Columbia River

1 of 2



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.

TE	LL US ABOUT YOURSELF			
Who	at is your home zip code? 9	8685 Work zij	code?	
Doy	you: (check all that apply) Live in the project area? Work in the project area? Own a business in the project area?	Commute through the project area?	How do you regularly tr (check all that apply) Bicycle? Car or Truck ? Other	avel in the project area: Bus? Waik?
Ca P-0610-001	mments: We are already s set back to us sust to pay for		y + this would	d be a terrific n added job
				et William
	WHICH BRIDGE OPTION DO YOU'SU	JPPORT? (please check any that	you would support)	
-0610-002	☐ Replace the existing bridges ☐ supplement the existing bridge ☐ Do nothing—make no chang ☐ No opinion		t add lanes in th	e Delta Parkarea

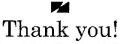
P-0610-001

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-0610-002

The evaluation of the five alternatives in the DEIS was preceded by an evaluation and screening of a wide array of possible solutions to the CRC project's Purpose and Need statement. Chapter 2 of the DEIS (Section 2.5) explains how the project's Sponsoring Agencies generated ideas and solicited the public, stakeholders, other agencies, and tribes for ideas on how to meet the Purpose and Need. This effort produced a long list of potential solutions, many of which were non-auto oriented options such as various transit modes and techniques for operating the existing highway system more efficiently without any capital investment. After identifying this wide array of options, the project evaluated whether and how they met the project's Purpose and Need, and found that in order for an alternative to meet the six "needs" included in the Purpose and Need (described in Chapter 1 of the DEIS), it had to provide at least some measure of capital improvements to I-5 in the project area.

2. WHAT HIS	SH CAPACITY TRANSIT MODE DO YO	OU SUPP	ORT?	(please	check any	that you would support)				
P-0610-003 Bus rapid transit between Vancouver and Portland										
□ Ligi	☐ Light rail between Vancouver and Portland									
· 🗖 🔊	Do not add high capacity transit between Vancouver and Portland									
р м•	☐ No opinion									
3. WOIILD YOU SUPPORT BRINGING BUS RAPID TRANSIT OR LIGHT RAIL TO THE FOLLOWING LOCATIONS? (ple ase check any that you would support)										
		Yes	No	Unsure	No Opinion					
incoli	n Terminus (39th and Main)									
Kiggin	s Bowl Terminus (I-5 and 45th)						•			
Clark (College MOS Terminus									
Mill Pla	ain MOS Terminus (15th and Main)									
DO YOU WANT TO STAY INVOLVED IN THE PROJECT? Optional										
YES NO Would you like to be added to the project mailing !ist?										
Name (First	& Last Name, Organization)									
Address (Str	eet, City, State, Zip)									
E-mail (enter	address to receive monthly electron	ic upda	ites)			•				



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

Postal Mail

Columbia River Crossing Project C/O Heather Gundersen, Environmental Manager 700 Washington Street, Suite 300 Vancouver, WA 98660

Draft EIS information

 $\label{lem:www.columbiarivercrossing.org/CurrentTopics/} Www.columbiarivercrossing.org/CurrentTopics/\\ DraftEIS.aspx$

Fax

360-737-0294

E-mail

DraftEISfeedback@columbiarivercrossing.org

Submit Online Comments

www.ColumbiaRiverCrossing.org

Comments must be postmarked by July 1, 2008



Handout 0508

Alternatives that did not include such improvements in the highway generally did not adequately address the seismic vulnerability of the existing I-5 bridges, traffic congestion on I-5, or the existing safety problems caused by sub-standard design of the highway in this corridor. The DEIS evaluated alternatives with more demand management (higher toll) and increased transit service with less investment in highway infrastructure improvements (Alternatives 4 and 5). This analysis found that a more balanced investment in highway and transit, as represented by Alternatives 2 and 3, performed best.

Regarding I-5 south of the bridge,the Oregon Department of Transportation (ODOT) completed Phase I construction of the I-5 Delta Park widening project in fall 2010. Phase I of the project involved widening I-5 and lengthening the entrance and exit ramps at Victory Boulevard and Columbia Boulevard. Phase II involves improving local streets and will begin when funding is secured. Phase I of the Delta Park project widened the current 2-lane segment of southbound I-5 to 3 lanes. Though necessary, the I-5 Delta Park widening project does not on its own adress the six project "needs" discussed above.

P-0610-003

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.