



From: [Stephanie](#)
To: [Columbia River Crossing](#)
CC:
Subject: CRC
Date: Thursday, June 19, 2008 2:58:48 PM
Attachments:

1-19-08

CRC,

P-1132-001 I want to see a vote by the people of Clark County, or at least the City of Vancouver on the I-5 project and the light rail issues. It is painfully apparent that CRC does not want a public vote and you have probably urged state officials to change our laws around to do just that.

P-1132-002 You are completely underfunded at this point by the admission of the State of Washington, the lack of adequate Federal funding and the unwillingness of most Vancouver citizens to be saddled with higher taxes, fees or tolls. I am not in favor of either project at this juncture.

P-1132-003
P-1132-004 I also want an answer to a question I asked at the last C-Tran meeting at which I gave citizen comment: Who, and what companies that may be involved in any aspect of the I-5 or light rail projects has, or is sitting, on any board or committees, or whose businesses will stand to profit from any portion of this project? If any of these issues aforementioned apply to any one or any company I want to see disclosure of same.

I would appreciate a personal letter addressing the above.

P-1132-005 I would also lodge a complaint. The public testimony you mentioned for all groups and committees who held 'public comment': In all these events, not ONE single question was answered by the sponsors leaving the public with no satisfactory information on which to either support or not support the project. For that matter, no public message has been issued to answer any of these questions. The

P-1132-006 DEIS is not an answering document. It is poorly written and way too complicated for the average individual to make any sense of. I have known of engineers who have looked at this document and just shake their heads.

Sincerely,
 Stephanie Turlay
 2211 NE 157th Ave

P-1132-001

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-1132-002

Please refer to Chapter 4 of the FEIS for a description of the current plans for funding construction and operation of the LPA. This discussion provides an updated assessment of likely funding sources for this project, though it is not common practice to receive funding commitments prior to completion of the alternative selection process. As described in the FEIS, project funding is expected to come from a variety of local, state, and federal sources, with federal funding and tolls providing substantial revenue for the construction. As Oregon and Washington businesses and residents will benefit from the project's multi-modal improvements, both states have been identified as contributors to the project. As jurisdictions on both sides of the river seek to encourage non-auto travel, tolls are not anticipated for bikes, pedestrians, and transit users. Lastly, CRC assumes funds allocated to other projects and purposes would remain dedicated to those projects and purposes.

P-1132-003

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

Vancouver, WA
98684

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-1132-004

At this time, we cannot provide you with a list of individuals, businesses or companies that could profit from this project at some point in the future and who may now be involved in some aspect of the CRC project. This is primarily because final decisions have not been made on the project to be built. You may see lists of all members of the advisory committees currently working with CRC via this web page:
<http://www.columbiarivercrossing.org/ProjectPartners/Default.aspx>.

P-1132-005

Multiple methods have been used to engage the public so as to address the needs of a wide variety of people and the project decision-making process. Public feedback has helped guide the outreach effort. Examples include workshops with facilitated small-group discussions, open houses where participants can talk one-on-one with staff, public hearings, presentations and discussion at community and neighborhood-

sponsored meetings, often at the group's request, and advisory group meetings where CRC seeks recommendations from a citizen committee. These events and meetings have taken place at a variety of locations, days of the week and times of the day to meet the needs of the entire community. For more information on the project's public outreach, please see Appendix B of the FEIS.

P-1132-006

The level of detail in the DEIS was intended to inform the public and other stakeholders with relevant information in order to understand the impacts and trade-offs associated with various alternatives. While some readers felt that the DEIS did not have enough detail, others felt that it was too long and detailed. For those who wanted more detail, the DEIS referred them to the technical reports that informed the analysis presented in the DEIS. These were made available on CD and on the project web site, as well as in hard copy. For those who felt that the DEIS was too detailed, an executive summary was distributed along with the DEIS and made available separately in hard copy and on the project web site. Public open houses and numerous public meetings were also held to provide opportunities for public participation. In addition to information available in the DEIS and technical reports, the CRC project made good faith efforts to provide additional information upon request.