

Columbia River Crossing

Draft Environmental Impact Statement

Comment Form

The Columbia River Crossing 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.

TELL US ABOUT YOURSELF

What is your home zip code? 98684 Work zip code? _____

Do 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?
 Other _____

How do you regularly travel in the project area:

(check all that apply)

- Bicycle?
 Car or Truck?
 Other _____
- Bus?
 Walk?

Comments:

P-0625-001 THE FINANCING PLAN CALLS FOR MAJOR TAXING & FEES TO BE ENACTED AND PLACED ON OUR CITIZENS IS POORLY DEFINED. THE CRC EIS DOES NOT CLEARLY SHOW HOW THESE FEES/TAXES WILL BE APPLIED. TO WHAT AREA, FOR HOW LONG WILL THESE BE IN EFFECT?

P-0625-002 IT APPEARS THERE IS AN ALL-OUT EFFORT BEING LAUNCHED TO CIRCUMVENT A PUBLIC VOTE ON THIS PROJECT BY MANIPULATING STATE LAWS + REGULATIONS. IF CITIZENS ARE GOING TO BE REQUIRED TO PAY - WE SHOULD BE ALLOWED TO VOTE!

P-0625-003 BUSES ARE FLEXIBLE - LIGHTRAIL IS FIXED & LOW RIDERSHIP.

1. WHICH BRIDGE OPTION DO YOU SUPPORT? (please check any that you would support)

- P-0625-004 Replace the existing bridges
 Supplement the existing bridges with a new structure
 Do nothing—make no changes to the existing bridges
 No opinion

- over -

P-0625-001

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.

P-0625-002

There will not be a public vote on construction of the various CRC project elements. However, as a public project, it must be approved and funded by the decisions of elected officials who are themselves directly elected by voters. Long-term operation and maintenance of the new light rail line will be funded through C-TRAN and TriMet. For its share of the operations and maintenance funding, C-TRAN plans on pursuing a public vote.

P-0625-003

Following the close of the 60-day DEIS public comment period in July 2008, the CRC project's six local sponsor agencies selected light rail to Clark College as the project's preferred transit mode. These sponsor agencies, which include the Vancouver City Council, Portland City Council, C-TRAN Board, TriMet Board, RTC Board and Metro Council considered the DEIS analysis, public comment, and a recommendation

2. WHAT HIGH CAPACITY TRANSIT MODE DO YOU SUPPORT? (please check any that you would support)

- P-0625-004** Bus rapid transit between Vancouver and Portland
- Light rail between Vancouver and Portland
- Do not add high capacity transit between Vancouver and Portland
- No opinion

3. WOULD YOU SUPPORT BRINGING BUS RAPID TRANSIT OR LIGHT RAIL TO THE FOLLOWING LOCATIONS? (please check any that you would support)

	Yes	No	Unsure	No Opinion
Lincoln Terminus (39th and Main)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Higgins Bowl Terminus (I-5 and 45th)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Clark College MOS Terminus	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Mill Plain MOS Terminus (15th and Main)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

NO LIGHT RAIL
BUS ONLY

DO YOU WANT TO STAY INVOLVED IN THE PROJECT? | Optional

- YES NO Would you like to be added to the project mailing list?

Name (First & Last Name, Organization)

STEPHANIE TURLAY

Address (Street, City, State, Zip)

2211 NE 157th Ave
VANCOUVER WA 98684

E-mail (enter address to receive monthly electronic updates)

Thank you!

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

Fax

360-737-0294

E-mail

DraftEISfeedback@columbiarivercrossing.org

Submit Online Comments

www.ColumbiaRiverCrossing.org

Draft EIS information

www.columbiarivercrossing.org/CurrentTopics/
DraftEIS.aspx

Comments must be postmarked by July 1, 2008



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from the CRC Task Force (a broad group of stakeholders representative of the range of interests affected by the project - see the DEIS Public Involvement Appendix for more information regarding the CRC Task Force) before voting on the LPA.

As illustrated in the DEIS, and summarized in Exhibit 29 (page S-33) of the Executive Summary, light rail would better serve transit riders than bus rapid transit (BRT) within the CRC project area. Light rail would carry more passengers across the river during the PM peak, result in more people choosing to take transit, faster travel times through the project area, fewer potential noise impacts, and lower costs per incremental rider than BRT. Additionally, light rail is more likely to attract desirable development on Hayden Island and in downtown Vancouver, which is consistent with local land use plans.

P-0625-004

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.