



May 4, 2008

Heather Gunderson
Columbia River Crossing
700 Washington St. Suite 300
Vancouver, WA 98660

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Columbia River Crossing

Dear Ms. Gunderson:

P-0432-001

We strongly support Option 3, the replacement bridges with light rail. Based on the draft environmental impact statement story published in the Columbian May 2, we think this is the only plan that completely accomplishes the goals of the project. All issues considered, this is by far the winner, in our opinion.

P-0432-002

We believe that all of the other options should be taken off the table as soon as possible, after giving the nay sayers their chance to be heard. We favor then proceeding quickly to finalizing financing plans, construction documents, the bidding process and getting underway with construction. The problems with the existing crossing are only going to worsen. The cost to fix the situation is only going to increase. Now is the time to proceed with the new Columbia River Crossing.

Best wishes,

Ken and Gilda Powell
3012 SE Spyglass Drive
Vancouver, WA 98683
885-1108

P..S. Please send us a copy of the executive summary of the draft environmental impact Thank you.

P-0432-001

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-0432-002

It is important that a project, such as CRC, provide ample opportunity for input from a diverse constituency of stakeholders and jurisdictions, and that it follow a process that complies with all federal, state and local legal requirements. The project sponsors intent is to progress at a deliberate pace to ensure that we meet public interests, meet the transportation needs, address the quality of local communities and the environment, and be financially and fiscally responsible. Following publication of the FEIS, there will be a record of decision. If that decision is to move

forward with one of the build alternatives, then the sponsors will progress into final engineering, finance plan implementation, and then construction.