Columbia River CROSSING

Commental Impact Statement Comment Form

The Columbia River Crossing project welcomes your comments on the findings of the Draft Environmental Impact Statement or any other aspect of the project or process. Please fill out this form and use additional sheets of paper if necessary. Give this form to project staff or return to the project office.

Ţ	ELL US ABOUT YOURSELF					
W	nat is your home zip code?	98661	Work zip	code?	ol	
Do	you: (check all that apply)	Z Commute	through the	How do you regular (check all that apply	ow do you regularly travel in the project area	
	Work in the project area Own a business in the project area?		area?	Bicycle? Car or Truck? Other	□ Bus? □ Walk?	
c	Comments:		ar .			
-00: - -	1 Think we	BOTT COST	A NO DONT OF FO		A TOLL	
_						
_	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1					
_					* 1817 (b) 1	
_		0				
_						
_						
1.	WHICH BRIDGE OPTION DO YO	DU SUPPORT? (please c	heck any that y	ou would support)		
-002	Replace the existing brid					
	Supplement the existing I					
	Do nothing—make no ch	nanges to the existing t	bridges			

Tolling was evaluated in the DEIS and FEIS, and included in the LPA for two important reasons. First, a toll may be necessary to pay for the construction of this project, as discussed in Chapter 4 of the FEIS. Second, a toll provides a valuable travel demand management tool that encourages travelers to take alternative modes (including light rail provided by this project), travel at off-peak periods, or reduce their auto trips. This demand management reduces congestion and extends the effective service life of the facility. When the existing I-5 northbound bridge was built in 1917, it was paid for with a toll. The southbound I-5 bridge, built in 1958, was also funded partially by tolls. In 2008, the Washington legislature passed enabling language for tolling on I-5, provided that each facility is later authorized under specific legislation. Once authorized by the legislature, the Washington Transportation Commission has the authority to set the toll rates. In Oregon, and the Oregon Transportation Commission has the authority to toll a facility and to set the toll rates.

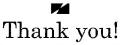
P-0605-002

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

02310

2. WHAT HIGH CAPACITY TRANSIT MODE DO YO	U SUPPC	RT?	(please	check any	that you would support)					
05-002 Bus rapid transit between Vancouver a	nd Portle	and								
Light rail between Vancouver and Port	Light rall between Vancouver and Portland									
Do not add high capacity transit betwe										
No opinion	L									
WOULD YOU SUPPORT BRINGING BUS RAPID TR. (ple use check any that you would support)	ansit o	R LIG	HT RAIL I	O THE FOLL	OWING LOCATIONS?					
Lincoln Terminus (39th and Main) (iggins Bowl Terminus (1-5 and 45th) Clark College MOS Terminus Mill Plain MOS Terminus (15th and Main)		N° □ □ □ □ □	Unsure	No Opinion	·					
DO YOU WANT TO STAY INVOLVED IN THE PROJ	IECT?	ОрГ	tienal							
YES NO Would you like to be	e added	l to fl	he projec	t mailing li	st?					
Name (First & Last Name, Organization)										
Address (Street, City, State, Zip)					20					
E-mall (enter address to receive monthly electron	ic updat	es)		,	•					



Give this form to project staff or return to the project office:

Postal Mail

Fax

C/O Heather Gundersen, Environmental Manager 700 Washington Street, Suite 300 Vancouver, WA 98660 360-737-0294

E-mail

 $DraftEIS feedback@columbiar iver crossing.or \\ g$

Draft EIS information

Submit Online Comments

www.columbiarivercrossing.org/CurrentTopics/ DraftEIS.aspx www. Columbia River Crossing.org

Comments must be postmarked by July 1, 2008



Randovi 0308

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.