

From: NoEmailProvided@columbiarivercrossing.org
To: [Columbia River Crossing](#)
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Thursday, June 05, 2008 6:12:39 PM
Attachments:

Home Zip Code: 98666
 Work Zip Code: 97015

Person:

- Lives in the project area
- Works in the project area
- Commutes through the project area

Person commutes in the travel area via:
 Car or Truck



P-0892-001

1. In Support of the following bridge options:
 - Replacement Bridge
 - Supplemental Bridge
2. In Support of the following High Capacity Transit options:
 - Bus Rapid Transit 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:

First Name:
 Last Name:
 Title:
 E-Mail:
 Address:

P-0892-001

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.

- Comments:
- P-0892-002** | Why isn't there a referendum or vote on this? Portland/Multnomah/Oregon/Washington/Clark/Vancouver all should have a say in this.
- P-0892-003** | Why haven't you addressed the water quality issues in more depth. Killing thousands of fish and contaminating Portland & Vancouver's fresh water (aquafir) supply should be a high priority item.
- P-0892-004** | Both Vancouver and Portland have wells in the immediate area that the footings are proposed.
- P-0892-005** | How are the communities, shops and stores going to be compensated for loss of property and/or loss of sales.
- P-0892-006** | Who are the beneficiaries of this? Who is making so much money that they are forcing this down our throats in order to make a submission deadline?

P-0892-002

There will not be a public vote on construction of the various CRC project elements. However, as a public project, it must be approved and funded by the decisions of elected officials who are themselves directly elected by voters. Long-term operation and maintenance of the new light rail line will be funded through C-TRAN and TriMet. For its share of the operations and maintenance funding, C-TRAN plans on pursuing a public vote.

P-0892-003

The DEIS discussed the potential impacts of the project alternatives on the natural environment, including fish and other aquatic and terrestrial species (Section 3.14 of the DEIS and the Ecosystems Technical Reports). Impacts to fish, wildlife, and habitat as a result of constructing the CRC project were similar among all alternatives analyzed in the DEIS. The DEIS analysis of potential impacts to threatened and endangered species was coordinated with the federal agencies that implement the Endangered Species Act – the National Marine Fisheries Service (NMFS) and the US Fish and Wildlife Service (USFWS). The analysis was also coordinated with the Washington and Oregon state departments of fish and wildlife. The ESA, as well as NMFS and USFWS, do not require the completion of a Biological Assessment prior to a DEIS. The information available in the DEIS and related technical reports aided the project's local partner agencies in selecting a LPA.

Since the publication of the DEIS, a Biological Assessment was prepared and submitted that provided more detailed impact analysis for compliance with Section 7 of the Endangered Species Act. It addressed hydroacoustic impacts and stormwater treatment and other potential impacts to species listed under the Endangered Species Act. Based upon the evaluation of this Assessment, NMFS and USFWS issued a Biological Opinion that the project will not likely jeopardize the continued existence or adversely modify the habitat of a listed threatened or

endangered species. See Chapter 3 (Section 3.16) of the FEIS for more discussion on ecosystem impact analysis and mitigation.

P-0892-004

Although construction activities have the potential to adversely affect groundwater resources, including groundwater used as drinking water, the project has identified mitigation measures to protect against such impacts. In addition, by cleaning up existing contaminated sites, the LPA is anticipated to improve groundwater conditions over the long-term. For more discussion on these issues, please see Chapters 3.14, 3.17, and 3.18 of the FEIS.

P-0892-005

The project team will work to minimize negative business impacts and encourage positive impacts. Construction will be carefully planned to minimize road closures and to avoid completely closing access to businesses. When needed, signs would be used to identify temporary access points and the businesses they serve. Detours would be carefully routed to reduce travel times and be signed to reduce confusion. Programs to help businesses affected during construction could include business planning assistance, low-interest loans, marketing and retail consulting, business-oriented workshops, or promotions to generate patronage in construction areas. See Chapter 3 (Section 3.4) of the FEIS for more discussion on temporary construction effects and possible mitigation measures.

Additionally, property owners will receive just compensation for the estimated value of land and improvements acquired and for other impacts that result in a measurable loss of value to the remaining property. See Chapter 3 (Section 3.3) of the FEIS for more discussion of the property acquisition and compensation process.

P-0892-006

Significant work has gone into developing the CRC project, including an ongoing public involvement effort. The public involvement program includes numerous advisory groups to ensure the values and interests of the community are reflected in project decisions. These groups include representatives of public agencies, businesses, civic organizations, neighborhoods and freight, commuter and environmental groups. Feedback from the general public and advisory groups has been generally supportive of the project, including support for the transit, bicycle, pedestrian, highway, interchange, and financing elements of the project. See Chapter 2 (Section 2.7) of the FEIS for more discussion on the process used to develop project alternatives and select a Locally Preferred Alternative.