



From: [Bobbie Sproul](#)
To: [Columbia River Crossing](#)
CC:
Subject: NEW BRIDGE
Date: Wednesday, May 28, 2008 10:18:51 AM
Attachments:

- P-0636-001** As East County residents, we seldom use the I-5 crossing, opting for the I-205 access which is closer. However, we certainly see the need for a new bridge to carry I-5 traffic to points North and South. And we believe a brand-new bridge is the way to go, and paying for it by charging a toll. This is the only way possible for all vehicles using the bridge to pay a fair share. We would like to see the toll idea taken one step further, and add toll-booths to the I-205 crossing. Tolls collected would be used to fund bridges to cross our rivers - wherever those bridges might be located.
- P-0636-002**
- P-0636-003** All traffic passing through our state must cross rivers, streams, and creeks. All those folks expect and demand that our State provide safe access to the "other side". So why not begin right here, right now, with a BRIDGE FUND that will help pay for these safe crossings? And let's let the new I-5 bridge be the catalyst that gets the fund started.
- P-0636-004** The design concept shown on this web site is beautiful, and we owe ourselves nothing less.

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P-0636-001

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-0636-002

Tolling I-205 is not part of this project, but could be implemented separately. With few exceptions, federal statutes do not permit tolling of an existing interstate highway without associated improvements. FHWA does have pilot programs that allow state departments of transportation to apply for approval to toll a facility.

P-0636-003

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-0636-004

The CRC project design for interchanges, roadway elements, transit stations, and other facilities will be context-sensitive and reflect the unique character of the surrounding area. CRC formed a 14-member, bi-state Urban Design Advisory Group (UDAG), made up of design professionals and neighborhood representatives. The goals of the UDAG include, achieving "design excellence that can be embraced by affected communities and users" and providing "a landmark bridge that is both inspired and inspiring and fully integrates the design and function of the structure with the urban design elements." Working closely with project designers, UDAG will provide input and guidance on integrating the new facilities with the surrounding community. For example, this work has included identifying significant iconography (e.g., symbols, patterns, etc) that will reflect the Native American communities in the area, early pioneers, and other significant themes in local history. These images will be incorporated into project designs and public art installations.