along a wider and safer path than exists today.

For a more detailed description of highway, transit, and bicycle and pedestrian improvements associated with the LPA, see Chapter 2 of the FEIS.

P-0030-002

It is important that a project, such as CRC, provide ample opportunity for input from a diverse constituency of stakeholders and jurisdictions, and that it follow a process that complies with all federal, state and local legal requirements. The project sponsors intent is to progress at a deliberate pace to ensure that we meet public interests, meet the transportation needs, address the quality of local communities and the environment, and be financially and fiscally responsible. Following publication of the FEIS, there will be a record of decision. If that decision is to move

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P-0030-002 bridge.

^{2 of 2} forward with one of the build alternatives, then the sponsors will progress into final engineering, finance plan implementation, and then construction.