



Columbia Pacific Building and Construction Trades Council

May 28, 2008

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Columbia River Crossing

Doug Ficco
John Osborn
Columbia River Crossing
700 Washington Street
Vancouver, Washington 98660

RE: Public Comments

Dear Mr. Ficco and Mr. Osborn:

The Columbia Pacific Building Trades, representing 20,000 members in Oregon and Southwest Washington supports a new river crossing. The alternative we favor is the replacement bridge with light rail.

Our real concern is for the men and women in this region whose lives are affected daily by this obsolete bridge. The way it is now, the current bridge causes pollution, traffic delays, has no decent transit alternative, harms the environment with no storm water mitigation and simply is not safe. Today, the bridge is on wood pilings in sand. There are no seismic standards and as we see today in China, seismic standards matter.

This is our centennial year. We expect to be around for another hundred years and believe it is our responsibility to support infrastructure for the next generations as the people who decided over a hundred years ago to build the current bridge.

Sincerely,

John Mohlis
Executive Secretary

JM:cmc
Opeiu #11
afl-cio

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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.