

**From:** [Wally LINDBLAD](#)  
**To:** [Columbia River Crossing](#)  
**CC:**  
**Subject:** any rail in I 5 bridge  
**Date:** Tuesday, June 03, 2008 8:43:48 PM  
**Attachments:**

**P-0939-001** | Regardless of Mayor Royce Pollards view any fixed track devices anywhere are of  
**P-0939-002** | far too much cost and INFLEXIBILITY! Please keep the costs down for my heirs  
as I am 82 and will not suffer the taxes and cost but my grand children will

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Wally Lindblad, 1917 NE 60th st, 98665



### **P-0939-001**

Following the close of the 60-day DEIS public comment period in July 2008, the CRC project's six local sponsor agencies selected light rail to Clark College as the project's preferred transit mode. These sponsor agencies, which include the Vancouver City Council, Portland City Council, C-TRAN Board, TriMet Board, RTC Board and Metro Council considered the DEIS analysis, public comment, and a recommendation from the CRC Task Force (a broad group of stakeholders representative of the range of interests affected by the project - see the DEIS Public Involvement Appendix for more information regarding the CRC Task Force) before voting on the LPA.

As illustrated in the DEIS, and summarized in Exhibit 29 (page S-33) of the Executive Summary, light rail would better serve transit riders than bus rapid transit (BRT) within the CRC project area. Light rail would carry more passengers across the river during the PM peak, result in more people choosing to take transit, faster travel times through the project area, fewer potential noise impacts, and lower costs per incremental rider than BRT. Additionally, light rail is more likely to attract desirable development on Hayden Island and in downtown Vancouver, which is consistent with local land use plans.

### **P-0939-002**

The Columbia River Crossing project includes the replacement of the existing I-5 bridge over the Columbia River, improvements at seven interchanges over 5 miles of I-5, and the extension of light rail from Portland to Vancouver. The projected cost to construct this large and complex project are presented in Chapter 4 of the FEIS, and are estimated in year of expenditure dollars to account for inflation. Multiple sources will help fund construction of the project – the federal government, State of Oregon, State of Washington, and tolling the I-5 Bridge.