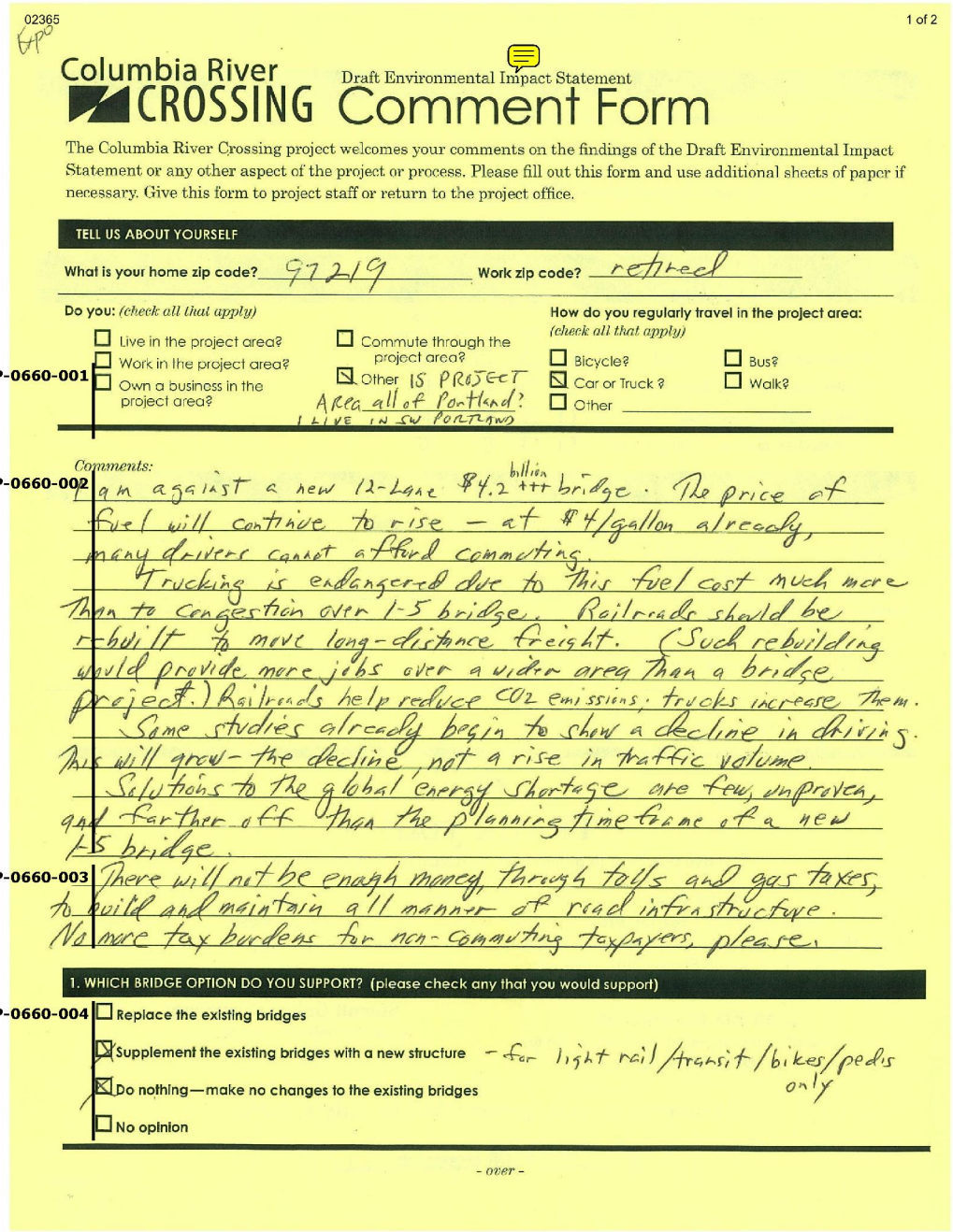


02365 1 of 2

Columbia River CROSSING

Draft Environmental 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.

TELL US ABOUT YOURSELF

What is your home zip code? 97219 Work zip code? retired

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 IS PROJECT Area all of Portland? I LIVE IN SW PORTLAND

How do you regularly travel in the project area: *(check all that apply)*

- ☐ Bicycle?
- ☒ Car or Truck?
- ☐ Other
- ☐ Bus?
- ☐ Walk?

P-0660-001

Comments:

P-0660-002 I am against a new 12-Lane $4.2 billion +++ bridge. The price of fuel will continue to rise – at $4/gallon already, many drivers cannot afford commuting.

Trucking is endangered due to this fuel cost much more than to congestion over I-5 bridge. Railroads should be re-built to move long-distance freight. (Such rebuilding would provide more jobs over a wider area than a bridge project.) Railroads help reduce CO_2 emissions; trucks increase them.

Some studies already begin to show a decline in driving. This will grow – the decline, not a rise in traffic volume.

Solutions to the global energy shortage are few, unproven, and farther off than the planning time frame of a new I-5 bridge.

P-0660-003 There will not be enough money through tolls and gas taxes, to build and maintain all manner of road infrastructure. No more tax burdens for non-commuting taxpayers, please.

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

P-0660-004

- ☐ Replace the existing bridges
- ☒ Supplement the existing bridges with a new structure – for light rail/transit/bikes/pedis only
- ☒ Do nothing—make no changes to the existing bridges
- ☐ No opinion

– over –

P-0660-001

For the purposes of the comment form, the "project area" was considered to be SR 500 to Columbia Boulevard, along the I-5 corridor.

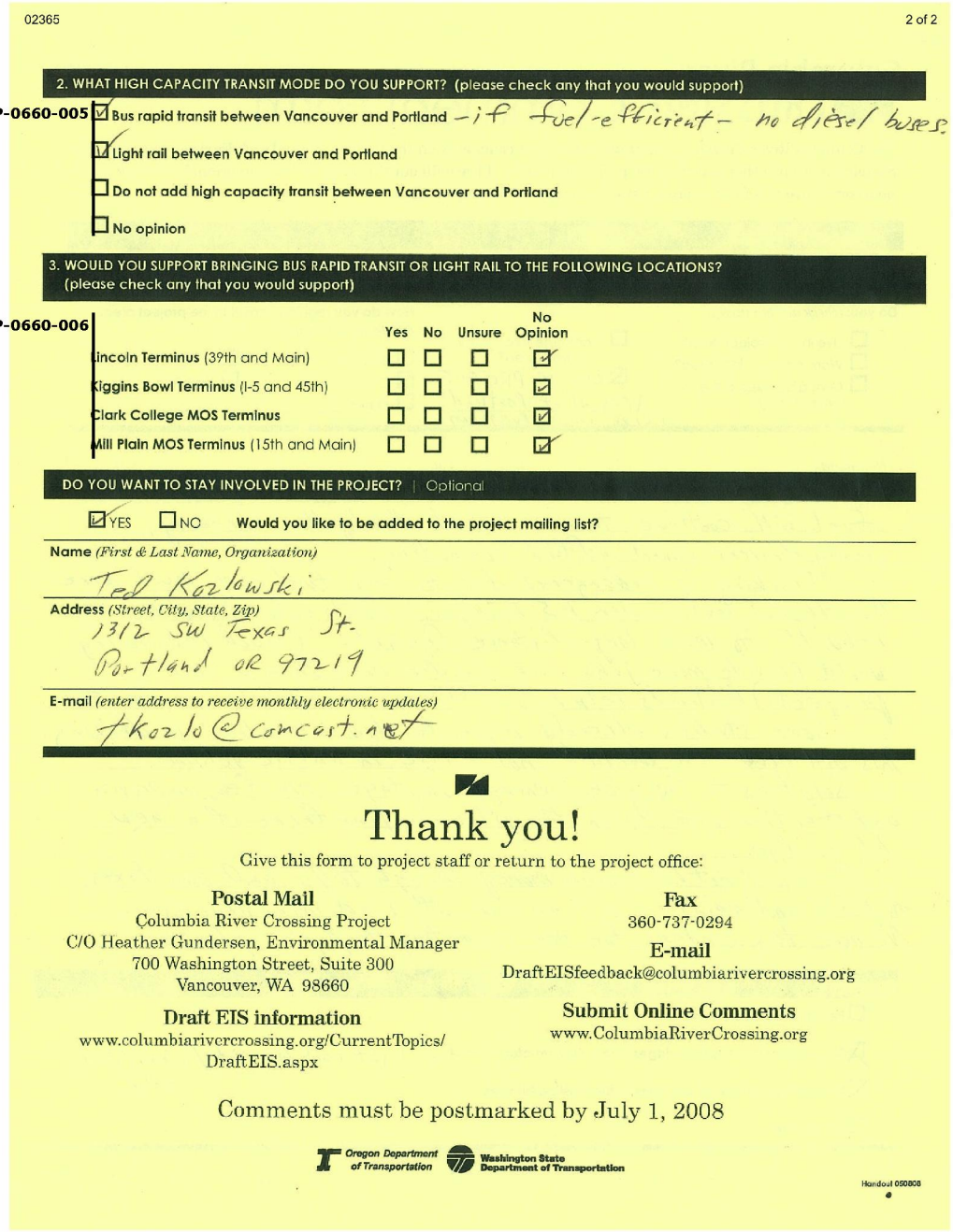
P-0660-002

Significant increases in oil prices can have both short term and long term effects on travel behavior. In the short term, the options for responding to rising gas prices are more limited, and include driving less and/or changing from driving to walking, biking or transit for at least some trips. During recent increases in gasoline prices transit use increased and off-peak highway travel decreased. Peak period highway travel changed little.

Over the long term, there are more options for adjusting to changes in gasoline prices, besides changing driving behavior. Technological advances and legislative mandates can increase fuel efficiency standards in the long term. In turn, as older vehicles wear out, more consumers can replace them with more fuel efficient vehicles. Automobile manufacturers are developing and will continue to develop new vehicle and engine technologies that require much less, or even no, petroleum-based fuels. This trend is already happening as evidenced by the growing popularity of gasoline-electric hybrid and small electric vehicles.

P-0660-003

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



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

P-0660-005

- [x] Bus rapid transit between Vancouver and Portland – if fuel-efficient – no diesel buses.
- [x] 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)

P-0660-006

	Yes	No	Unsure	No Opinion
Lincoln Terminus (39th and Main)	☐	☐	☐	☑
Kiggins Bowl Terminus (I-5 and 45th)	☐	☐	☐	☑
Clark College MOS Terminus	☐	☐	☐	☑
Mill Plain 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 list?

Name *(First & Last Name, Organization)*
Ted Kozlowski

Address *(Street, City, State, Zip)*
1312 SW Texas St.
Portland OR 97219

E-mail *(enter address to receive monthly electronic updates)*
tkozlo@comcast.net

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

Draft EIS information
www.columbiarivercrossing.org/CurrentTopics/DraftEIS.aspx

Submit Online Comments
www.ColumbiaRiverCrossing.org

Comments must be postmarked by July 1, 2008

Oregon Department of Transportation | Washington State Department of Transportation

Handout 050808

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-0660-004

The evaluation of the five alternatives in the DEIS was preceded by an extensive 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. These options were evaluated for whether and how they met the project's Purpose and Need, and the findings were reviewed by project sponsors, the public, agencies, and other stakeholders. Alternatives that included only TDM/TSM strategies, or provided only transit improvements, would provide benefits, but could only address a very limited portion of the project's purpose and need. This extensive analysis 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. Alternatives that did not include such improvements 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) compared to the toll and transit service levels included in Alternatives 2 and 3. The additional service and higher toll provided only marginal reductions in I-5 vehicle volumes, and they came primarily at the cost of greater traffic diversion to I-205. This analysis found that a more balanced investment in highway and transit, as represented by Alternatives 2 and 3, performed considerably better on a broad set of criteria.

P-0660-005

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 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-0660-006

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