

**From:** [pzwingli@juno.com](mailto:pzwingli@juno.com)  
**To:** [Columbia River Crossing](#)  
**CC:**  
**Subject:** Comment from CRC DraftEIS Comments Page  
**Date:** Wednesday, June 25, 2008 8:00:20 PM  
**Attachments:**

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Home Zip Code: 98642  
 Work Zip Code: 97232

Person:  
 Commutes through the project area

Person commutes in the travel area via:  
 Car or Truck

- P-0184-001**
1. In Support of the following bridge options:  
 Replacement Bridge
  2. In Support of the following High Capacity Transit options:  
 Bus Rapid Transit between Vancouver and Portland
  3. Support of Bus Rapid Transit or Light Rail by location:  
 Lincoln Terminus: No  
 Kiggins Bowl Terminus: No  
 Mill Plain (MOS) Terminus: No  
 Clark College (MOS) Terminus: No

Contact Information:  
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 Last Name: Zwingli  
 Title:  
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 Address: PO Box 732  
 Ridgefield, wa 98642

- P-0184-002** Comments:  
 Funding.



### **P-0184-001**

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-0184-002**

Details of the tolling system are still being refined as project development enters the final design stage. It is not currently anticipated that access to Hayden Island from the South would be tolled, instead the toll would be collected from those travelling over the Columbia River.

Please refer to Chapter 4 of the FEIS for a description of the current plans for funding construction and operation of the LPA. This discussion provides an updated assessment of likely funding sources for this

**P-0184-002** I oppose tolls on this bridge, unless the following conditions are met:

- Access to Hayden Island from both the south and north is tolled
- Washington residents paying tolls receive a credit against their Oregon state income taxes. Oregon charges WA residents among the highest income taxes in the nation yet provides them no rights – and justifies this as the funds needed to pay for infrastructure which supports their working in Oregon. If this is the case, OR income taxes should cover the bridge costs. Also, WA state does not reciprocate and charge OR residents working in WA for the infrastructure needed to work in WA.

**P-0184-003** Public Transit

As the MAX Interstate line was built as a local community line versus a transit corridor line, it simply does not provide the needed speed and throughput to act as the public transit corridor from Clark County. I therefore support express buses from Clark County to downtown Portland. The only way I would support any consideration of light rail is if Trimet permanently closes most of the stops on the Interstate line and creates a dedicated corridor along Interstate Avenue.

Buses are much cheaper to implement and provide more flexibility.

project, though it is not common practice to receive funding commitments prior to completion of the alternative selection process. As described in the FEIS, project funding is expected to come from a variety of local, state, and federal sources, with federal funding and tolls providing substantial revenue for the construction. As Oregon and Washington businesses and residents will benefit from the project's multi-modal improvements, both states have been identified as contributors to the project.

**P-0184-003**

Providing express light rail service between Portland and Vancouver would require a third, and possibly fourth track, to be built to allow light rail trains traveling along the Yellow Line to bypass certain transit stops and non-express trains. This would require a significant capital investment and greater community impacts that are not a part of the CRC project.