

# 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? 98661 Work zip code? 97035

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

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

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

Comments:

P-0546-001 Tolling must be avoided at all costs. If tolls must be paid, every user of the bridge must be tolled: Motor vehicle users, ~~and~~ Bicycle riders, and pedestrians. Every one who uses the bridge should bear the cost of its construction.

The cost to, and effect imposed on individuals who cross the bridge very frequently must be considered. I use my vehicle for sales purposes and do a large volume of driving back and forth across the bridge. I am concerned about the impact on my personal finances.

P-0546-002 I am bothered by the continual waste of tax dollars and knee jerk reaction to do straight raising taxes. Government should tighten it's own belt and cut unnecessary spending before it asks it's residents and citizens for more money.

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

- P-0546-003  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-0546-001

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-0546-002

Please refer to Chapter 4 of the FEIS for a description of the current plans for funding construction and operation of the LPA. This discussion provides an updated assessment of likely funding sources for this project, though it is not common practice to receive funding commitments prior to completion of the alternative selection process. As described in the FEIS, project funding is expected to come from a variety of local, state, and federal sources, with federal funding and tolls providing substantial revenue for the construction. As Oregon and Washington businesses and residents will benefit from the project's multi-modal improvements, both states have been identified as contributors to the project. As jurisdictions on both sides of the river seek to encourage non-auto travel, tolls are not anticipated for bikes, pedestrians, and transit users. Lastly, CRC assumes funds allocated to other projects and purposes would remain dedicated to those projects and purposes.

### P-0546-002

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**2. WHAT HIGH CAPACITY TRANSIT MODE DO YOU SUPPORT? (please check any that you would support)**
**P-0546-004**  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
Incoln Terminus (39th and Main)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Giggins Bowl Terminus (I-5 and 45th)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Clark College MOS Terminus	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Mill Plain MOS Terminus (15th and Main)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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)

BRADFORD P. BATTEN

Address (Street, City, State, Zip)

 3003 NORRIS RD  
 VANCOUVER, WA 98661

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

BATTENBRAD@MSN.COM

## Thank you!

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

**Postal Mail**

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

**Fax**

360-737-0294

**E-mail**

Draft.EISfeedback@columbiarivercrossing.org

**Submit Online Comments**

www.ColumbiaRiverCrossing.org

**Draft EIS information**

 www.columbiarivercrossing.org/CurrentTopics/  
 DraftEIS.aspx

Comments must be postmarked by July 1, 2008



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of local, state, and federal sources, with federal funding and tolls providing substantial revenue for the construction. As Oregon and Washington businesses and residents will benefit from the project's multi-modal improvements, both states have been identified as contributors to the project. As jurisdictions on both sides of the river seek to encourage non-auto travel, tolls are not anticipated for bikes, pedestrians, and transit users. Lastly, CRC assumes funds allocated to other projects and purposes would remain dedicated to those projects and purposes.

**P-0546-003**

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-0546-004**

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.