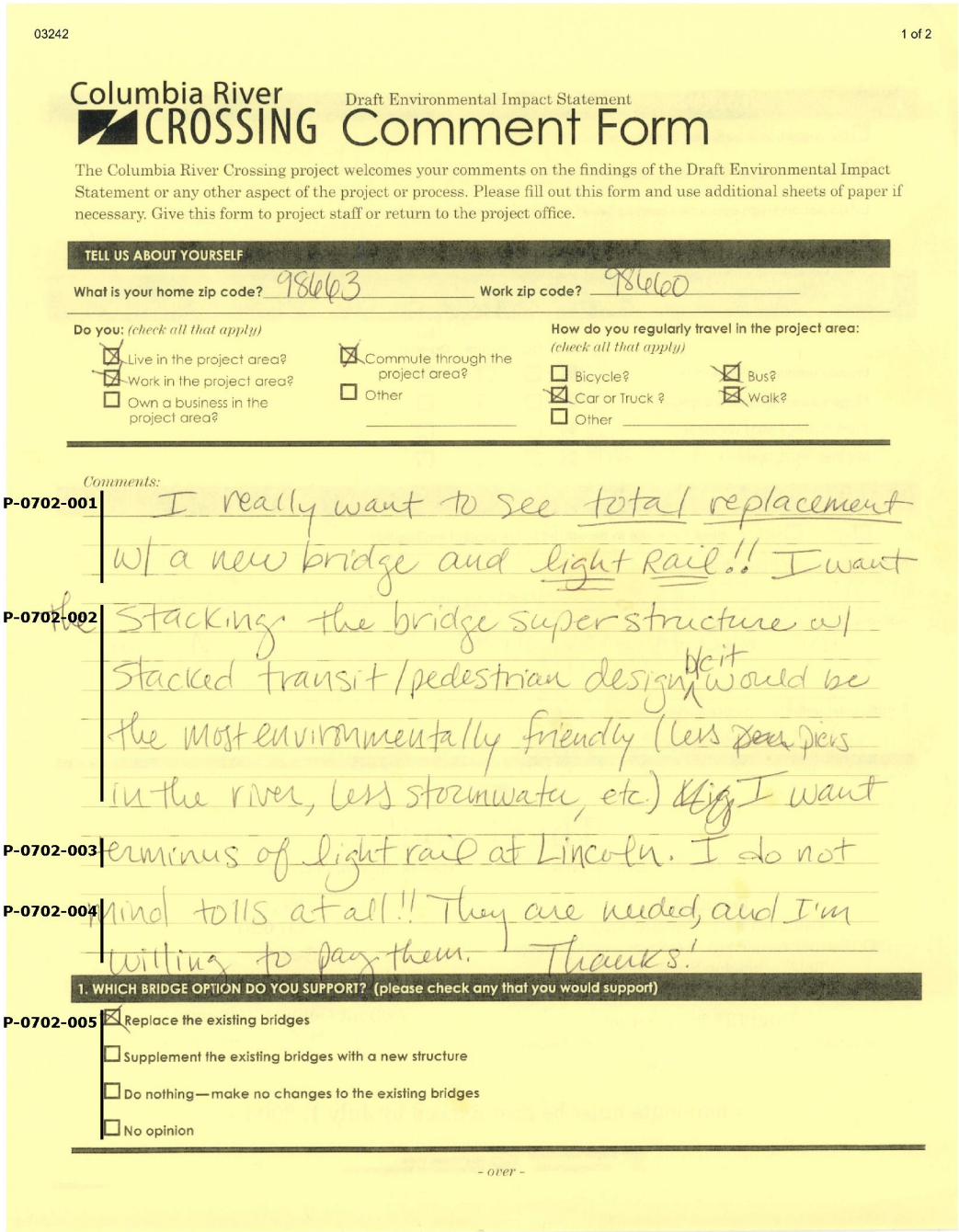

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Columbia River CROSSING Draft Environmental Impact Statement Comment Form

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? 98663 Work zip code? 98660

Do you: (check all that apply)
- [x] Live in the project area?
- [x] Work in the project area?
- [ ] Own a business in the project area?
- [x] Commute through the project area?
- [ ] Other

How do you regularly travel in the project area: (check all that apply)
- [ ] Bicycle?
- [x] Bus?
- [x] Car or Truck ?
- [x] Walk?
- [ ] Other

Comments:

P-0702-001 I really want to see total replacement w/ a new bridge and light rail!! I want

P-0702-002 the Stacking the bridge superstructure w/ stacked transit/pedestrian design it would be the most environmentally friendly (less piers in the river, less stormwater, etc.) Also I want

P-0702-003 terminus of light rail at Lincoln. I do not

P-0702-004 mind tolls at all!! They are needed, and I'm willing to pay them. Thanks!

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

P-0702-005
- [x] 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-0702-001

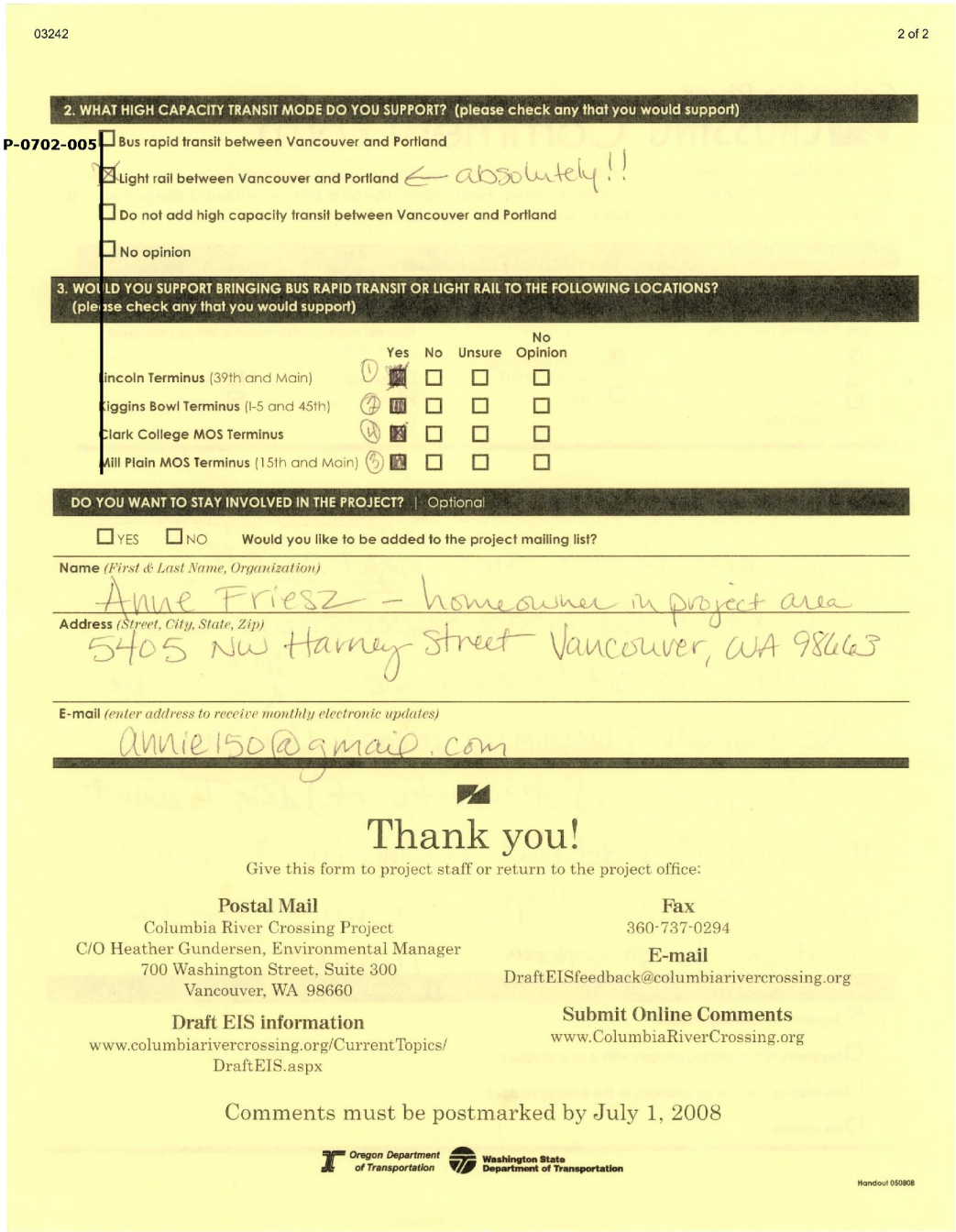
Preferences for specific alternatives or options, as expressed in comments received before and after the issuance of the DEIS, were shared with local sponsor agencies to inform decision making. Following the close of the 60-day DEIS public comment period in July 2008, the CRC project's six local sponsor 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-0702-002

The Stacked/Transit Highway Bridge (STHB) option, which would allow transit, bicyclists, and pedestrians to travel beneath the highway bridge deck, was included as part of the LPA. The DEIS indicated that the two bridges required for this bridge option would put less bridge sub-structure in the Columbia River, likely resulting in less environmental impact. After publication of the DEIS, additional engineering studies were conducted that confirmed the feasibility of the STHB design.



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

P-0702-005

- ☐ Bus rapid transit between Vancouver and Portland
- ☒ Light rail between Vancouver and Portland ← absolutely!!
- ☐ 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)	① ☒	☐	☐	☐
Kiggins Bowl Terminus (I-5 and 45th)	④ ☒	☐	☐	☐
Clark College MOS Terminus	⑥ ☒	☐	☐	☐
Mill Plain MOS Terminus (15th and Main)	⑤ ☒	☐	☐	☐

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)*
Anne Friesz – homeowner in project area

Address *(Street, City, State, Zip)*
5405 NW Harney Street Vancouver, WA 98663

E-mail *(enter address to receive monthly electronic updates)*
annie150@gmail.com

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

The STHB is described in greater detail in Chapter 2 (Section 2.2) of the FEIS. Impacts associated with a STHB are discussed throughout Chapter 3 of the FEIS.

P-0702-003

The Clark College transit terminus was chosen by project sponsors as part of the LPA in July 2008, as it was deemed to most effectively balance the cost of the project and the projected community benefits.

RTC's Clark County High Capacity Transit System Study, published in December of 2008, analyzed specific high-capacity transit improvements that could connect with existing and future transit facilities and be extended throughout Clark County To view their Final HCT System Study, visit RTC's website at www.rtc.wa.gov.

P-0702-004

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-0702-005

Thank you for your comment. 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.