



**From:** [NoEmailProvided@columbiarivercrossing.org](mailto:NoEmailProvided@columbiarivercrossing.org)  
**To:** [Columbia River Crossing](#)  
**CC:**  
**Subject:** Comment from CRC DraftEIS Comments Page  
**Date:** Wednesday, May 28, 2008 1:24:01 PM  
**Attachments:**

---

Home Zip Code: 98661  
 Work Zip Code: 98683

Person:  
 Lives in the project area

Person commutes in the travel area via:  
 Car or Truck

- P-0540-001**
1. In Support of the following bridge options:  
 Supplemental Bridge
  2. In Support of the following High Capacity Transit options:  
 Bus Rapid Transit between Vancouver and Portland
  3. Support of Bus Rapid Transit or Light Rail by location:  
 Lincoln Terminus: No  
 Kiggins Bowl Terminus: No  
 Mill Plain (MOS) Terminus: No  
 Clark College (MOS) Terminus: Unsure

Contact Information:  
 First Name:  
 Last Name:  
 Title:  
 E-Mail:  
 Address:

,

Comments:

- P-0540-002** Elected officials represent citizens!!! Washington residents who commute to Oregon for employment ALREADY PAY OREGON STATE INCOME TAX without representation

### **P-0540-001**

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-0540-002**

Details of the tolling system are still being refined as the project development enters the final design stage. It is currently not anticipated that transit users, bicyclists or pedestrians will pay a toll. Additionally, certain toll discounts or waivers for other groups have been and will continue to be considered. The ultimate decision on any tolling options will be made by both the Washington and Oregon Transportation Commissions.

- P-0540-002** | in the State of Oregon! Now having it suggested that those same people pay a TOLL to use the bridge--RIDICULOUS!! It is time to use the tax money that Washington residents are forced to pay to Oregon for transportation--it is the ONLY benefit the Washington residents receive! Washington state does not make Oregon residents pay sales tax--that's crazy! It's time to be reciprocal!!! IT IS UNFAIR TO MAKE THESE PEOPLE GIVE MORE THAN \$1 FOR EVERY HOUR THEY WORK IN OREGON AND THEN ALSO EXPECT THEM TO PAY TOLLS ON AN INTERSTATE FREEWAY! This is EXTREMELY POOR PLANNING on the parts of our elected officials.
- P-0540-003** | This bridge project needs to be put up to a TAXPAYER vote--it is time for elected officials to be forced to listen! Additionally, IF taxpayers deem in prudent to pay to fund this project, BUS TRANSIT is the best option--it is flexible and can much more easily be moved to accommodate traffic flows on surface streets--something very important within Clark County!
- P-0540-004** |
- P-0540-005** | IT IS TIME FOR POLITICIANS TO LISTEN TO CONSTITUENTS--PUT IT TO A VOTE AND QUIT FORCING PERSONAL AGENDAS ON TAXPAYERS! Our economy is in extremely poor shape--and people are already curtailing driving. It is
- P-0540-006** | INSULTING to taxpayers to now expect us to pay a toll on a FEDERAL INTERSTATE.

**P-0540-003**

There will not be a public vote on construction of the various CRC project elements. However, as a public project, it must be approved and funded by the decisions of elected officials who are themselves directly elected by voters. Long-term operation and maintenance of the new light rail line will be funded through C-TRAN and TriMet. For its share of the operations and maintenance funding, C-TRAN plans on pursuing a public vote.

**P-0540-004**

Following the close of the 60-day DEIS public comment period in July 2008, the CRC project's six local sponsor agencies selected light rail to Clark College as the project's preferred transit mode. These sponsor agencies, which include the Vancouver City Council, Portland City Council, C-TRAN Board, TriMet Board, RTC Board and Metro Council considered the DEIS analysis, public comment, and a recommendation from the CRC Task Force (a broad group of stakeholders representative of the range of interests affected by the project - see the DEIS Public Involvement Appendix for more information regarding the CRC Task Force) before voting on the LPA.

As illustrated in the DEIS, and summarized in Exhibit 29 (page S-33) of the Executive Summary, light rail would better serve transit riders than bus rapid transit (BRT) within the CRC project area. Light rail would carry more passengers across the river during the PM peak, result in more people choosing to take transit, faster travel times through the project area, fewer potential noise impacts, and lower costs per incremental rider than BRT. Additionally, light rail is more likely to attract desirable development on Hayden Island and in downtown Vancouver, which is consistent with local land use plans.

**P-0540-005**

Significant work has gone into developing the CRC project, including an

ongoing public involvement effort. The public involvement program includes numerous advisory groups to ensure the values and interests of the community are reflected in project decisions. These groups include representatives of public agencies, businesses, civic organizations, neighborhoods and freight, commuter and environmental groups. Feedback from the general public and advisory groups has been generally supportive of the project, including support for the transit, bicycle, pedestrian, highway, interchange, and financing elements of the project. See Chapter 2 (Section 2.7) of the FEIS for more discussion on the process used to develop project alternatives and select a Locally Preferred Alternative.

**P-0540-006**

Tolling was evaluated in the DEIS and FEIS, and included in the LPA for two important reasons. First, a toll may be necessary to pay for the construction of this project, as discussed in Chapter 4 of the FEIS. Second, a toll provides a valuable travel demand management tool that encourages travelers to take alternative modes (including light rail provided by this project), travel at off-peak periods, or reduce their auto trips. This demand management reduces congestion and extends the effective service life of the facility. When the existing I-5 northbound bridge was built in 1917, it was paid for with a toll. The southbound I-5 bridge, built in 1958, was also funded partially by tolls. In 2008, the Washington legislature passed enabling language for tolling on I-5, provided that each facility is later authorized under specific legislation. Once authorized by the legislature, the Washington Transportation Commission has the authority to set the toll rates. In Oregon, and the Oregon Transportation Commission has the authority to toll a facility and to set the toll rates.