



From: marty.mcgin@clark.wa.gov
To: [Columbia River Crossing](#)
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Wednesday, June 04, 2008 9:45:28 AM
Attachments:

Home Zip Code: 97206
 Work Zip Code: 98666

Person:
 Commutes through the project area

Person commutes in the travel area via:
 Car or Truck

P-0882-001

1. In Support of the following bridge options:
2. In Support of the following High Capacity Transit options:
 Bus Rapid Transit between Vancouver and Portland
 Light Rail between Vancouver and Portland
3. Support of Bus Rapid Transit or Light Rail by location:
 Lincoln Terminus: Unsure
 Kiggins Bowl Terminus: Unsure
 Mill Plain (MOS) Terminus: Unsure
 Clark College (MOS) Terminus: Yes

Contact Information:
 First Name: Martin
 Last Name: McGinn
 Title: Environmental Health Specialist
 E-Mail: marty.mcgin@clark.wa.gov
 Address:

Comments:

P-0882-002

I was initially in favor of a new bridge but with recent studies about high levels of benzene and other toxic pollutants in our air I realize it would be foolish to increase those

P-0882-001

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-0882-002

Benzene levels are expected to drop very substantially by 2030 due to changes in fuel regulations. Please see the FEIS Air Quality analysis in Chapter 3 (Section 3.10).

P-0882-003 levels by building a new bridge. We need to think about our contribution to global warming and figure out ways to limit it. One major way to do that is for our leaders to step up and increase public transit.

P-0882-003

The FEIS analysis (Section 3.19.10) indicates that the LPA would reduce GHG emissions compared to No-build.