From: susan.k.peters@gmail.com

To: Columbia River Crossing;

CC:

Subject: Comment from CRC DraftEIS Comments Page

Date: Monday, May 26, 2008 4:01:40 PM

Attachments:

Home Zip Code: 97217
Work Zip Code: 97207

Person:
    Lives in the project area

Person commutes in the travel area via:
    Car or Truck

P-0453-001

1. In Support of the following bridge options:
    Supplemental Bridge

2. In Support of the following High Capacity Transit options:
    Light Rail between Vancouver and Portland

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:
First Name: Sue
Last Name: Peters
Title:
E-Mail: susan.k.peters@gmail.com
Address:
,

Comments:

P-0453-002

Please reconsider the path that the CRC is on. Rather, consider TDM measures (like tolling and individualized marketing programs) along with enhanced transit and

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P-0453-001

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-0453-002

The CRC project evaluated a wide variety of options for achieving its Purpose and Need, including extensive travel demand and system management strategies that would not involve rebuilding the I-5 bridges. These strategies would provide some benefits and are part of the CRC project, but without accompanying physical improvements and upgrades, they would do very little to address the stated needs of improving safety and mobility for traffic and freight, or the seismic vulnerability of the

existing bridges. The project will include tolling as a funding component and traffic management tool.

P-0453-002 | earthquake upgrades BEFORE building 12 lanes. We can reduce CO2 emissions and congestion WITHOUT building a new freeway bridge.

P-0453-003 | Why should Oregon have to foot half of the bill when most of the users of the bridge are Washingtonians??

Thank you!

P-0453-003

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 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. As jurisdictions on both sides of the river seek to encourage non-auto travel, tolls are not anticipated for bikes, pedestrians, and transit users. Lastly, CRC assumes funds allocated to other projects and purposes would remain dedicated to those projects and purposes.