

From: devlyn@gmail.com
To: [Columbia River Crossing](#)
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Friday, May 30, 2008 2:04:00 PM
Attachments:

Home Zip Code: 97213
 Work Zip Code: 97204



Person:
 Other - Visit and enjoy the project area

Person commutes in the travel area via:
 Bicycle
 Bus

- P-0829-001**
1. In Support of the following bridge options:
 Supplemental 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: Yes
 Clark College (MOS) Terminus: Yes

Contact Information:
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- P-0829-002** Comments:
 It is vital that we continue to use what we have available to us - there is absolutely no

P-0829-001

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-0829-002

A supplemental bridge that only includes improvements for transit and/or bicycles and pedestrians does not meet the CRC project's Purpose and Need. As described in Chapter 1 of the DEIS, the project's Purpose and Need "was developed by relying on previous planning studies, solicitation of public input, and coordination with stakeholder groups."

In addition to calling for improved bicycle, pedestrian and transit connectivity, the Purpose and Need also specifically states the need for

P-0829-002 reason to fully replace the bridges that have been used for so long, especially at such a high cost. Let us improve upon what we have, and build another bridge to use in conjunction with the current bridges for public transportation (MAX) and pedestrian/bike use. If there's a hasty decision made to replace the bridges, let's make sure that the money is there to complete the projects, and NOT make the majority of Portlanders pay for it -

P-0829-003 start tolling the bridge NOW. The residents of Clark County are those that use the bridge the most often, yet they're the loudest negative party when dealing with any kind of money that needs to be spent on this plan. If we start tolling the users of the bridge now, we can ensure the money will be available for continued support of the bridges, and, if need be, the tertiary bridge. Don't make the taxpayers who don't use the bridges pay the highest amount for it.

improving highway freight mobility, travel safety and traffic operations, and the structural integrity of the existing bridges. These later needs would not be met by a supplemental bridge alternative that only provides for transit and/or bicycles and pedestrians.

P-0829-003

Modeling has indicated that tolling I-5 without making the improvements that are part of the CRC project would not meet the project's purpose and need. This does not mean that some form of tolling prior to constructing CRC couldn't be implemented. The ultimate decision on any tolling options must be made by both the Washington and Oregon Transportation Commissions.

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 alternative selection process is complete. 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.