



**From:** [NoEmailProvided@columbiarivercrossing.org](mailto:NoEmailProvided@columbiarivercrossing.org)  
**To:** [Columbia River Crossing](#)  
**CC:**  
**Subject:** Comment from CRC DraftEIS Comments Page  
**Date:** Thursday, May 29, 2008 3:30:34 PM  
**Attachments:**

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Home Zip Code: 97214  
 Work Zip Code: 97205

Person:

Person commutes in the travel area via:

**P-0652-001**

1. In Support of the following bridge options:  
Do Nothing
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 Opinion  
 Kiggins Bowl Terminus: No Opinion  
 Mill Plain (MOS) Terminus: No Opinion  
 Clark College (MOS) Terminus: No Opinion

Contact Information:

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

,

Comments:

**P-0652-002**

I do not believe that billions of dollars of tax money should be spent on the Columbia River Crossing.

**P-0652-003**

If single-occupancy-vehicle traffic is impeding freight traffic, the correct solution is to

### **P-0652-001**

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-0652-002**

The Columbia River Crossing project includes the replacement of the existing I-5 bridge over the Columbia River, improvements at seven interchanges over 5 miles of I-5, and the extension of light rail from Portland to Vancouver. The projected cost to construct this large and complex project are presented in Chapter 4 of the FEIS, and are estimated in year of expenditure dollars to account for inflation. Multiple sources will help fund construction of the project – the federal

**P-0652-003** toll vehicles based on category. For example: Freight/bus: no toll. Car with one occupant: \$20 each way. Car with two occupants: \$15 each way. Car with three occupants: \$5 each way. Car with more than three occupants: \$1 each way.

government, State of Oregon, State of Washington, and tolling the I-5 Bridge.

**P-0652-003**

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.