



From: [JJ](#)
To: [Columbia River Crossing](#)
CC:
Subject: EIS Study/Bridge
Date: Wednesday, June 04, 2008 11:44:39 AM
Attachments:

- P-0880-001** | 1) I am against all tolling.
- P-0880-002** | 2) Stop all gas tax money going to public transportation...build roads & additional lanes with this funding source!!!!
- P-0880-003** | 3) Build a replacement bridge like the 205 bridge.
- a) add lanes for all vehicles to use, no dedicated HOV lanes
- b) spend very little for bike/pedestrian paths.
- P-0880-004** | c) allow space for future light rail implementation....only if funding available!
- P-0880-005** | d) pay for it with gas tax funding...NO TOLLING!!!!!!!!!!

P-0880-001

Tolling was evaluated in the DEIS and FEIS, and included in the LPA for two important reasons. First, a toll may be necessary to pay for the construction of this project, as discussed in Chapter 4 of the FEIS. Second, a toll provides a valuable travel demand management tool that encourages travelers to take alternative modes (including light rail provided by this project), travel at off-peak periods, or reduce their auto trips. This demand management reduces congestion and extends the effective service life of the facility. When the existing I-5 northbound bridge was built in 1917, it was paid for with a toll. The southbound I-5 bridge, built in 1958, was also funded partially by tolls. In 2008, the Washington legislature passed enabling language for tolling on I-5, provided that each facility is later authorized under specific legislation. Once authorized by the legislature, the Washington Transportation Commission has the authority to set the toll rates. In Oregon, and the Oregon Transportation Commission has the authority to toll a facility and to set the toll rates.

P-0880-002

Thank you for your comment. Only Congress can enact a prohibition on expenditures of federal fuel taxes for public transportation. Regarding fuel taxes levied by the States of Oregon and Washington, these funds may only be used for highway-related improvements.

P-0880-003

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-0880-004

As described in Chapter 1 of the DEIS, the project's Purpose and Need reflects "previous planning studies, solicitation of public input, and coordination with stakeholder groups." This outreach, and prior planning studies, identified improving transit service along the I-5 corridor as an important element of this project. This need is included in the project's Purpose and Need. As such, any alternative (except No-Build) evaluated in the DEIS must address this need to improve transit service.

P-0880-005

Please refer to response to comment P-0880-001.