

From: jmason@grpmack.com
To: [Columbia River Crossing](#)
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Monday, June 30, 2008 6:06:00 PM
Attachments:

Home Zip Code: 98663
 Work Zip Code: 97214

Person:

Lives in the project area
 Commutes through the project area

Person commutes in the travel area via:
 Car or Truck

P-0752-001

1. In Support of the following bridge options:
 Replacement Bridge
2. In Support of the following High Capacity Transit options:
 Light Rail between Vancouver and Portland
3. Support of Bus Rapid Transit or Light Rail by location:
 Lincoln Terminus: Yes
 Kiggins Bowl Terminus: Yes
 Mill Plain (MOS) Terminus: No
 Clark College (MOS) Terminus: No

Contact Information:

First Name: Janice
 Last Name: Mason
 Title: Landscape Designer
 E-Mail: jmason@grpmack.com
 Address:
 ,

Comments:

P-0752-002 I am support of the options to replace the existing bridges and building light rail to the

P-0752-001

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-0752-002

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

- P-0752-002** Kiggins Bowl Terminus. There are several reasons why I believe these are important:
1. Light rail is important because this would provide a reliable primary commuting transportation option other than single occupant vehicles (SOV).
 2. SOV needs to be reduced.
 3. Light rail in Vancouver as described for this project could set the foundation for eventual east west route down to PDX International, thus, creating a circular route thru the entire Portland/Vancouver metro area.
- P-0752-003** 4. The existing bridge and 2 lane roadway is insufficient as a major north-south interstate highway.
- P-0752-004** While I don't have a clear picture on where the funds will drawn from to pay for these improvements, I'm hopeful that with increased transit oriented development surrounding the transportaiton improvements that increase tax revenue will supplement Vancouver's burden. I believe the burden should include both states, Oregon and Washington, and possibly even Vancouver, BC since their commerce also relies on the connectivity of the western United States.

Study, visit RTC's website at www.rtc.wa.gov.

An expected outcome of the CRC project is to reduce SOV crossing the river due to the introduction of light rail to Vancouver as an transportation option, a variable-rate toll on vehicles crossing the river, and aggressive transportation demand management and transportation system management elements.

While this project does not include light rail past the Clark College terminus, it will connect with the yellow line at the Expo Center, which will allow light rail users to travel to the airport from the new extension.

P-0752-003

Thank you for your comment. One purpose of he CRC project is to offer transportation options in addition to the bridge replacement. For more information on the Purpose and Need for the project, please see Chapter 1 of the FEIS.

P-0752-004

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 the 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. Regarding Vancouver, B.C., contributing project funding, to the extent that those visiting Canada, or visiting from Canada, use the bridge, they will contribute funding in the form of bridge tolls.