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CC:
Subject: DEIS Document Viewer Feedback
Date: Wednesday, May 28, 2008 9:51:50 AM
Attachments:



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 Section: 2.2 Alternatives
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Comment or Question:

P-0580-001 I fully support alternative 3- replacement with light rail.

P-0580-002 I also feel we need to incent the committies involved to get on with it. It seems as if some studies and committies are incented to belabor the issue. Let's follow the model CA used in replacing the SF bay bridge.

P-0580-003 To the 3 Metro board members who dont want to replace the bridge yet for whatever excuse- I would like a refund from them of all those OR state taxes I paid when working over there & living in WA, since the roads are the only state (& federal)funded service I use over there. Its been taxation without representation of the WA commuters and a revolt is over due.

THANK YOU

P-0580-001

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-0580-002

It is important that a project, such as CRC, provide ample opportunity for input from a diverse constituency of stakeholders and jurisdictions, and that it follow a process that complies with all federal, state and local legal requirements. The project sponsors intent is to progress at a deliberate pace to ensure that we meet public interests, meet the transportation needs, address the quality of local communities and the environment, and be financially and fiscally responsible. Following publication of the FEIS, there will be a record of decision. If that decision is to move

forward with one of the build alternatives, then the sponsors will progress into final engineering, finance plan implementation, and then construction.

P-0580-003

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