



From: [David Bancroft](#)
To: [Columbia River Crossing](#)
CC:
Subject: Metro Resolution to the Columbia River Crossing hearing
Date: Wednesday, May 28, 2008 7:07:36 PM
Attachments:

P-0544-001 I am a Vancouver resident who has commuted to Portland across the I5 bridge for almost 29 years and I am outraged that Metro would propose not building a new bridge and then charging me a toll to cross a Federal Interstate highway bridge with no improved traffic flow. I have watched the inefficiency and incompetence of Metro for years, but even as an Oregon taxpayer, I have no voice on that side of the river. I will fight the dim-witted Metro proposal in any way I can. Mass transit planning may need to be part of the solution, but will never even be more than a fraction of the solution. **Please give us a new bridge!** I'm tired of seeing thousands of vehicles idling away fuel while a 20' sailboat with 2 people aboard motors slowly under the raised lift spans.

P-0544-002

Thanks and regards,
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P-0544-001

Modeling has indicated that tolling I-5 without making the improvements that are part of the CRC project would not meet the project's Purpose and Need. This does not mean that some form of tolling prior to constructing CRC couldn't be implemented. The ultimate decision on any tolling options will be made by both the Washington and Oregon Transportation Commissions.

P-0544-002

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 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.