



Event: _____
Date: 09/31/08

Comment Form

Thank you for taking time to give us your comments and help shape the future of this project. Completed forms may be mailed to the address listed on the other side, or given to a staff member. Comments also may be emailed to feedback@columbiarivercrossing.org.

P-0846-001


Please move forward with the replacement bridge with light rail as soon as possible. We are drowning in traffic getting on/off the island.
Thank you.



RECEIVED

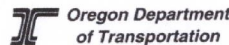
JUN 03 2008

Columbia River Crossing

*Name: _____ Organization (Optional): _____
*Address:  Jimmie Peters
15
2630 N. Hayden Island Dr.
*City: _____ Portland, OR 97217 State: _____ *Zip: _____
Email: _____ (* = Required fields)

Would you like to be added to the Project mailing list? Yes No Prefer Email

www.ColumbiaRiverCrossing.org
503-256-2726 or 360-737-2726
feedback@columbiarivercrossing.org



P-0846-001

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.

Regarding project schedule, it is important that a project, such as CRC, provide ample opportunity for input from a diverse constituency of stakeholders and jurisdictions, and that it follow a process that complies with all federal, state and local legal requirements. The project sponsors' intent is to progress at a deliberate pace to ensure that we meet public interests, meet the transportation needs, address the quality of local communities and the environment, and be financially and fiscally responsible. Following publication of the FEIS, there will be a federal Record of Decision. If that decision is to move forward with one of the

build alternatives, then the sponsors will progress into final engineering, finance plan implementation, and construction.