



**From:** [NoEmailProvided@columbiarivercrossing.org](mailto:NoEmailProvided@columbiarivercrossing.org)  
**To:** [Columbia River Crossing](#)  
**CC:**  
**Subject:** Comment from CRC DraftEIS Comments Page  
**Date:** Thursday, June 12, 2008 1:15:44 PM  
**Attachments:**

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Home Zip Code: 97227  
 Work Zip Code: 97227

Person:

Lives in the project area  
 Works in the project area  
 Owns a business in the project area

Person commutes in the travel area via:

Bicycle  
 Car or Truck

**P-1018-001**

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  
 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:

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

**P-1018-001**

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.

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Comments:

- P-1018-002** | I think mass transit is VERY important to support future growth in a sustainable and responsible way.
- P-1018-003** | I think there should be a toll on the bridge, pay to play.
- P-1018-004** | I think that airport should be moved, so if there is a new bridge it can be of an iconic stature.

**P-1018-002**

Thank you for your comment.

**P-1018-003**

Tolling was evaluated in the DEIS and FEIS, and included in the LPA for two important reasons. First, a toll may be necessary to pay for the construction of this project, as discussed in Chapter 4 of the FEIS. Second, a toll provides a valuable travel demand management tool that encourages travelers to take alternative modes (including light rail provided by this project), travel at off-peak periods, or reduce their auto trips. This demand management reduces congestion and extends the effective service life of the facility. When the existing I-5 northbound bridge was built in 1917, it was paid for with a toll. The southbound I-5 bridge, built in 1958, was also funded partially by tolls. In 2008, the Washington legislature passed enabling language for tolling on I-5, provided that each facility is later authorized under specific legislation. Once authorized by the legislature, the Washington Transportation Commission has the authority to set the toll rates. In Oregon, and the Oregon Transportation Commission has the authority to toll a facility and to set the toll rates.

**P-1018-004**

The CRC project is working with design options that assume Pearson Air Field and the Portland International Airport will continue to operate in their current locations. The project team has attempted to avoid displacing any residents, businesses, or public land uses. We have, unfortunately, been unable to avoid all such displacements, but would still like to minimize them. Both airports serve a purpose for commercial and recreational air travel, as well as with emergency services.