

# Columbia River Crossing

## Draft Environmental Impact Statement

# Comment Form

The Columbia River Crossing project welcomes your comments on the findings of the Draft Environmental Impact Statement or any other aspect of the project or process. Please fill out this form and use additional sheets of paper if necessary. Give this form to project staff or return to the project office.

### TELL US ABOUT YOURSELF

What is your home zip code? 97203 Work zip code? Oregon Zoo

#### Do you: (check all that apply)

- Live in the project area?  
 Work in the project area?  
 Own a business in the project area?  
 Commute through the project area?  
 Other use occasionally

#### How do you regularly travel in the project area: (check all that apply)

- Bicycle?  
 Bus?  
 Car or Truck?  
 Walk?  
 Other Amtrak

#### Comments:

**P-0534-001** Low environmental impact, bicycle, pedestrian,  
**P-0534-002** and light rail are very important to  
include.

### 1. WHICH BRIDGE OPTION DO YOU SUPPORT? (please check any that you would support)

- P-0534-003**  Replace the existing bridges  
 Supplement the existing bridges with a new structure  
 Do nothing—make no changes to the existing bridges  
 No opinion

- over -

### P-0534-001

The DEIS discussed the potential impacts of the project alternatives on the natural environment, including fish and other aquatic and terrestrial species (Section 3.14 of the DEIS and the Ecosystems Technical Reports). Impacts to fish, wildlife, and habitat as a result of constructing the CRC project were similar among all alternatives analyzed in the DEIS. The DEIS analysis of potential impacts to threatened and endangered species was coordinated with the federal agencies that implement the Endangered Species Act – the National Marine Fisheries Service (NMFS) and the US Fish and Wildlife Service (USFWS), The analysis was also coordinated with the Washington and Oregon state departments of fish and wildlife. The ESA, as well as NMFS and USFWS, do not require the completion of a Biological Assessment prior to a DEIS. The information available in the DEIS and related technical reports aided the project's local partner agencies in selecting a LPA.

Since the publication of the DEIS, a Biological Assessment was prepared and submitted that provided more detailed impact analysis for compliance with Section 7 of the Endangered Species Act. It addressed hydroacoustic impacts and stormwater treatment and other potential impacts to species listed under the Endangered Species Act. Based upon the evaluation of this Assessment, NMFS and USFWS issued a Biological Opinion that the project will not likely jeopardize the continued existence or adversely modify the habitat of a listed threatened or endangered species. See Chapter 3 (Section 3.16) of the FEIS for more discussion on ecosystem impact analysis and mitigation.

### P-0534-002

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

**2. WHAT HIGH CAPACITY TRANSIT MODE DO YOU SUPPORT? (please check any that you would support)**
**P-0534-003**  Bus rapid transit between Vancouver and Portland

 Light rail between Vancouver and Portland

 Do not add high capacity transit between Vancouver and Portland

 No opinion

**3. WOULD YOU SUPPORT BRINGING BUS RAPID TRANSIT OR LIGHT RAIL TO THE FOLLOWING LOCATIONS? (please check any that you would support)**

	Yes	No	Unsure	No Opinion
Lincoln Terminus (39th and Main)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Higgins Bowl Terminus (I-5 and 45th)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Clark College MOS Terminus	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Mill Plain MOS Terminus (15th and Main)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**DO YOU WANT TO STAY INVOLVED IN THE PROJECT? | Optional**
 YES  NO Would you like to be added to the project mailing list?

Name (First &amp; Last Name, Organization)

Philip Fensterer

Address (Street, City, State, Zip)

 8347 N. Hendricks St.  
 Portland, OR 97203

E-mail (enter address to receive monthly electronic updates)

## Thank you!

Give this form to project staff or return to the project office:

**Postal Mail**

 Columbia River Crossing Project  
 C/O Heather Gundersen, Environmental Manager  
 700 Washington Street, Suite 300  
 Vancouver, WA 98660

**Fax**

360-737-0294

**E-mail**

DraftEISfeedback@columbiarivercrossing.org

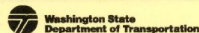
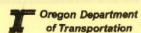
**Draft EIS information**

 www.columbiarivercrossing.org/CurrentTopics/  
 DraftEIS.aspx

**Submit Online Comments**

www.ColumbiaRiverCrossing.org

Comments must be postmarked by July 1, 2008



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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-0534-003**

Thank you for your comment. 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.