


**From:** [Bill Feddeler](#)   
**To:** [Columbia River Crossing](#)  
**CC:**  
**Subject:** Draft Enviro statement  
**Date:** Friday, May 02, 2008 11:24:21 AM  
**Attachments:**

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Greetings,

**P-0113-001** Regarding the Columbia River bridge, Marilyn and I feel that Option #3 on page A-4 of Friday May 2, 2008 is the only alternative that makes sense.

The current two bridges are old/ancient and need to be replaced for traffic and safety sake. We do not want to be on either of these span during an earthquake and do not wish tax payers dollars to be used repairing and retrofitting them. Light rail in the long run is the most cost effective and efficient proposed transit system. Limiting car usage is a goal that any person with reasonable faculties would push for. A new bridge as in Option #3 that is properly built will support our business climate and our lives far into the future.

Thank you for your work.

Best regards,

William and Marilyn Feddeler

### **P-0113-001**

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.