

**From:** [The Dronens](#)  
**To:** [Columbia River Crossing; metrocouncil@metro-region.org;](#)  
[Mayor Royce Pollard; trans@oregonmetro.gov;](#)  
**CC:** [letters@columbian.com;](#)  
**Subject:** Response to Latest Metro Council Recommendations -  
 Concerned Vancouver Citizen  
**Date:** Wednesday, May 28, 2008 10:38:42 PM  
**Attachments:**

**P-0717-001** Dear Columbia River Crossing Group, Metro Council and Mayor Pollard,

I'd like to voice my opinion after reading today's Columbian newspaper front page story about the Metro's draft resolution up for vote in July. Like most people, I don't normally write letters or get involved beyond keeping up with local issues via news outlets. I feel compelled to reach out to you all as a concerned Vancouver citizen after what I read today.

I made the commute to downtown Portland for 13 of the past 15 years via I-5 from Salmon Creek. During this time, I had firsthand experience with the long commute times, frustration and loss of quality of life that only worsened as the years went by. I tried carpooling with different jobs, alternative routes, telecommuting and non-standard work schedules. Recently, I had the good fortune of landing a job in my specialty in downtown Vancouver. As cars pile up on I-5 each morning heading south, I am so thankful that I don't have to endure that commute.

I still keep up with the development of the new bridge and discussions regarding its fate, since the pileup at the bridge impacted my life for so long. Seeing the Columbia River Crossing team take true ownership and leadership with the new crossing strategy has been very exciting to watch. The latest bridge designs, while expensive, are based on months of research, public comment, and sound strategy. We need this new bridge and it needs to happen as soon as we can possibly make it happen.

**P-0717-002**

**P-0717-003**

**P-0717-004** The Metro's recommendations are like a blow to the gut. Buying time with tolling and bridge updates is absurd. (Thank you Mayor Pollard for voicing this opinion.) These ideas were already explored and thrown out by a team of experts. It seems that this group of three, Liberty, Hosticka and Colette, either have

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Thank you for taking the time to submit your comments on the I-5 CRC DEIS.

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**P-0717-003**

It is important that a project, such as CRC, provide ample opportunity for input from a diverse constituency of stakeholders and jurisdictions, and that it follow a process that complies with all federal, state and local legal requirements. The project sponsors intent is to progress at a deliberate pace to ensure that we meet public interests, meet the transportation needs, address the quality of local communities and the environment, and be financially and fiscally responsible. Following publication of the FEIS, there will be a record of decision. If that decision is to move forward with one of the build alternatives, then the sponsors will progress into final engineering, finance plan implementation, and then construction.

**P-0717-004**

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-0717-004** | personal agendas or are out of touch with the seriousness of the current bridge situation. Why is it they can make recommendations outside the task force assigned to the job at hand?
- P-0717-005** | My question to the Mayor is why is there no Clark County representation on the Metro Council, when obviously their decisions and recommendations could have such a major impact on Clark County?
- P-0717-006** | I'd like to see the bridge direction stay on strategy with new construction and light rail. I thank you all for your time on this matter, and I plan to be more involved in the future.

Kind regards,  
Shawna Dronen

### **P-0717-005**

Following the close of the 60-day DEIS comment period and the selection of an LPA, a 10-member governor-appointed panel was formed to advise the Oregon and Washington DOTs on project development for the CRC project. The Project Sponsors Council (PSC) was charged with advising the project on completion of the FEIS, project design, project timeline, sustainable construction methods, consistency with greenhouse gas emission reduction goals and the financial plan. The PSC included representation of the SW Washington Regional Transportation Council (RTC) and Metro. Clark County does not have a representative on the Metro Council because Metro is an elected government representing Clackamas, Multnomah and Washington counties in Oregon. However, there are Clark County representatives on the RTC.

### **P-0717-006**

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.