

Columbia River  
 **CROSSING Comment Form**

Thank you for taking the time to give us your thoughts and help shape the future of this project.

DATE: 10-12-11

COMMENTS:

*This project should not have  
 A light rail component  
 The federal government needs to fund it's  
 interstate system from Mexico border to  
 Canadian borders and not put the local  
 population under undue financial commitment  
 forever, why is this not a JOBS  
 program?  
 Wrong time, wrong concept  
 For Vancouver Bridge yes.*

P-005-001

P-005-002

P-005-003

PLACE COMPLETED FORM IN  
 BOX OR TO A STAFF MEMBER.  
 It may be mailed:

Columbia River Crossing  
 14000 NE 140th St., Suite 300  
 WA 98060

[ColumbiaRiverCrossing.org](http://ColumbiaRiverCrossing.org)

26 or 503-256-2726

[ColumbiaRiverCrossing.org](http://ColumbiaRiverCrossing.org)

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**P-005-001**

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-005-002**

The Interstate provides mobility for more than just long, interstate trips. It provides a main arterial-like crossing for local residents and workers as well. It is therefore a shared responsibility to construct the project and fund it locally (with tolls), at the state and federal levels. The project will, in design and construction, create thousands of jobs.

**P-005-003**

Light rail is an essential component of the locally preferred alternative,

and is a critical part of meeting the project's purpose and need, as discussed in Chapter 2 of the FEIS. The project is anticipating a combination of federal and state funds as well as toll revenues to pay for construction, as described in Chapter 4 of the FEIS. The project is expected to provide jobs and promote economic activity.