



Swanson Bark
Wood Products, Inc.

RECEIVED
JUN 25 2008
Columbia River Crossing

June 23, 2008

Columbia River Crossing
700 Washington St., Suite 300
Vancouver, WA 98660

Re: Draft EIS Feedback

Gentlemen,

B-018-001 One, I am a member of the Freight Working Group for the Columbia River Crossing, but more importantly, two, I represent Swanson Bark & Wood Products, which is a mulch products manufacturing company primarily in the Pacific Northwest.

Traffic tie-ups on the existing I-5 bridge cost us several thousand dollars per month. We have to route our trucks primarily on I-205 at the current time, even though traveling I-5 would often be shorter in miles. As a business, we are willing to pay a toll for the new bridge to reduce our time and energy usage to cross the existing structure.

B-018-002 We don't have an opinion on whether the new bridge includes light rail or light transit. Either one is fine with us – we just need a new bridge.

Sincerely,

John Leber
President

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B-018-001

Thank you for taking the time to submit your comments on the I-5 CRC DEIS.

B-018-002

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.