



PLASTERERS LOCAL UNION NO. 82
**Operative Plasterers and Cement Masons
 International Association**

RECEIVED
 MAY 29 2008
 Columbia River Crossing

May 28, 2008

Doug Ficco
 John Osborn
 Columbia River Crossing
 700 Washington Street
 Vancouver, Washington 98660

RE: Public Comments

Dear Mr. Ficco and Mr. Osborn:

The Operative Plasterers Union Local 82, representing 160 members in Oregon and Southwest Washington supports alternative three which is the replacement bridge with light rail.

The current bridge is obsolete. It is the last bridge on the interstate system with a lift span and is unsafe. More accidents happen here than any other section of I-5. There are no safety shoulders, and meets no seismic standards.

The alternative three option is a cost affective option that has transit, removes the lift spans and provides bike and pedestrian facilities.

It is our responsibility to provide infrastructure for the next generation as has been done for us. Replace the bridge.

Sincerely,

Calvin J. McKinnis, II
 Business Manager

CJM:ctg

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O-008-001

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.