

**From:** [staceyLjohnson@aol.com](mailto:staceyLjohnson@aol.com)  
**To:** [Columbia River Crossing](#)  
**CC:**  
**Subject:** Comment from CRC DraftEIS Comments Page  
**Date:** Monday, June 30, 2008 6:47:30 PM  
**Attachments:**

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Home Zip Code: 98684  
 Work Zip Code: 97230

**Person:**

Works in the project area  
 Commutes through the project area  
 Other - see comments

Person commutes in the travel area via:  
 Car or Truck

**P-0749-001**

1. In Support of the following bridge options:  
 Replacement Bridge
2. In Support of the following High Capacity Transit options:  
 Light Rail between Vancouver and Portland
3. Support of Bus Rapid Transit or Light Rail by location:  
 Lincoln Terminus: Yes  
 Kiggins Bowl Terminus: Yes  
 Mill Plain (MOS) Terminus: Yes  
 Clark College (MOS) Terminus: Yes

**Contact Information:**

First Name: Stacey  
 Last Name: Johnson-Kipfer  
 Title:  
 E-Mail: [staceyLjohnson@aol.com](mailto:staceyLjohnson@aol.com)  
 Address: 17503 NE 2nd Street  
 Vancouver, WA 98684

Comments:

**P-0749-001**

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-0749-002**

I am extremely concerned about the toll proposition for the bridges. My husband works in Portland and we already pay a huge amount of tax to Oregon for the privilege of working there. Additionally, I regularly travel there as I have family, medical providers, and entertainment venues that I use. I feel that there should be other options to tolling. If a toll is the only way then tax credits should be given to help offset the cost as well as a definitive time to end the toll.

**P-0749-002**

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.