



International Association of
BRIDGE, STRUCTURAL, ORNAMENTAL
AND REINFORCING IRONWORKERS LOCAL 29



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May 28, 2008

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

RECEIVED
MAY 30 2008
Columbia River Crossing

Dear Mr. Ficco and Mr. Osborn,

O-010-001

Ironworkers Local 29 of Portland, Oregon represents 1,200 members who live and work in Oregon and S.W. Washington. 350 of our members are S.W. Washington members, 450 live in the Portland Metropolitan area. This organization and our members support the replacement of the current I-5 Bridge by utilizing alternative three as presented to the Columbia River Crossing work group.

Members of Local 29 were involved in the construction of the original spans across the Columbia and our current members are prepared to participate in the construction of this vital link in our interstate highway system. We feel a responsibility to provide quality infrastructure for our future generations.

Please help provide the leadership necessary to replace the I-5 Bridge.

Sincerely,

Kevin A. Jensen
FST/BM
Ironworkers Local 29

KAJ/alp
OPEIU #11
AFL-CIO

O-010-001

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.