

MEETING: Columbia River Crossing (CRC) Task Force
DATE: January 22, 2008, 4:00pm – 7:00pm
LOCATION: Vancouver Hilton, 301 W. Sixth Street, Vancouver WA

MEMBERS PRESENT:

Last Name	First Name	Organization
Armbruster	Grant	Portland Business Alliance
Brown	Rich	Bank of America
Burkholder	Rex	Metro
Byrd	Bob	Identity Clark County
Caine	Lora	Friends of Clark County
Cogen	Jeff	Multnomah County
Dengerink	Hal	Washington State University- Vancouver
Dodds	Marie	Oregon/Idaho AAA
Frei	Dave	Arnada Neighborhood Association
Fuglister	Jill	Coalition for a Livable Future
Grossnickle	Jerry	Columbia River Towboat Association
Halverson	Brad	Overlook Neighborhood Association
Hamm	Jeff	C-TRAN
Hansen	Fred	TriMet
Hewitt	Henry	Stoel Rives, LLP
Imeson	Tom	Port of Portland
Sheehan	Phil	Clark College (alternate for Bob Knight)
Lookingbill	Dean	SW Washington Regional Transportation Council
Malin	Dick	Central Park Neighborhood Assn.
Paulson	Larry	Port of Vancouver
Pollard	Royce	City of Vancouver
Schlueter	Jonathan	Westside Economic Alliance
Strahan	Elson	Vancouver National Historic Reserve Trust
Stuart	Steve	Clark County
Sundvall-Williams	Jeri	Environmental Justice Action Group
Tischer	Dave	Columbia Pacific Building Trades
Valenta	Walter	Bridgeton Neighborhood Association
Walstra	Scot	Greater Vancouver Chamber of Commerce
Zelenka	Tom	Schnitzer Group

Absent:

Adams	Sam	City of Portland
Bennett	Mike	City of Gresham
Isbell	Monica	Starboard Alliance Company, LLC
Lynch	Ed	Greater Vancouver Chamber of Commerce
Osborn	Dennis	City of Battle Ground
Overstreet	David	Washington AAA
Phillips	Bart	Columbia River Economic Development Council
Pursley	Larry	Washington Trucking Association
Russel	Bob	Oregon Trucking Association
Schmidt	Karen	Washington Freight Mobility Strategic Investment Board

Project Staff Present:

Ron Anderson
 Audri Bomar
 Danielle Cogan
 Tom Cooper
 Doug Ficco
 Carley Francis
 Frank Green
 Jeff Heilman
 Zach Horowitz
 Ryan LeProwse
 Margi Lifsey
 Jay Lyman
 Tom Markgraf
 Gavin Oien
 John Osborn
 Peter Ovington
 David Parisi
 Mandy Putney
 Lynn Rust
 Carolyn Sharp
 Rex Wong

Note: This meeting featured detailed information and graphics in the PowerPoint slide presentation and other meeting materials, available online at <http://www.columbiarivercrossing.org/ProjectPartners/TFMeetingMaterials.aspx>

1. Welcome and Announcements

Co-chair Hal Dengerink welcomed attendees and announced that the meeting will be taped and broadcast on CVTV. The purpose of this meeting is to continue discussions of preliminary findings for the Draft Environmental Impact Statement (EIS) and move closer to a recommendation on the draft Locally Preferred Alternative (LPA). Staff will present new Draft EIS findings and Task Force members will be asked to provide input on the content of the LPA.

Several Task Force members are unable to attend the April meeting and have requested the use of proxy votes. Task Force members unanimously approved this request, provided that a written statement naming the designated alternate is submitted in advance of the meeting.

Fred Hansen expressed concern about holding the final Task Force meeting before the close of the 60-day public comment period. Several other Task Force members expressed similar concerns, saying that the Task Force's recommendation should reflect the entire substance of public comment. John Osborn responded that scheduling of the comment period and the final meeting is contingent upon the release date of the Draft EIS. The earliest date the Draft EIS could be released is February 29. Hal Dengerink noted that the Task Force is an advisory board, but if consensus is reached at the Task Force, decision-making by project sponsors will be more efficient. Staff will reschedule the April Task Force meeting for a later date.

2. Meeting Summary Approval

Action: The Task Force approved the draft summary of the November 27, 2007 Task Force meeting.

3. Project and Public Involvement Update

John Osborn, Project Director, briefly reviewed the project schedule and major milestones, noting that while some dates have shifted, the New Starts submittal is a fixed date that influences the project schedule. Osborn also recapped the Bridge Choice Evaluation Criteria and Transit Alignment Evaluation Criteria presented at the November Task Force meeting.

Danielle Cogan, Communications Manager, reviewed the project's public involvement efforts and activities of advisory groups. Cogan reported that the Community and Environmental Justice Group will help create a guide for Draft EIS commenting. Two public hearings will be held during the public comment period to provide additional feedback for Task Force consideration and to meet NEPA public involvement requirements.

Questions and Discussion

Steve Stuart asked if an executive summary will be prepared for the Draft EIS. Cogan responded that there will be an executive summary in addition to the public comment guide.

4. Public Comment

- Mark Widing, West Vancouver Freight Association, is concerned with safety and congestion of the Mill Plain and Fourth Plain interchanges. He believes the grades of these interchanges are too great for trucks and that it is already difficult getting through downtown Vancouver.
- Ed Barnes, in his last day on the Washington State Transportation Commission, thanked staff for their work and noted the significant level of public participation at meetings. He said he is concerned that congestion would shift from I-5 to I-205 if only I-5 is tolled. He said that everyone should share financial responsibility for a system that ties two communities together. He suggested collecting enough tolls to fund a third crossing upriver or downriver, improve the railroad bridge and add lanes for improved freight movement from the Port of Vancouver.

- Tim Helser works for a steel company and stressed the importance of proper transportation infrastructure and a safe and unimpeded travel corridor for trucks. He is concerned about decisions that impact the competitiveness of the Port of Vancouver. He said that introducing transit to the Mill Plain interchange design is a concern and that transit should be elevated above the roadway to reduce vehicle conflicts.
- Joe Cortright, a Portland economist, summarized comments he made in a recent Coalition for a Livable Future newsletter. He asked if project benefits exceed the costs; if the financing has been thoroughly explored; and if the community is building for the future. He argued that the project does not satisfy any of these factors.
- Lenny Anderson, Swan Island Transportation Management Association, distributed an editorial he wrote for the Portland Tribune [Appendix]. He encouraged the Task Force to begin tolling the I-5 bridge now and reduce vehicle trips in the corridor. He also encouraged the use of HOV lanes to promote carpooling.
- John Wallum works in Uptown Village in Vancouver and is concerned that many businesses will be forced out of business by light rail construction. He referred to Fred Kent's discussion about placemaking for people. Wallum believes transit is incompatible with that concept. He said he is concerned about crime increasing as a result of light rail.
- John Leber spoke as a member of the CRC Freight Working Group, saying the trucking industry is happy with the project's interchange designs because they are user-friendly and politically feasible. He said everything is a compromise and everyone should be responsible in paying for it. He supports a replacement bridge because the maintenance needs of the existing bridges are excessive.
- Michael Schumacher, a business owner on Main Street, is concerned about the impact of light rail on the Uptown Village business district. He does not believe that the Vancouver City Council has considered the concerns of business owners. He said he is not against light rail; rather he is supportive of the preservation of the business district.
- Margaret Johnson, Hayden Island Neighborhood Network, described the neighborhood's position on the project's bridge and transit choices. She said that the island community prefers light rail and a replacement bridge alternative because continuing bridge lifts harm local access to the island. She said there is not consensus about a light rail alignment. She said interest remains for an arterial bridge as part of the City of Portland's neighborhood planning process.
- Joe Esmonde, IBEW Local 48, said his union supports a replacement bridge and light rail.
- Terry Parker said that the costs of the bridge need to be isolated and paid for proportionately by each transportation mode. He thinks there should be roundtable discussions for car commuters as well as transit riders. He suggested eliminating HOV lanes because they slow traffic down. He said he likes the design option for "transit in a box".
- Jodie Parker, a 26-year resident of Vancouver, stated her support for the project, saying it's time to "just build it". She said it makes sense to start tolling now because it is a reminder that we are responsible and taking care of ourselves. She said she likes light rail.
- Dave Ritchie said he supports a replacement bridge and light rail. He said we should build it now because costs are only increasing and it will provide jobs.
- Sharon Nassett distributed a handout to Task Force members [Appendix]. She said the Task Force needs to look at other options because none of the project goals are being met by the current alternatives.
- John Halgen said it does not make sense to build light rail because no one rides it, nor does it make sense to build a new bridge without increasing the number of lanes for additional capacity. He said the project should use heavy rail to move commuters from as far north as Longview to downtown Portland.
- Toby Dietrich operates a non-profit website about traffic safety and supports a replacement bridge because it promotes more efficient traffic patterns. He feels the gridlock in Oregon, and the Rose Quarter in particular, will still be a safety concern and is not given enough consideration. He does not believe people will accept a toll on the bridge.

- Brad Perkins, Perkins Realty, said there is an opportunity to advance a paradigm shift to make transportation more efficient. He said that we should look to heavy rail as a commuting option between Vancouver and Portland.

5. Environmental Findings

Jeff Heilman, Environmental Task Manager, presented findings on the following areas: natural and archeological resources, water quality, noise, air quality, climate change and environmental justice. Heilman said for many of these issues. An appreciable difference does not exist between the build alternatives. However, there is a difference between the no build alternative and the build alternatives.

Heilman said that 10 to 20 historic resources may be impacted as a result of the project. The supplemental bridge retains the historic bridge and has less impact on the Vancouver National Historic Reserve. The replacement bridge does not affect historic buildings on the Reserve but affects about 1.5 to 2 more acres than the supplemental bridge. Mitigation options can reduce these impacts. Both the I-5 and Vancouver transit alignments have a similar magnitude of direct effects, though the Vancouver alignment has higher potential secondary impacts to historic resources. There is a high probability of finding human remains in Washington, though investigation, monitoring and coordination with the National Park Service, Vancouver Historic Reserve Trust and the City can likely avoid significant impacts.

The build alternatives will have a long term benefit to water quality since stormwater runoff will be treated in each alternative, though the replacement bridge will treat all runoff. With the supplemental bridge, runoff from the existing structure would remain untreated. The supplemental bridge keeps existing peregrine falcon habitat, but places more piers in the river.

Noise from highway operations will exceed noise criteria at about 210 residences in existing conditions and about 220 residences with the 2030 no build scenario. That would increase to over 300 residences with the build alternatives, but that number can be reduced to as few as 60 with sound wall mitigation. Vibration effects from highway construction activities could occur within 50 to 100 feet of the highway, though the levels are not expected to exceed federal guidelines. Transit noise inside surrounding buildings is low enough that the effects can be mitigated. Exterior noise levels will be substantially higher with bus rapid transit than light rail. Transit vibration impacts are expected to be minor and can be mitigated.

Regional emissions from I-5 will be substantially lower for all pollutants compared to today's levels, even in the no build. This is due to improving fuel standards and technologies. No federal violations of air quality are expected. Sub-area emissions from I-5 give a more accurate picture of air quality, than looking at the regional effects. Carbon monoxide on local streets will be well below federal limits. The no build will have higher carbon emissions than existing conditions, and the supplemental bridge is slightly higher than the No-Build. The replacement bridge has the lowest carbon emissions. Bus rapid transit has slightly higher impacts than light rail, assuming biodiesel vehicles and electric rail cars. Overall, the CRC project helps reduce carbon dioxide emissions and climate change impacts through high capacity transit, bicycle/pedestrian improvements, tolling (fewer auto trips), and reduced traffic congestion.

Heilman discussed consideration of acquisitions and displacements, traffic, transit travel time reliability, air quality and noise, tolling and low-income populations. The Draft EIS considers adverse effects that could be predominately borne by a minority or low-income population. Low-income individuals would spend a higher proportion of income on tolls and may have difficulties obtaining transponder accounts. This could be mitigated with transponder account assistance or reduced tolls.

Questions and Discussion

Jeri Sundvall-Williams said the analysis does not address the health effects and cost impact to those without health insurance. She asked for an analysis of the health effects of carbon dioxide and nitrogen oxides and a health assessment of the communities living along I-5 who are most affected.

Jill Fuglister reiterated Sundvall-Williams' concern and said low-income communities have disparate health outcomes because they are already experiencing greater health problems. She asked the group to consider that issue in future mitigation and community enhancement discussions. She said both states have adopted greenhouse gas reduction goals, but that those goals and fuel efficiency improvements are inadequate; we need to reduce vehicle trips. She said the project data shows an increase in vehicle trips under all

alternatives, including no build, and insisted the project needs to immediately address climate change. She believes the project needs a new alternative that includes some of the ideas on the table, plus other creative ideas. She urged the project to come up with a carbon-neutral alternative.

Brad Halverson asked if highway construction noise and the number of people impacted will be evaluated. Heilman said that information about noise levels will be in the Draft EIS, but that the methodology focuses on what can be done to reduce noise levels or the duration of construction rather than numbers of people affected. Halverson asked if the sub-area emissions shown for I-5 indicate what would be experienced in the area immediately surrounding the highway. Heilman responded that it is a model of 2030 traffic conditions. Halverson asked if emissions on I-205 are addressed since traffic levels will be impacted by conditions on I-5. Heilman said the change in traffic volume was small enough that the federal partners did not feel it warranted additional modeling.

Elson Strahan asked for the total number of acres impacted at the Historic Reserve. Heilman responded that it is about three acres. Strahan said the Historic Reserve Trust has had constructive discussions with CRC staff and that the logical preference of the National Park Service would be a supplemental bridge alternative, but have been open to dialogue about the replacement bridge. The impacts to a national historic site and the high likelihood of finding human remains will require mitigation under federal law. He is confident that an agreement about mitigation remedies can be identified.

Jeff Cogen questioned findings that show a minimal effect on greenhouse gas emissions and wondered if there are other approaches that could deal with the problem more effectively. Heilman said this project incorporates many international recommendations, including upgrading existing infrastructure rather than building new highway corridors. These considerations will be contained in the Draft EIS.

Fred Hansen urged a robust analysis of climate change issues and discussion of mitigation measures. He also wants to look at the effect of travel demand and land use issues, rather than just improvements in technological efficiencies.

Hal Dengerink noted that these requests would require a significant amount of investigation. He suggested working with the CEJG on the demand issues.

Jeff Hamm asked if the analysis looked at full transit ridership or cross-river trips. Heilman said it was cross-river trips and that additional trips could be gained with a mode shift.

6. Financial Analysis

Doug Ficco, Project Director, reviewed the cost breakdown by component of the project costs. He noted that the transit costs include the cost of the transit bridge. He emphasized that the finance information in the Draft EIS is preliminary; the final financial plan will be released in late 2009 with the Final EIS.

Ficco described the highway finance plan options, including existing Washington Transportation Partnership Account funds, toll revenues, federal discretionary highway funds, and local or private sources.

He discussed I-5 tolling assumptions and showed sample toll rates for passenger cars with transponders that ranged from \$1 to \$2.50 (in 2007 dollars) depending on the time of day. The project will look at ways to maximize toll revenues yet minimize the diversion of traffic to I-205. Ficco passed around an example of a transponder card to Task Force members.

Walter Valenta asked why a higher toll rate was applied to the supplemental bridge alternatives. Ficco said this is because there is not as much vehicle capacity on the supplemental bridge. It is unknown what toll amount people may be willing to pay during the peak hour.

Ficco discussed the process and options for the transit capital finance plan, including New Starts funding, toll credits and local revenue options. Agreements still to be finalized include project development and design responsibilities, owner/operator roles and local match and financial obligations. A public vote in Clark County will be required in accordance with Washington's High Capacity Transit Act, regardless of which transit mode is selected. Ficco touched on total transit operating costs incurred in 2007, as well as forecasts of operating costs in future years. Replacement bridge options represent efficient increases in transit service hours and operating costs, while supplemental bridge options show substantial increases in transit operating costs.

Questions and Discussion

Bob Byrd asked if we can start tolling the I-5 bridge before the project is built to reduce our total financing costs. Ficco said it is not currently possible, but may be in the future, pending legislative discussions. Byrd also asked if tolling rates could be reduced for businesses that cross the river frequently. Ficco said it's a possibility that can be discussed as part of upcoming public outreach about this issue.

Jonathan Schlueter asked if the transit agencies agree with the cost estimates for the transit modes and if they have a preference between light rail and bus rapid transit. Schlueter also asked if public fleet vehicles would be exempt from the toll. Ficco responded that there are a variety of methodologies that could be applied, but no decisions have been made. He provided the example of the Tacoma Narrows Bridge in which every vehicle pays, including state patrol vehicles.

Jeff Hamm responded to Schlueter's question saying that TriMet and C-TRAN formed an interagency team to analyze transit ridership forecasts and costs. That team concluded that the CRC estimates are credible.

Jill Fuglister asked if the project's federal funding prospects are secure. Ficco said the Draft EIS assumes little federal funding beyond the \$750 million in New Starts transit funding. Federal transportation dollars are limited, but U.S. Senator Patty Murray has indicated that mega projects like the Columbia River Crossing could receive priority on a competitive basis. At this point, the project's financial plan does not have firm numbers. Much is unknown about the federal transportation fund scheduled for reauthorization in two years.

Steve Stuart asked if recent Washington state initiatives requiring a public vote on tax increases will impact the project. Ficco said there have been discussions in Olympia suggesting that the legislature will approve all tolling projects. As legislation is complete, it will be shared with the Task Force.

7. Draft Locally Preferred Alternative

Co-chair Hal Dengerink said it's important for Task Force members to start providing staff with input on key LPA decisions, including no build, bridge type, and transit mode. He asked Task Force members to state their very preliminary positions regarding a preferred alternative in order to gauge opinions around the table.

Henry Hewitt said he favors the replacement bridge with light rail and noted he doesn't have enough information to comment on transit alignment. However, he did say that, based on his experience in Oregon, he thinks Vancouver residents would grow to prefer the Vancouver alignment on local streets more than the I-5 alignment. He also would like the LPA to address issues of environmental justice, land use, the "downstream" congestion on I-5, and global warming.

Dave Tischer spoke on behalf of about 30,000 building trades members, 600 local contractors, and 8,000 members who travel between Vancouver and Portland. Tischer favors the replacement bridge with light rail. He said his members would love to take light rail between Vancouver and Portland and that light rail's environmental footprint is better than bus rapid transit.

Steve Stuart indicated discomfort with stating a position before the project has released the Draft EIS and Task Force has heard public comment on the document. He said NEPA doesn't require a Draft LPA and he would be more comfortable with staff drafting the recommendation. He asked why the project is having a public process if Task Force members jump ahead and state positions. Co-chairs Dengerink and Hewitt said the goal is to get members' initial thoughts on the table but those who are uncomfortable stating a preliminary position do not have to do so. Task Force members have a great deal of information about the project and the opinions of their constituents. The co-chairs also noted that these preliminary positions could change as a result of more information and public input.

Fred Hansen noted that he doesn't have the same concern as Stuart. Hansen said he would be expressing a sense of where he thinks things are, but with caveats. Hansen favors the replacement bridge with light rail, and a Clark College terminus in Vancouver for transit. But he said he has two large caveats attached to this position: he would like more information on carbon emissions, as well as the on and off (auxiliary) lanes. He wants to better understand the true footprint of those lanes, because his understanding was that the project would include three through lanes in each direction.

Dave Frei also noted concerns about the project's carbon footprint. His preliminary preference is for the replacement bridge with high capacity transit [mode choice not stated]. He said more time, education, and discussion with neighborhoods are needed before any decision can be made about the transit alignment.

Royce Pollard said he understands Steve Stuart's concerns, but that the group needs something to take to the citizens for discussion, even if it's a draft preferred alternative. Pollard said he and Vancouver City Council have not made any decisions, but that the information so far does point in certain directions. For him, it's an LPA with Replacement bridge and light rail. He stressed that no one but the citizens of Vancouver should decide where transit goes, and we won't know where that is until there is more information.

Scot Walstra is leaning toward the replacement bridge with light rail. He would like to see extra engineering enhancements for freight mobility and less of an impact to the Historic Reserve.

Tom Imeson said the Port of Portland Commission, at their December meeting, adopted a resolution in support of the replacement bridge with light rail and an improved interchange at Marine Drive.

Jeri Sundvall-Williams said she wants to know what Vancouver neighbors want before she makes a decision. As an observer, she sees the decision leaning toward the replacement bridge with light rail, not because that's what she wants but because of the data. She doesn't think no build is a viable option. Still, she feels we need more answers and information from the community, especially on health effects.

Bob Byrd favors a replacement bridge with light rail. He also asked how the overall transit ridership would be affected by a transit terminus at Clark College.

Walter Valenta said there is a great support for eliminating bridge lifts, a condition unique to the replacement bridge options. He also supports light rail. He looks forward to redevelopment opportunities in the Bridgeton and Hayden Island neighborhoods if planning and design are done right. He would like to see an aggressive approach to achieve carbon neutrality. He said he could accept six lanes in each direction across the river if the number decreases to fewer lanes north and south. He also said there should be consideration about a future light rail loop east in Vancouver and then south to the Portland airport. Thinking about where light rail will go in the future should help guide its alignment and terminus now.

Jonathan Schlueter said improving freight mobility was his impetus for serving on the Task Force. He favors the replacement bridge, but wants to let the transit authorities and the communities decide the transit alignment, whether it's bus rapid transit or light rail. His interest is in maximizing the flow of freight and people across the river.

Larry Paulson said the Vancouver Port Commission supports the replacement bridge based on cost, navigation, freight mobility, and congestion. They have not come to a conclusion on transit mode or alignment. They would like more discussion with staff about how transit alignment and impacts could affect freight mobility from west Vancouver to and from I-5.

Dick Malin favors the replacement bridge based on safety and seismic factors. He supports light rail for its continuity and lack of transfer at Expo Center. He sees the transit alignment as a choice between bad and worse, but if he had to choose, he would pick the I-5 alignment.

Jill Fuglister said the Coalition for a Livable Future hasn't taken a position yet, but she would like to see a carbon neutral alternative that holds the number of vehicle miles traveled to an increase of zero. She said her coalition has expressed support for light rail, very aggressive demand management, tolling, congestion pricing (if it's applied equitably), mitigation measures for low-income communities, and a community enhancement fund of one percent of the total project budget. Her group is also considering the other transportation priorities that might not get met because of this project's funding needs.

Steve Stuart would like the Draft LPA to include a lane by lane analysis of cost and benefit, whether the measure is cost per rider, per vehicle, or some other good measure. He wants to know how much the project will cost per person. He would like to see more analysis of the transit in a box concept and the related opportunity to utilize and redevelop Vancouver's waterfront. If the LPA is going to be the replacement bridge with light rail, he would like to see more analysis of the lid connecting downtown Vancouver and the Reserve to improve noise, pollution, and connectivity. He asked: What becomes of the HOV lane? What's being analyzed? What benefit is there if it's full by 2030? He would like to see an analysis of other projects on I-5 and the congestion at I-405. He wondered if there could be some commitment possible from Oregon that improvements to those highways would be included. As for transit mode, he would ride, vote for, and pay for

light rail. The alignment is an important financial decision. He wants to make this project as lean and as great a benefit to as many users as possible, with zero capital costs to local governments and minimal impacts to local businesses and residents.

Marie Dodds favors the replacement bridge with light rail, and would like to see more analysis of the transit alignment before commenting on that choice.

Phil Sheehan (for Bob Knight) said with regard to transit, he doesn't think it's fair to compare Portland's Interstate Avenue with Vancouver's Main Street. He thinks a key question is which transit choice would better facilitate growth of the transit system in the future.

Tom Zelenka said all the viewpoints from the public need to be considered. He said the replacement bridge with light rail seems like the right decision. He agreed with Jeri Sundvall-Williams that more time needs to be spent understanding local community health effects, since there are probably things we can do to mitigate harm. He is concerned about the tolling discussion and feels electronic tolling will create some frustration for those without transponders who need to pay in cash. He is open to looking at the issue of tolling I-205. Rose Quarter congestion on I-5 is something we'll have to live with. Regarding climate change, he is not sure that vehicle miles traveled is the preferred metric. Not all concrete and other building materials are the same, so it's worth looking at materials and technologies for ways we can reduce our carbon footprint.

Jeff Hamm said the C-TRAN board is considering these issues. At the next meeting, he'd like to see CRC staff provide an explicit analysis of the impacts of incorporating or making provision for a future HOV/freight lane in the project as a mitigation measure for traffic volumes and the carbon footprint. He noted that he asked for this in the past and was told that it's outside the scope of the project. But since staff have already provided traffic and emissions impacts from 219th Street to the I-5/I-405 split; he doesn't see why this couldn't also be considered. Regarding climate change, he encouraged looking beyond 2030 and at trips in the region that aren't suitable for high capacity transit. Provision should be made for future HOV lanes.

Brad Halverson still needs to consult the neighborhood associations, but his instinct is to support the replacement bridge with light rail. He wants to know what will be expected of him for the next Task Force meeting and what questions he needs answers to in advance from the neighborhoods, including transit terminus, Vancouver alignment, Hayden Island alignment, and interchanges. He wants to be sure we don't overbuild and warns that talk of a potential fourth southbound lane in Portland could lead to the need for safety shoulders, and these kinds of impacts are "off the table" for north Portland. He wondered if Task Force members need to come up with a position on transit in a box, and asked how tolling would work for one-time users who don't have transponders. He worries about difficulties faced by one-time users. He would like to know all these things before the next meeting.

Jerry Grossnickle said river navigation must not be impaired or made more dangerous than it is today. His association supports the replacement bridge and is very much opposed to a supplemental bridge because it adds piers to the water. The association does not have a position on transit mode, except that if there's the possibility of eliminating the need for a third structure by building transit in a box, his group would support that. Regarding trying to get money to improve the rail bridge, he said the only way his towboat association can get Truman Hobbes money is to get highway trust funds to pay for it (due to the problem of the Interstate Bridge lifts).

Elson Strahan said we are stewards of a critical segment of the highway system. He supports the replacement bridge with light rail. Transit in a box is very appealing, he said, and we still have work to do on deciding transit alignment.

Jeff Cogen said the Multnomah County Board hasn't taken a position and he needs to discuss this with them. He did note the No-Build doesn't seem like a good option and the replacement bridge seems like a good way to go, but we need to minimize health impacts in North Portland and global warming impacts. We need to create a terrific, gateway design, he said. It would be a missed opportunity for the region if this project looks like the I-205 bridge. Also, this appears to be primarily a highway project since the bridge portion is about \$1 billion of the total \$3-4 billion cost. It seems strange that the project is not looking at the Rose Quarter bottleneck, even though Oregon doesn't have the money to make a local match. Pedestrian/bicycle access needs to be truly world class and he wants to be convinced that this is the case.

Lora Caine said the Friends of Clark County board has only briefly talked about the replacement bridge and light rail. The entire board supports the replacement bridge and most of the members support light rail. We

recommend that public entities not make conditions worse by expanding urban growth boundaries too rapidly or encouraging more car trips across the river. Staff should have something in the next report to better explain the mixing of freight and light rail. Lastly, we need to minimize impacts to residents and businesses as much as possible.

Dean Lookingbill looks forward to a similar conversation with his RTC board members. He thinks we still need to learn more about the financial aspects of this project. For RTC to put this project in the regional transportation plan, they'll have to consider the rationality of the CRC financial plan.

Grant Armbruster said the Portland Business Alliance passed a resolution supporting the replacement bridge with light rail, with no comment on transit alignment. The main reasons for their decisions were safety, trade, and the seismic risks associated with the existing bridge. Reconnecting Hayden Island and Vancouver is a good opportunity.

Rex Burkholder said Metro Council hasn't taken a position yet. He said the Task Force hasn't discussed cost performance differences in the number of lanes on the bridge. Project delivery also needs to be discussed, including perhaps a bi-state compact to get the congressional authority to carry out a project as complex as this. Also, we should talk about phasing the project in terms of financial feasibility.

Rich Brown said small business vehicles need good access and movement for our region's economic health. He wants to see global warming and community impacts addressed to the extent possible in the LPA.

Hal Dengerink said the data seems to point us in the direction of a replacement bridge with light rail. Still, he said there are a number of issues we can't know the answer to at this point in time, including tolling rates, transportation demand management strategies, and others, because we don't have the data. But in the long run, the success of this project will be less about the bridge and transit mode choice, but will come down to the details of how it's managed and designed beyond the life of this Task Force. It will also be important to keep working with the community and advisory groups.

[End of discussion going around the table]

Steve Stuart said he is concerned that the discussion about the draft LPA was not explicitly on the agenda and occurred after much of the audience had left. He said that citizens must be involved in real ways in order to reach consensus and be able to pass a public vote. Ultimately, a coalition of the groups at the table will have to carry this project forward and seek funding, not the departments of transportation alone.

Hal Dengerink agreed that strong coordination is necessary and said a stronger consensus exists than many would perceive. Dengerink said people are interested and engaged even if they are not physically present in the room.

Jerry Grossnickle asked what happens to the Task Force after the next meeting. Dengerink said the relationships that have been established will continue to be important to ongoing dialogue. Doug Ficco said CRC working groups will continue to meet and new working groups may be established. Ficco concurred with Stuart and Dengerink that a coalition of stakeholders will need to help carry the project forward.

Next Meeting

Co-chair Dengerink reminded members that the next meeting will be approximately 60 days after release of the Draft EIS (date to be determined) at the following time and location:

4:00 – 8:00 p.m.
WSDOT SW Region Headquarters
11018 NE 51st Circle, Vancouver, Washington

Columbia River CROSSING DRAFT Meeting Agenda

MEETING TITLE: Task Force Meeting
DATE: June 24, 2008, 4:00 – 8:00 p.m.
LOCATION: WSDOT SW Region Headquarters
 11018 NE 51st Circle, Vancouver, WA

Note: Please turn off all cell phones, handheld devices, and pagers so that they do not send or receive a signal during the meeting. Transmitted signals disrupt the audio and recording equipment. Thank you.

TIME	AGENDA TOPIC	ACTION
4:00 – 4:05	Welcome & Announcements	
4:05 – 4:10	January 2008 Meeting Summary	Approve Meeting Summary
4:10 – 4:30	Project Update	Presentation
4:30 – 4:45	Public Involvement Update	Presentation
4:45 – 5:45	Public Comment	Receive Public Comment
5:45 – 7:30	Discussion and Vote on Locally Preferred Alternative Decisions	Discussion
7:30 – 7:45	Appreciation and Closing Remarks	Presentation
7:45	Adjourn	

TRANSIT DIRECTIONS from PORTLAND:

From Downtown Portland, take C-TRAN Express Bus #164 to the Fisher's Landing Transit Center. Transfer to Bus #80 (Van Mall/Fisher's) eastbound to 49th and 112th Avenue. WSDOT SW Region Headquarters is 2 blocks north of this bus stop.

TRANSIT DIRECTIONS from VANCOUVER:

From Downtown Vancouver take C-TRAN Bus #4 (Fourth Plain) eastbound to the Vancouver Mall Transit Center. Other buses to Vancouver Mall are #32, 72, 44 and 78. From the Mall Transit Center, transfer to Bus #80 (Van Mall/Fisher's) eastbound to 49th and 112th Avenue. WSDOT SW Regional Headquarters is 2 blocks north of this bus stop.

For detailed trip planning, please contact the two transit agencies: C-TRAN, www.c-tran.com, 360-695-0123, or TriMet, www.trimet.org, 503-238-RIDE

Meeting facilities are wheelchair accessible and children are welcome. Individuals requiring reasonable accommodations may request written material in alternative formats or sign language interpreters by calling the project team at the project office (360-737-2726 and 503-256-2726) one week before the meeting or calling Washington State's TTY telephone number, 1-800-833-6388.



A RESOLUTION OF THE COLUMBIA RIVER CROSSING TASK FORCE TO PROVIDE DIRECTION TO THE COLUMBIA RIVER CROSSING PROJECT ON KEY DECISIONS FOR A LOCALLY PREFERRED ALTERNATIVE.

WHEREAS, the I-5 Interstate Bridge is one of only two Columbia River crossings between Vancouver, Washington and Portland, Oregon and approximately 150,000 people rely on crossing the I-5 Bridge daily by car, transit, bicycle and on foot; and

WHEREAS, the existing structures are aging and in need of seismic upgrade, and the closely-spaced interchanges are in need of safety improvements; and

WHEREAS, the movement of land and water-based freight is hindered by the current crossing, and

WHEREAS, high capacity transit does not currently connect Vancouver and Portland, and the bicycle and pedestrian paths do not meet current standards; and

WHEREAS, the I-5 Transportation and Trade Partnership Final Strategic Plan recommended congestion and mobility improvements within the I-5 Bridge Influence Area in 2002; and

WHEREAS, the Columbia River Crossing Task Force was established in February 2005, to advise the Oregon Department of Transportation and the Washington State Department of Transportation on project-related issues and concerns; and

WHEREAS, the Columbia River Crossing Task Force advised development of the project's Vision and Values Statement, alternatives development, and narrowing of the alternatives to five that would be studied in a Draft Environmental Impact Statement; and

WHEREAS, the Columbia River Crossing project is committed to implementing the principles of sustainability into project planning, design and construction in order to improve the natural and social environment and the regional economy whenever possible; and to minimize effects related to climate change; and

WHEREAS, the Oregon State Department of Transportation, Washington State Department of Transportation, Metro Council, Southwest Washington Regional Transportation Council, TriMet, C-TRAN, City of Portland and City of Vancouver have worked collaboratively on the development of the Draft Environmental Impact Statement; and

WHEREAS, the Columbia River Crossing project published a Draft Environmental Impact Statement on May 2, 2008, disclosing the potential environmental and community impacts and potential mitigation of the five alternatives; and

WHEREAS, the Columbia River Crossing project is seeking public comments on the Draft Environmental Impact Statement from the Columbia River Crossing Task Force as well as the public through outreach events, working sessions and hearings with sponsor agencies, and through two open houses and two public hearings during the comment period; and

WHEREAS, the Columbia River Crossing Task Force has opted to confirm Key Decisions that will lead to selection of a Locally Preferred Alternative.

NOW, THEREFORE, BE IT RESOLVED THAT THE COLUMBIA RIVER CROSSING TASK FORCE MAKES THESE RECOMMENDATIONS TO THE COLUMBIA RIVER CROSSING PROJECT:

1. In regards to the river crossing selection, the CRC Task Force supports the construction of a replacement bridge as the preferred option.
2. In regards to the high capacity transit selection, the CRC Task Force supports light rail as the preferred mode.
3. In regards to the alignment and terminus of the high capacity transit line, and based on the information provided to date, the CRC Task Force supports the following:
 - Removal of the Kiggins Bowl terminus from further consideration
 - A preference for the Clark College terminus, but recognizes that the selection of one of the remaining three terminus options should be determined through a combination of:
 - i. Federal New Starts funding eligibility
 - ii. Public and local stakeholder involvement
 - iii. CRC project evaluation and technical determination of the terminus that allows for the greatest flexibility for future high capacity transit extensions and connections in Clark County
4. The CRC Task Force understands that several project elements have not been finalized at the time of this resolution. These elements will need to be satisfactorily resolved through a process that includes public involvement, recommendations from governing bodies of the sponsor agencies, and recommendations by a local advisory committee. The CRC Task Force supports the consideration of the attached list of Supplemental Positions for Future Project and Regional Consideration.

Columbia River CROSSING

Columbia River Crossing Project Supplemental Positions for Future Project and Regional Consideration

For Project Consideration:

The Columbia River Crossing Task Force presents these supplemental positions for consideration during the post-Locally Preferred Alternative (LPA) phase of the project development process. The Columbia River Crossing Task Force supports the following in association with the CRC project:

- The continued development of a mitigation plan
- The continued development of a sustainability plan
- Further study and analysis to determine the appropriate number of auxiliary lanes necessary for safety and functionality in the project area
- The continued commitment to provide enhancements within potentially impacted communities
- Continued work to design interchanges in the project area that meet the safety and engineering standards and requirements of the Federal Highway Administration, the departments of transportation for Oregon and Washington and the cities of Portland and Vancouver
- Continued work to ensure freight sensitive interchanges provide enhanced mobility
- Imposing tolls on the existing I-5 bridge as soon as legally and practically permissible to reduce congestion by managing travel demand as well as to provide an ongoing funding source for the project
- A public vote where applicable regarding the funds required to implement the light rail line
- The development of an aesthetically pleasing, sustainable and cost efficient river crossing that provides a gateway to Vancouver, Portland and the Northwest
- Designing the project- river crossing, transit, and pedestrian and bicycle facilities- to be a model of sustainable design and construction that serves both the built and natural environment
- The development of light rail stations that meet the highest standards for operations and design. These stations would be designed to be safe and accessible to pedestrians, bicyclists, and people with disabilities.
- Continued development of a “world class” bicycle and pedestrian facility as part of the construction of a replacement river crossing
- Ensure that the preferred alternative solves the significant safety, congestion and mobility problems in the project area while meeting regional and statewide goals to reinforce density in the urban core and compact development that is both

- pedestrian friendly and enhances mobility throughout the project area and the region
- Independent validation of the greenhouse gas and climate change analysis conducted in the Draft Environmental Impact Statement to determine the project's effects on air quality, carbon emissions and vehicle miles traveled per capita
 - The inclusion of strategies aimed at reducing greenhouse gases and reducing vehicle miles traveled per capita. The Oregon Global Warming Commission or the Washington Climate Action Team should advise the CRC project on project related aspects that will help achieve the greenhouse gas reduction goals set for 2020 and 2050.
 - The development of a more detailed draft finance plan after the LPA is selected to define the funding and financing sources for this project from federal, state and local resources, while ensuring financial equity within the region
 - Independent review of the project's feasibility and risks, including the project's relationship to funding other transportation projects in the region

For Regional Consideration:

There are system-wide transportation concerns that can only be resolved on a regional level and not by the Columbia River Crossing project. The Columbia River Crossing Task Force supports:

- Revisiting the remaining recommendations outlined in the *Strategic Final Plan* of the I-5 Transportation and Trade Partnership Study, dated September 2002
- Evaluating other bottlenecks within the system (eg. I-405 / I-5 split, Rose Quarter, etc.)
- Developing a regional plan for traffic demand management in the bi-state Portland-Vancouver region that promotes a reduction in vehicle miles traveled per capita
- Evaluating the effectiveness of a regional high occupancy vehicle (HOV) system
- Developing a regional plan for freight that considers the work of the I-5 Transportation and Trade Partnership and the CRC project's work with the CRC Freight Working Group
- Developing a web-based transit trip planning resource to plan transit trips in the Portland-Vancouver region

June 17, 2008

TO: CRC Task Force

FROM: Hal Dengerink, Co-Chair, Columbia River Crossing Task Force
Henry Hewitt, Co-Chair, Columbia River Crossing Task Force

SUBJECT: **Task Force Recommendation on a Locally Preferred Alternative**

As a key stakeholder advisory group to the Columbia River Crossing (CRC) project, the Task Force has provided input and recommendations at all major decision points throughout the project development process. With the project's release of the Draft Environmental Impact Statement (EIS), the subsequent comment period and recent public hearings, the Task Force will provide a recommendation on the next major decision point for this project – the selection of a Locally Preferred Alternative (LPA).

We recommend that the Task Force support the attached draft LPA resolution at the June 24 CRC Task Force meeting. This memorandum includes brief discussions of two factors related to the LPA decision:

- The elements of this project that will be defined in the LPA
- Our thoughts on what we, as the Task Force, should recommend be included in the LPA

Elements of the LPA

It is important that we all understand what is and is not included in the decision to identify an LPA. The LPA will determine three primary elements of this project:

- 1) River crossing type – a replacement crossing or a supplemental crossing
- 2) High capacity transit (HCT) mode– light rail or bus rapid transit
- 3) Transit terminus – this recommendation may simply narrow the range of terminus options from what was evaluated in the Draft EIS and wait for additional design refinement and transit modeling to more clearly identify the best performing terminus option.

These three components significantly influence the performance, impact, and cost of this project. Other elements *not* defined in the LPA that will receive further evaluation by the Local Advisory Committee (still to be formed) are outlined in the list of Supplemental Positions for Future Project and Regional Consideration which can be found at the end of the enclosed draft LPA resolution document.

Early thoughts on the LPA recommendation

Following are our current thoughts on which river crossing type, HCT mode, and HCT terminus appear most promising and thus suitable for recommendation to be included in the LPA. Our thoughts are based on discussions from the many preceding Task Force meetings, findings presented prior to and in the Draft EIS, and public comments received thus far. These thoughts are intended to provide a starting point for our discussion during our meeting on June 24 when we will all be asked to provide our formal recommendation on the LPA for consideration by the project's sponsor agencies.

River Crossing Type: Replacement Crossing or Supplemental Crossing

We suggest the Task Force recommend the replacement crossing be included in the LPA based on the findings presented in the Draft EIS and what we have heard thus far from the public and local stakeholders. A replacement river crossing appears to better meet this project's purpose and need than the supplemental crossing. The replacement crossing provides:

- **Better congestion relief:** By 2030, the replacement crossing would reduce daily congestion over the I-5 crossing from 15 hours under the No Build alternative to about 4.5 hours. The supplement crossing would result in 11 hours of congestion by 2030.
- **Safer highway design:** The replacement crossing would fix the existing traffic safety hazards on the I-5 bridges, including nonexistent shoulders, narrow lanes, poor sight distances, short merge lanes, and bridge lifts. The supplemental crossing would not be able to fix all these problems because it would still use the existing bridges.
- **Better mobility for freight:** Regional freight movement would benefit significantly from the reduced congestion and improved traffic safety provided by the replacement crossing. This segment of I-5 is a critical transportation link for regional and national freight movement, and the added auxiliary lanes and reconfigured interchanges included with the replacement crossing would substantially ease truck movement between key regional industrial areas such as the facilities operated by the ports of Portland and Vancouver. These benefits for truck-hauled freight are likely to have secondary effects that would benefit the regional economy.
- **Safer and more direct connections for bicyclists and pedestrians:** The replacement crossing offers a pathway for pedestrians and bicyclists, separate from cars and trucks, along Marine Drive, across Hayden Island, and into downtown Vancouver. The supplemental crossing would require bicyclists and pedestrians to travel on streets with cars and trucks across Hayden Island and introduce some out-of-direction travel on these streets and into downtown Vancouver.
- **Better navigation for river traffic:** The replacement crossing would greatly improve river navigation for vessels traveling downstream between the I-5 crossing and the BNSF railroad bridge by eliminating the existing bridges and lift spans, reducing the number of piers in the water, and aligning the navigation channel under I-5 with the BNSF bridge's swing-span.

HCT Mode: Light Rail or Bus Rapid Transit

We propose that the Task Force recommend that light rail be included in the LPA. Light rail performs better than bus rapid transit on most metrics, including:

- **Quicker travel times:** Both HCT modes would reduce transit travel times through the project area, but light rail would provide the fastest average travel speeds through the project area (17.3 mph versus 14.5 mph for bus rapid transit).
- **More direct access to key destinations:** Light rail would be continuous with the existing MAX yellow line at Expo Center, offering a one-seat ride from the project area to key destinations such as downtown Portland. In contrast, bus rapid transit would require riders to transfer at the Expo Center onto a MAX train.
- **Higher transit ridership:** Light rail would attract approximately 25 percent more total transit passengers traveling over the Columbia River than bus rapid transit.
- **Lower operating cost:** Light rail transit would cost approximately 67 percent less to maintain and operate than bus rapid transit.
- **Better cost effectiveness:** Light rail would cost less to construct and operate per new transit passenger than bus rapid transit. Cost effectiveness is an important consideration because it influences the ability for this project to receive federal funding for transit.

HCT Terminus: Kiggins Bowl, Lincoln, Clark College, or Mill Plain

The choice between HCT terminus options currently appears less clear than the other elements of the LPA. Data presented in the Draft EIS indicates a variety of tradeoffs between the two full-length termini – Kiggins Bowl and Lincoln – and the two shorter length “minimum operable segments” (MOS) – Clark College and Mill Plain, including:

- **Transit ridership:** Daily transit ridership varies approximately 16 percent across the four terminus options, but CRC project staff have clarified that this variation is a result of several factors such as the different park and ride configurations that were packaged with the terminus options. Regardless, the full-length options would clearly provide more direct service to some communities in northern Vancouver, but would cost more and incur some additional property acquisitions and potential local traffic issues in these areas.
- **Construction cost:** The full-length terminus options are more expensive to construct than either MOS due to the longer guideways. The Kiggins Bowl terminus is approximately 21 percent more expensive than the Lincoln terminus because it is longer (4.2 miles versus 3.4 miles), and several sections of the guideway would have to be elevated. The Mill Plain MOS is the lowest cost option, and is approximately 9 percent less expensive to construct than the Clark College MOS.
- **Accessibility:** The full-length terminus options would offer HCT stations within walking distance of more households and places of employment than the shorter length terminus options. The Kiggins Bowl and Lincoln termini would include stations within half a mile of approximately 5 percent of Clark County households and 11 percent of Clark County employment. This compares to 4 percent and 3 percent of households for the Clark College and Mill Plain MOSs, respectively, and 10 percent and 9 percent of employment for the Clark College and Mill Plain MOSs, respectively.
- **Property impacts:** The Lincoln terminus would require the most property acquisition, and include displacement of up to 17 residences and 33 businesses throughout the project area. This compares to displacement of 12 residences and 23 businesses for the Kiggins Bowl terminus. Both MOS options would require fewer property acquisitions and displacements.

Public and stakeholder opinion on the transit terminus location appears mixed. Responses thus far reflect the conflicting benefits and impacts many people perceive from the introduction of nearby HCT service. For now, the clearest decision regarding transit terminus appears to be eliminating the Kiggins Bowl option from further consideration. We suggest the Task Force recommend that the project drop the Kiggins Bowl option, but defer the narrowing of the other three terminus options to the project sponsors north of the Columbia River.

Thank you for your hard work on the Task Force for the last three years. We are both looking forward to discussing the LPA on June 24, 2008.

June 17, 2008

TO: Columbia River Crossing Task Force
FROM: Doug Ficco, CRC Project Director
John Osborn, CRC Project Director
SUBJECT: Public and Agency Comment, November 28, 2007 – May 1, 2008

Introduction

This draft report summarizes public and agency comments received after the November 27, 2007, CRC Task Force meeting and prior to the publication of the Draft EIS on May 2, 2008. The comments are of two main types:

1. Written comments in the form of emails, letters, transcripts of phone calls, and faxes
2. Outreach event summaries for CRC related public events

The comments summarized in this memo are the result of a variety of outreach activities that occurred from November 28 to May 1, including:

- Agency coordination
- Presentations and discussions with neighborhood, civic, and business associations and governmental entities
- Booths at festivals, tradeshow, and conferences

The following project communications and information also generated comments. Project communications and information available from November 28, 2007, to May 1, 2008, included:

- The CRC project Web site
- Monthly email news (Dec. 7, Jan. 15, Feb. 19, March 14, April 10, April 24)
- Fact sheets, including fact sheets on:
 - Highway and Interchanges (updated)
 - Property Purchases and Easements (updated)
 - Transit Park-and-Rides (updated)
 - Transit Choices (updated)
 - Cost Estimates (updated)
 - Columbia River Crossing Project (new)
 - Environmental Justice
 - Tolling (new)
 - Pedestrian and Bicycle Improvements (updated)
 - Project Background (updated)

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- Project Safety (updated)
- What is NEPA? (new)
- Public Involvement (updated)
- News releases: Jan. 15 (Task Force to meet) and April 28 (Draft EIS set for release)

Additionally, the project's database has grown to 3,324 email addresses and 11,263 postal mailing addresses (as of May 30, 2008).

Appendix A includes a listing of the frequency of comments received by comment type. Appendix B includes a comprehensive list of the CRC related public meetings and events that occurred between November 28, 2007, and May 1, 2008, as well as an estimate of the number of people engaged through these meetings and events.

Comments

Notes on Comment Sources

Although the public comments included in this memo were taken from a variety of sources, they were submitted primarily as emails to the project office and comments made and recorded at outreach events. Appendix C lists the methods with which comments were submitted to CRC project staff.

Readers are cautioned that the comment-gathering methods detailed in this report were not statistically valid surveys, and therefore, the results are not necessarily representative of broader public opinion. More information on comment-gathering and comment summarization is included in Appendix D.

Comment Trends

During the period of November 28, 2007, to May 1, 2008, public outreach focused on:

- *Preparation for Draft EIS release:* An emphasis was placed on preparing the public for the May 2 release of the Draft EIS. Many preliminary findings were shared at ongoing meetings with neighborhoods, business groups, and community organizations.
- *Transit discussions:* The project hosted three roundtable discussions on high capacity transit, in which residents and businesses from Vancouver were invited to engage in a dialogue with community members from Portland who have experienced the planning and construction of light rail. The events included a tour of Portland's MAX light rail and focused on reaching out to neighborhoods, businesses, and those who are transit-dependent, such as seniors, low-income, and disabled community members.
- *Draft concepts:* Staff shared draft visualizations of bridge alternatives with the community to assist in understanding of the options' differences.

Comments provided during this time came before the release of the DEIS and therefore rarely focused on project alternatives. The largest comment type (159) relates to comments about, requests pertaining to, or questions asked about the CRC project process and timeline. These comments ranged from questions about how the public can affect project decisions to conflicting comments that the decision-making process is going too fast and that the process is going too slow.



As in the past, transit issues also received significant interest, with LRT supporters providing more comments than bus / BRT supporters and LRT opponents combined (53 commenters supported LRT, 34 commenters opposed light rail and / or supported buses or BRT). A large number of comments (79) were also received on potential transit alignments, stations, and park-and-rides, many of which focused on Vancouver, north of downtown. The alignment that received the most comments in support or opposition was the North Vancouver Alignment Option: Couplet on Broadway and Main (11 commenters opposed and four supported running BRT and / or LRT on Main Street in Uptown Village). It is important to note that transit alignment related comments were often vague on location, such as whether the comments related to the portion of a street in downtown Vancouver or in Uptown Vancouver. Therefore, any transit alignment comment tally should be considered imprecise, and useful mostly to describe the breadth of opinions expressed.

Many comments relating to neighborhoods and business districts (80) were received, including many comments about the perceived pollution, safety, livability, and business viability impacts of transit alignments, stations, park-and-rides, highway improvements, and the river crossing.

A large number of comments relating to traffic and congestion (91) were also received. Comments opposing increases in auto capacity were common, for reasons including concerns that the CRC project will only shift congestion further south into Portland and that increased traffic would contribute to climate change. Comments were also received from those who supported increasing auto capacity beyond the present CRC alternatives, including support for increasing auto capacity along I-5 in Portland.

Tolling received mixed comments (13 opposed, 11 supported).

The following section summarizes public input received from November 28, 2007, through May 1, 2008.

General Feedback

The comments can be organized into twelve general categories:

- River Crossing
- Transit
- Interchanges and Highway Alignments
- Congestion
- Economy and Freight
- Safety and Seismic
- Community Livability and Human Resources
- Bicycle and Pedestrian Access
- Project Financing and Funding, Tolling, and Project Costs
- Process
- Other

Many categories below note the number of comments received pertaining to that topic (*in parentheses*). These numbers include comments from outreach summaries; however, each comment from an outreach summary is counted only once. Appendix A lists the frequency of

comments addressing each category being tracked. In cases where a number is not provided in the headings below, it is because the topic corresponds to multiple issues listed in Appendix A.

Comments pertaining to multiple categories appear in only one section on the following pages, so numbers in parenthesis usually do not equal the number of bullets found below the categories.

River Crossing (included in multiple categories listed in Appendix A)

Alternative 1: No-Build (included in multiple categories listed in Appendix A)

- Support for Alternative 1 based on the statement that “the alternatives presented in the draft EIS... are fundamentally flawed and make conditions worse for the entire region in the immediate and long term”
- Opposition to the No Build alternative, based on statements including:
 - “We do not want to end up with poor future transportation planning like Seattle did several years ago”
 - The data shows that the CRC project is necessary, and that “doing nothing is very problematic”
 - “if we don’t replace the bridges now, we will end up with a situation like the 520 bridge in Seattle. What would happen if you had to shut the bridge down because it’s no longer safe to use?”
- Question of, under Alternative 1, “what year do you predict the existing bridges will... need to be replaced because they can’t be repaired any longer?”

Replacement Bridge (71 comments)

- Support for a Replacement Bridge based on statements including:
 - “The old bridge will cost almost as much to fix as it will to build a new bridge”
 - The Replacement Bridge is the most cost effective alternative
 - The I-5 corridor under study is currently unsafe, and the project will improve its safety
 - A Replacement Bridge will have fewer bridge piers and will therefore “enhance marine mobility and navigation”
 - A Replacement Bridge will improve bicycle and pedestrian access
- Support for including high capacity transit on a Replacement Bridge, based on statements including:
 - Transit service adjacent to vehicle lanes “would better remind commuters of the transit option, and also be cheaper than two completely separate bridges”
 - It “creates the option of expanding the vehicle bridge capacity by relocating the transit... to a separate tube or bridge later”
- Opposition to a Replacement Bridge, based on comments including:
 - “An expanded bridge... will only attract more traffic to a crowded I-5”
 - “The two total replacement options would not only demolish a fully functioning historic bridge that is being used, but strips the historic value, charm, and prestige of our cities”



- “Global warming is the most important issue facing any of us. Oregonians are creative enough to think up a better solution to one massive, expensive bridge that increases traffic”
- “I do my part to reduce the traffic load on our streets, choosing to ride a bike, take public transportation, or to walk whenever possible. Each of those options will be made increasingly less pleasant and, in the case of walking and cycling, more dangerous as a result of the increased traffic resulting from this new 12 lane bridge”
- Questions regarding a Replacement Bridge, including:
 - How many traffic lanes would be included
 - The height, ramp grades and touchdown points

Supplemental Bridge (50 comments)

- Support for a Supplemental Bridge based on statements including:
 - “It expands traffic and prepares for future growth”
 - “Offers alternatives to driving and congested traffic”
 - “Preserves our rare vertical lift draw bridge”
- Opposition to the Supplemental Bridge based on statements including:
 - It will not allow those who live in the Bridgeton Neighborhood “to exit I-5 north onto Hayden Island, without getting on I-5 north way down at Victory Boulevard first, which is out of direction”
 - “It doesn’t make sense to keep the old bridge and pay so much money to retro fit it”
 - The concept “smacks of the Rube Goldberg approach to solving a problem. I can’t see how this option makes any progress to solving the problems”
- Questions regarding a Supplemental Bridge, including:
 - Whether “a split on the northbound lanes” would create a problem for drivers who are traveling from I-5 to SR 14
 - Where the navigational channel would be with a Supplemental Bridge, including the question “won’t that be visually odd (to have two different bridge heights next to each other)?”
 - Whether the Supplemental Bridge would include bridge lifts

Existing I-5 Bridge (51 comments)

- Support for continued use of the existing I-5 Bridge without building additional auto capacity. Some of these commenters also supported some combination of the following:
 - Building a new bridge to host mass transit and bike and / or pedestrian facilities
 - Increasing bus service to Vancouver from Portland
 - Reconstructing the I-5 interchanges
 - Tolling vehicular use
 - Creating a transit and truck only lane on the existing I-5 Bridge
 - Building “a small, local traffic bridge between Hayden Island and North Portland,” and closing the I-5 ramps at Hayden Island (to all but emergency vehicles). This new bridge would carry vehicles, bikes, pedestrians, and light rail
 - Reconfiguring the existing railroad bridge opening with the “hump” in the existing I-5 Bridge to reduce bridge lifts

- Statement that “I have always been in favor of keeping the [existing] bridge and building a new one. At the very least, keep all or part of the current one, and use it for bikes and light rail, leaving a new one for traffic only”
- Statement that “full or partial removal” of the existing I-5 bridge “seems the best bet.” The commenter further stated that “Commissioner Sam Adams idea to keep the south end” of the existing I-5 bridge “for recreational purposes may have some merit”
- Questions regarding keeping the existing I-5 Bridges included:
 - How does keeping the existing I-5 bridge address “the issues of safety, congestion, climate change and air quality?”
 - Does the historic significance of the existing I-5 Bridge affect the CRC project
 - Whether the existing southbound I-5 Bridge structure could be kept in place, as it “will be 100 years old”

New Corridors (included in multiple categories listed in Appendix A)

- Support for building a new highway corridor, based on statements including:
 - “There is a correlation between transit and population density... Vancouver has only 3,000 people per square mile. What we really need is a third bridge”
 - “Interstate traffic does not need to go through town.” Building a new corridor outside the urban area would “speed up the flow of traffic and reduce pollution”
 - “There already is significant congestion from 39th Street in Vancouver down to the Fremont and Broadway bridges. How will a larger replacement bridge going to improve traffic flow?”
 - “Port of Vancouver hopes and plans to bring thousands of jobs to the Rueffner site and the Columbia Gateway site. There will be thousands of vehicle trips for employees, suppliers, customers, etc. The same goes for the Rivergate district for the Port of Portland”
 - The recent I-5 closure near Chehalis has shown that the bulk of users of the existing I-5 Bridge are local users, and that if there were a temporary closure of the I-5 River Crossing the I-205 Bridge could not accommodate the local traffic demand
- Support for new highway corridors and crossings west of Downtown Vancouver and Portland, as an alternative to the I-5 corridor. Ideas for western corridors included specific calls for a “Western Arterial at the BNSF crossing” as well as general concepts such as linking communities north of Vancouver with Portland’s western suburbs. Support for new western highway corridors was based on statements including:
 - Increasing traffic along I-5 negatively impacts community livability
 - A new highway would provide an additional travel choice for those living and working in Washington and Oregon
 - A new highway would increase economic opportunity in undeveloped areas of Washington and Oregon
 - Trucks traveling to and from the NW Portland industrial area would be diverted away from the existing I-5 bridge
 - All the container business and truck traffic between the two major Ports could now bypass I-5
 - “The I-5 replacement proposal... will not be of assistance if any part of the local area freeway system becomes disrupted for any reason, as for example, an accident on the Marquam Bridge causing back-ups into Vancouver”



- “A third crossing would afford insurance and protection and allow for smoother traffic flow in the event of one crossing being temporarily unusable. Rebuilding the I-5 Bridge will leave us vulnerable to natural or other disasters”
 - If the CRC project does not create a new highway corridor, “the possibility of a third corridor would be 30 to 50 years away, taking into account the length of time needed to study, plan, finance and execute. During that time traffic will probably more than double and traffic problems will also increase”
 - It would be a “more cost effective alternative, less invasive to the community and it would give the community more options”
 - “The business community would love it because now they can work and move their trucks without having to fight traffic. Commuters would love it because the oversized, slow trucks would be minimal in going to work and many commuters could take light rail to work if possible”
- Support for a new bridge from Camas to Troutdale, based on statements including that the bottleneck in the I-5 corridor is not the existing I-5 bridge but I-5 from Delta Park through the I-84 interchange and “through the rest of Portland”
 - Support for and questions about the status of the I-605 highway and bridge concept
 - Opposition to the Bi-State Industrial Corridor concept, based on statements including:
 - It “will cost just as much as a new bridge on I-5, but will do exactly nothing to improve traffic congestion. Only a tiny fraction of big trucks who use I-5 are actually traveling between the Port of Vancouver and the industrial area in North Portland, and even fewer commuters”
 - The “idea of having heavy rail, light rail and trucks and cars on one bridge is just mind-boggling. It would have to be huge and made of titanium or something to handle all that weight”
 - Statement from a neighborhood group that CRC project staff need to more clearly articulate the reasons why a “3rd Bridge” is not being pursued. “You need to make this clearer to the public. Talk about the difficulties of accessing a bridge like this (how far out of the way you would have to go to bypass the I-5 corridor) and how it would negatively impact the communities that it would have to pass through. People need to better understand the difficulties of this option”
 - Question as to whether a new I-5 loop is under consideration, one that would connect to I-5 further north and further south than the existing I-205 Interchanges

Tunnel (categorized under “Other Concepts”; please see Appendix A)

- Support for a tunnel river crossing, including the following ideas and comments:
 - Placing a “steel tube” at the bottom of the Columbia River to be used as a river crossing
 - If “England can be connected to the European mainland, and several other cities likewise (New York, San Francisco), why not here in the Pacific NW?”
 - An “underground freeway with light rail tracks”
 - Dig a “tunnel underneath the current landscape (freeway, etc.) like the tunnel that was dug in the west hills for MAX. Maybe a straight across shot as the present bridge isn’t the best location for the tunnel”

Other (included in multiple categories listed in Appendix A)

- Support for analyzing an “eight-lane” bridge option
- Support for carrying both traffic and transit on a single “wider bridge” based on the statement that such a bridge “should still be stronger and less expensive to build than two separate bridges”
- Opposition to building a Replacement or Supplemental Bridge based on statements that using the existing I-5 Bridge will:
 - Extend the monetary and “embedded energy” invested in the existing I-5 Bridge
 - Avoid new taxes that would be required to fund a Replacement or Supplemental vehicular bridge
 - Allow transportation funds to be spent on other projects
- Statement that including a new “green” bridge in the CRC project would increase support for the project. Ideas for how the bridge could be made “green” include using recycled materials and holding a contest for the development of a “green” bridge design
- Question as to whether project staff have considered building a bridge which would serve only “commercial vehicles, buses, light rail trains, and RV vehicles, except for morning and evening rush hours?”
- Question as to whether a bridge between North Portland and Hayden Island is included in the CRC project
- Question of “why not build a double deck highway bridge?”

Transit Alignment (79 comments, when included with comments on Park and Rides and Transit Stations)

High Capacity Transit Alignment (a subset of the Transit Alignment category)

- Support for the following High Capacity Transit Alignments:
 - “Two-way Washington Street” transit alignment
 - Along I-5 with stops in downtown Vancouver and Portland, with “feeder bus systems that would bring people to one or more of those transit stops”
 - “The transit alignment that uses McLoughlin to cross under I-5 makes more sense, than it does to use 16th”
 - On Main Street, from a Main Street business owner, based on the statement that such an alignment would be “good for business.” Comment included concern that “a Main Street option was off the table in Uptown per City Council edict”
 - “Broadway and Main Street and Broadway Two-way” transit alignment and the Lincoln park and ride, based on the statement that such an alignment “would serve many residents in the Lincoln and Carter Park neighborhoods in providing access to Portland”
 - “I am worried about how future extensions of the [High Capacity Transit] system will be funded if we don’t build a full length alignment with the CRC project now. It’s very important to have the northern extension of the system up the I-5/Highway 99 corridor”



- Opposition to a Main Street alignment in Vancouver, based on statements and questions including:
 - Main Street “is sometimes very congested... How will the fire department be able to get an emergency vehicle through reduced access?”
 - “Will a reduced capacity Main Street be able to handle” traffic, including Discovery Middle School, Vancouver School of Arts and Academics, C-Tran buses and other local traffic?”
 - “How would the 40th and Main Street option be expanded north and/or east? The connection to I-5 and Hazel Dell to the north is already tenuous. This will compound it”
- Statements and questions related to transit alignments outside the I-5 corridor, including:
 - “High capacity transit is not really needed right now over the I-5 crossing. You would be better off adding it to SR 500 and I-205”
 - “Why run transit along the least populated area in Vancouver? Why not put it where it’s needed in east Vancouver (between I-205 and 164th)”
- Statement that a commenter has “been hearing from someone who seems certain the CRC project is putting transit on Columbia Street in downtown Vancouver”
- Questions related to high capacity transit alignments include:
 - Whether the different alignments are mutually exclusive
 - Is it “a done deal to have an alignment down Main Street?”
 - Where are the termini for each transit alignment?
 - Will transit service “connect to the Expo Center?”
 - Will there be a high capacity transit “stop at 16th Street?”
 - Will businesses be financially compensated for any negative economic impacts from construction of high capacity transit routes?
 - How will existing travel lanes on Vancouver City streets be affected?

Bus Rapid Transit Alignment (a subset of the Transit Alignment category)

- Question of where the BRT “exclusive lane” would end
- Question of whether consideration had been given to having BRT service between Vancouver and downtown Portland share the LRT corridor between the Expo Center and downtown Portland, including the statement that this approach would have “the political benefit of not requiring Vancouver/Clark County to sign up for light rail”

Light Rail Transit Alignment (a subset of the Transit Alignment category)

- Support for the following LRT transit alignments:
 - “Broadway and Washington Street Couplet” Transit Alignment in downtown Vancouver or for a “Broadway and Main Street Couplet,” based on statements including “I have seen nothing but improvements to property that is adjacent to light rail! Citizens may be angry now but many of them will thank you!”
 - An LRT alignment that “would travel on 16th Street to the eastside of I-5 near Clark College and then continue north to a park and ride near the Kiggins Bowl parking lot.” The support was based in part on the statement that “this seems like a good solution, that will help move Vancouver residents through their own town, to the college, the library and into Portland. Parking at Kiggins Bowl is removed a bit from the neighborhood and would be easier for the police and safety crews to monitor”

- “A light rail alignment on Main Street from the Columbia River to 39th Street”
- Property and business owners along Main Street in Vancouver “wish to cost us the taxpayer a whole lot of extra money by pushing or pulling this process” and “be aware that the home owners I have spoken with really are looking forward to good transit to the Portland Metro area.” “Main Street has been in this state of transition for some while for the better, and the MAX will push it even further along those lines”
- Southbound LRT on Main Street in North Vancouver, based on statements that it would have “the least impact on existing housing” and that LRT “will be tough on local businesses but Interstate Ave was able to survive and I suspect that Main Street will too”
- LRT “as far as 134th Street to give easy access to WSU and the Legacy hospital as well as provide access to Portland for all those who work further out in Clark County”
- Connecting Lloyd Center to the Vancouver Mall
- Extending LRT to the Vancouver Train Station and near the Columbia River “where development is occurring”
- “Your job is to get people from some park and rides near the freeway to downtown Portland, or a transfer point, as quickly as possible... Align it next to the freeway (it has to be rebuilt anyway) where there is some space; stations [at] downtown, Fourth Plain, SR 500, and even north to the vast northern burbs”
- Opposition to operating LRT on Main Street in Vancouver, based on statements including:
 - “It would be a foolish shame” to let LRT construction and operations destroy Main Street businesses after Uptown Vancouver was dormant for so many years”
 - “I am convinced it would destroy the vitality and unique character of downtown Vancouver. If a light rail on Main Street is selected, I will sell both my homes in Vancouver and move my business out of Vancouver as well”
 - “Build around the historic part of town, not tear it up to benefit big money developers”
 - Broadway Street is a better alignment as it “offers far fewer store front businesses, less auto and foot traffic, and [is] a broader venue to work with”
 - “Running a rapid transit train through upper Main will not be quick and unless you get rid of the cars/pedestrians it will not be easy”
 - It is difficult for pedestrians to cross the street along Interstate Avenue in Portland because of LRT
 - “I am not interested in dealing with crime so wealthy people in Ridgefield or elsewhere can have an easier commute. The poor people who need access to services such as the Marshall Center, Clark College and the VA Hospital should benefit”
 - “It seems to me that it would be a lot easier to jump off I-5 to a park and ride”
 - “I have waited many years to support light rail coming to Vancouver. The negative impact to our neighborhood by the proposed park and ride and traffic realignment prevents me from supporting this plan”
 - “It seems like it is more practical to use Washington Street; Main Street is too narrow”
 - LRT on Main Street or on Broadway Street would bring “noise, commuters, and congestion” into the neighborhood and affect “our favorite neighborhood institution,” Dairy Queen



- Other statements regarding LRT alignments included:
 - “If we cannot prevent the intrusion [of LRT] outright, we must at least limit the line to the I-5 corridor, with no downtown or in-town stops. When it comes to drugs, violent crime, and other gang activity, Vancouver is already far too much like Portland”
 - If “... it becomes necessary to bring rail to Vancouver it would be better to bring it from the I-205 corridor into the Vancouver Mall area. That would give easier access to a larger population”
 - “I would support light rail for east Clark County, but not west county”
 - “If we must have light rail then keep it away from the downtown neighborhoods and send it over to Clark College. This makes more sense from a traffic perspective”
 - Business owners on Main Street in Vancouver were “spouting [the following] misinformation about the MAX routing study,” including that “the city transportation planner has promised all the businesses on Main Street that the MAX will not go through upper Main” and “The Neighborhood Associations did not favor this route either and those who did were in the minority and were threatening to boycott the businesses on upper Main unless they could change their opinion on the matter”
 - Statement that “we need to have an idea of the financing and what the route will be before voters can decide” on LRT. Commenter also stated that “you don’t want a system that will dead end into downtown” Vancouver and questioned “do you want traffic and parking problems in your neighborhood from the people who want to access light rail?”
 - The purpose of LRT should not be to get Vancouver residents to downtown Vancouver, as “almost nobody goes to downtown Vancouver, and a milk train going through is not going to change that.”
- Questions regarding LRT alignments included:
 - Whether “extending the airport light rail line across the river, via I-205” has been considered as a part of the CRC project
 - How LRT has “affected home values historically” for homes one to two blocks away from an LRT alignment
 - Why Columbia Street “has not been considered as an alternative location for light rail? It seems like a better fit since it runs past the new convention center/Hilton, Farmers Market, Esther Short Park, the bus depot, etc”
 - “Why isn’t the light rail line going further into Clark County?”
 - “Why is Clark College being considered for the light rail terminus?”

Park and Rides and Transit Stations (79 comments, when included with comments on Transit Alignment)

- Comments regarding a Kiggins Bowl park and ride included:
 - Support for a park and ride at Kiggins Bowl, “connecting with the alignment recommended by the HCT Study,” including the statement that “consideration of terminating short of Kiggins, though tempting for financial reasons, is short-sighted”
 - Opposition to the Kiggins Bowl park and ride based on the statement that “I live in the north Lincoln/Northwest neighborhood, and we don’t need any more cut through traffic driving through on the way to a park and ride. We already have speed bumps on our street. We don’t need to make our neighborhoods more

- dangerous for children so that people can go to work in Portland. It would probably be more useful if it terminated at Clark College”
 - Question of “how many parking spaces are at the Kiggins Bowl and Clark College park and rides?”
- Comments regarding a Lincoln park and ride included:
 - Statement that “light rail and the park and ride can be a benefit to the [Lincoln] neighborhood”
 - Opposition to the Lincoln park and ride based on statements, including:
 - “The Lincoln Neighborhood does not have a park or green space. The water tower area would be a wonderful addition to this community, if used as a neighborhood park”
 - The proposed Lincoln park and ride “is out of scale and incompatible with a residential neighborhood. It would be more appropriate to have a park and ride right along the freeway and not outside someone’s bedroom window”
 - Statement that the Lincoln Neighborhood “would like to take an active role in discussions about the appearance of the park and ride and potential mitigation measures”
 - Statement that “the MAX light rail park and ride lots are always full... it’s outrageous that people living in the Lincoln neighborhood could force that park and ride to be smaller and not meet all the demand from potential [Salmon Creek area] park and ride users like me”
 - Questions regarding the Lincoln park and ride included:
 - Whether the potential park and ride in the Lincoln Neighborhood would be surface or structured parking
 - Impacts on area “property values, safety, security, traffic”
 - Whether CRC project staff have looked at relocating the fire department to the potential Lincoln park and ride site
- Other comments regarding park and rides included:
 - Support for designing Vancouver park and ride lots with residential, commercial and community uses to “improve public safety”
 - Opposition to building park and rides near schools or residential neighborhoods, based on statements such as:
 - A significant rise in crime occurs “after a transit mall or park and ride goes into an area”
 - “The whole flavor and personality, not to mention property value, of a neighborhood” declines when a park and ride is built
 - Statements that:
 - “A 13 acre park and ride is ridiculous”
 - “I used to work for TriMet and I can tell you that they intentionally design park and ride lots too small because they think cars are evil”
 - Questions as to:
 - The status of the “second ranked Level 2 station site west of the Ross Complex”
 - Whether “stations at Hayden Island and downtown Vancouver be at-grade”



- Whether satellite park and rides have been considered to boost ridership should a minimum operable segment be selected as the transit alignment
- Whether LRT stations would “have easy access for pedestrians to walk to?”
- Question of “how full is the new 99th Street park and ride?”

Transit in a Box (included in multiple categories listed in Appendix A)

- Opposition to the “transit in a box” concept, based on statements including:
 - “Being able to enjoy the view while riding the MAX is one of its benefits”
 - “Making MAX visible while driving on the freeway and from land would remind and encourage others to consider this option”
- Statement that the “Transit in a box option with a bicycle/pedestrian path suspended below has aesthetic value and would be protected from rain,” but that noise and “wind on the east side could be a problem.”
- Questions regarding the “transit in a box” concept included:
 - Whether “transit in a box will feel like a tunnel” and whether it “will make the replacement bridge higher”
 - Whether the “transit in a box” concept would be built by a construction company with experience building such facilities overseas
 - Why, if the “Transit in a Box” option is feasible, an alternative with two levels of vehicular traffic has not been developed

Transit Mode Components (included in multiple categories listed in Appendix A)

Buses and Bus Rapid Transit (52 comments, when included with Bus, BRT and Express Bus)

- Support for BRT based on statements including:
 - Buses are more flexible than LRT and can change routes as population shifts over time in Clark County
 - Buses do not need to stop at every station, as light rail must, so you can have a mix of express buses and those that serve local destinations
 - BRT is less expensive than LRT
 - “Buses could run more frequently... to make up for fewer seats...which would be more convenient for riders”
- Support for improving bus service in Clark County beyond the CRC high capacity transit corridor
- Support for express bus service instead of LRT or BRT
- Support for also operating “express buses” on whatever “high capacity transit bridge” is created
- Opposition to BRT based on statements including:
 - “The bus would have to share the same lanes as other cars, potential breakdown could be messy, and fuel costs and pollution are not worth it”
- Statement that “the C-TRAN board is only supportive of a bus system”

- Statement that “I don’t want to see C-TRAN bus service diminished as a result of the operating costs of light rail or bus rapid transit”
- Questions regarding buses and BRT including:
 - “What kinds of fuels can be used with bus rapid transit?”
 - Will BRT vehicles include bike storage?
 - How many commuters currently travel from Vancouver to Portland each day by bus, including the follow up question as to whether these riders would “be better served by alternative fuel buses that can carry passengers to multiple points in the city rather than the fixed location of light rail?”
 - Will there “still be express buses” in addition to BRT or LRT?
 - Can “express buses travel on light rail tracks?”

Light Rail Transit (125 comments)

- Support for LRT based on statements including:
 - LRT is “quieter and has less noise and air pollution”
 - LRT “is a key piece to making this project successful. Otherwise, the bridge will fill with more cars very quickly, just as the I-205 bridge has”
 - “Roughly one-third of all working adults in Clark County work in Portland – because they must in order to support themselves and their families”
 - “Oil prices are expected to reach \$120 a barrel by mid-summer. Even running buses may not be fiscally responsible or possible in the future”
 - “You don’t have to transfer at the Expo Center”
 - “Vancouver and Clark County residents have the cheapest buy-in to one of the most successful light-rail systems in the world”
 - “Roads are congested now. Clark County is growing exponentially. No amount of additional lanes will compensate. There are cities where light rail is successful; we should look to those cities as the example. A bus system alone doesn’t cut it”
 - LRT to Vancouver would make it easier for a disabled Vancouver resident to attend Portland State University and visit Portland’s shops and landmarks
 - “I have noticed an increase in patrols and security guards in the past several months, though I have never noticed undesirables and I use it at all times of day, all over the system. Both of my children use it to get to school and they have never been threatened or scared by riding MAX”
 - “I live four blocks from the tracks and the noise of the highway eight blocks away is louder. The air seems to be cleaner because there are fewer trucks that use Interstate now”
 - My “neighborhood welcomed MAX because it was seen as an improvement to their livability. The small business district in Kenton adjacent to the transit station has benefited from the increased foot traffic”
 - “I use MAX to get to work in downtown Portland because it is faster than taking the bus and I feel more connected to the city because of MAX and use it to take my kids to the Oregon Zoo”
 - “By the time the density has grown to the point that we have strong [LRT] ridership, we need to make sure that the infrastructure is already in place to support it. We need to build it now. Crime is a concern, but the media always picks up on sensational news and blows it out of proportion”
 - “One of the best things about MAX is, no matter what traffic is like MAX is always the same”



- “I wish I could ride the train to Portland and avoid the hassles of parking and traffic congestion”
- “A good choice to reduce our carbon imprint on the environment”
- “I see the installation of the light rail as an important quality of life and equality issue in our community [Vancouver]”
- I cannot find one Vancouver neighbor that is against LRT even though my neighborhood association seems to be presenting forums which are indicating otherwise. I have noticed that many of those individuals which are speaking against the Max are being brought to this community to do so”
- I take LRT from Vancouver to Beaverton every day “because it has a predictable schedule and I know when I’m going to get to work. The unpredictable part of my commute is the drive across the bridge to the park and ride”
- “TriMet ridership is 120,000 per day. That seems to be a success to me. Building another highway is not the answer. California has spent trillions of dollars on highways and it hasn’t helped”
- Opposition to LRT based on statements including:
 - “The people of Clark County have voted down having light rail several times”
 - LRT “is questionable in its ability to attract and maintain riders”
 - “Vancouver made an excellent decision in removing the downtown bus transit mall. I’m afraid the light rail will just bring the same crime/drug/transient element back”
 - “We will lose community resources - two gas stations and the fire station will no longer be able to operate”
 - “It will be unsafe for kids to cross the street near schools”
 - Light “rail is too expensive to build and it services too few people for that cost. I also think that running rail into downtown Vancouver would essentially put many businesses out of business”
 - “We are not like Interstate. We don’t need revitalization”
 - “Light rail will destroy our tax base because it will ruin the businesses on Main Street”
 - “Light rail is too expensive to build and maintain”
 - A new LRT system from Vancouver to Oregon will make it harder for the State of Washington to stop Washington residents from shopping “in tax free Oregon”
 - “It is a waste of tax money”
 - “Light rail runs parallel to all the major arterials in Portland and it hasn’t done anything to relieve congestion”
 - “I do not believe that TriMet has been able to deliver a light rail project on time or within budget”
 - “You know the light rail doesn't go by users’ houses, therefore, parking spaces will have to be provided. Plus, users will still expend gas to get to the parking spaces. So what has been accomplished?”
 - “Light rail will increase the cost of your project by 40% but will serve only 2.4% to 9.8% of all bridge crossings”
 - “People won’t say yes to MAX if they won’t say yes to bus service. MAX won’t serve outlying areas like Camas and Battle Ground”
 - “I looked at reports from Orange County California that included studies of 12 cities around the country and I found the results disappointing. Light rail does not... reduce congestion or air pollution. It is not cost effective... It will not encourage development around transit stations. The route is inflexible and the forecast of ridership are erroneous”

- “I would never take light rail because it takes too much time to get to downtown Portland”
- General statements regarding LRT include:
 - The CRC project should not “sacrifice traffic lanes for light rail. More people will use the bridge in cars than light rail or even bicycles”
 - LRT supporters do “not seem to be the citizens” of Clark County
- Statements regarding the construction and operation of existing LRT lines, including:
 - Construction of the Westside MAX line “was a great model of participation and the neighborhood had the opportunity to get involved with the details of the project”
 - My neighborhood “was able to advocate for the amenities that they thought were most important, functionally and aesthetically.” Commenter further stated that “the staging of construction was very efficient and streamlined on the Yellow line. TriMet did a good job with business assistance and even the most fragile businesses were able to make it through the construction”
 - “TriMet did a wonderful job of communicating with the neighborhood throughout the Yellow line LRT construction project. The commenter added that “the neighborhood pushed for sidewalk improvements as part of the project and has benefited as a result”
 - “The only concern my neighborhood raised was traffic detours during construction, and that issue resolved itself after construction was complete and traffic patterns returned to normal”
 - “TriMet should unquestionably be involved in the design and on-going maintenance and operation of a light rail system in Clark County. They have more experience than anyone else in the country”
- Questions related to LRT include:
 - Are issues of safety and fare evasion being addressed for the alternatives that include LRT to Clark County?
 - Why are “there are no plans for the new bridge that do not include light rail?”
 - Will a new bridge “be built without light rail?”
 - Could there be a stand-alone LRT project? Including the question “can't you just build a simple light-rail line that feeds into downtown Vancouver. That must be a lot cheaper to build. Could that alone take 10,000 vehicles off the road? Does not sound like much but it's the difference that could make traffic flow smoother”
 - Have the existing LRT lines met ridership expectations?
 - How was LRT ridership projected? The seats are too small on light rail vehicles to accommodate a rider in every seat and “light rail cannot leave Vancouver anywhere near full... as it has many stops along the way to pickup most of the passengers”
 - How much will light rail cost per mile?
 - Will TriMet “run out of work in the region for light rail construction and lose the expertise of the skilled workers to other parts of the country?”
 - Do LRT tracks act to “divide a neighborhood?”
 - Will the CRC project's LRT line be served by TriMet's LRT vehicles
 - Is it “true that some in Vancouver are still opposed to light rail crossing the river,” posed by someone who indicated that they would be relocating to downtown Vancouver only if “light rail is incorporated into the new bridge plan”
 - How are “business corridors are affected by light rail?”



BRT & LRT (included in multiple categories listed in Appendix A)

- Support for including both BRT and LRT in the CRC project
- Opposition to both BRT and LRT, based on statements including:
 - “C-TRAN buses and local park and rides are currently under-used”
- Questions regarding BRT and LRT including:
 - Anticipated ridership levels
 - How they would affect local street traffic
 - Their relative operating and capital costs, and the projected date at which the combined capital and operating costs of the modes are equal
 - Their “anticipated mode share”
 - Travel time differences for trip between Vancouver the Expo Center
 - Which would have a smaller “carbon footprint”
 - How a high capacity transit system would “be run, maintained, and operated”
 - How the CRC project’s transit component will connect to the C-TRAN system, now that C-TRAN “has moved their transit center to 99th Street”

Other Rail Transit (included in multiple categories listed in Appendix A)

- Support for modernizing and expanding the existing BNSF rail bridge for use by heavy commuter rail connecting Battle Ground, Ridgefield, Washougal and Portland’s Union Station, as well as points in between. Statements in support of this approach include:
 - “Fifteen miles of rail right of way to Battle Ground [is already] owned by Clark County”
 - “No public land acquisition needed”
 - “Public-private partnership means less tax dollars needed”
 - “Such a project may qualify for ‘New Start’ federal funds”
 - “AMTRAK would have a bypass for congested freight tracks in Vancouver and North Portland”
 - “Travelers could transfer easier to AMTRAK, MAX or Portland Streetcar”
 - “Transit use tracks would become freight use tracks during non-peak hours”
 - “Fuel... could be... Washington State bio-diesel”
 - “The efficiency of rail would help reduce the reliance on foreign oil. Trucks move 1 ton of freight 59 miles for each gallon of diesel used. Trains move 1 ton of freight 423 miles for each gallon of diesel used”
 - “Railroad construction and operations do not impact wetlands and wildlife as much as highways”
 - “Commuters and citizens would have one more option for travel in Clark County”
- Support for “high speed trains,” including trains from “Seattle to LA and to Highway 101 (to visit the coast more often)”
- Support for “heavy rail,” including the statement that “we should look to heavy rail for the answer. Light rail trains are too slow - they only average 14.5 miles per hour and stop too frequently to be useful”
- Statement that, in addition to LRT, “I think commuter rail on the railroad bridge should also be considered for longer distance commuters”

- Statement that “you should look at elevated rail instead of an antiquated system like light rail. It’s a better option because you don’t take away parking spaces or right of way. The Chicago and Seattle systems are very successful”
- Support for streetcars with statements including:
 - “We have to connect I-5 to I-205 with light rail and use trolleys in between to serve downtown with central places to park”
 - “There is a lot of interest in the community about streetcars”
 - Disappointment that a streetcar was not included in any of the DEIS alternatives

Other Transit (included in multiple categories listed in Appendix A)

- Support for locating cars throughout the community for public use and eliminating private auto ownership
- Support for some sort of express transit service from the Rivergate area to the Expo Center LRT station
- Statement that “a better system of setting up people to carpool across the river is needed”
- Question of why “isn’t a ferry being considered?”
- Question of whether a “regional transportation agency” would be created as a part of the CRC project

Interchanges and Highway Alignments (52 Comments)

- Statements and questions regarding SR-14 including
 - “Leaving highway 14 at its current merging location is long term planning at its worst”
 - “I’m eager to see improvements, especially to the SR-14 interchange”
 - Is the SR-14 interchange configured differently in the different DEIS alternatives?
- Statement that “something needs to be done about the exit from Fourth Plain onto I-5. It is ridiculously short for a highway onramp, plus there is traffic getting off on the City Center exit crossing the same lanes... A divider similar to the one on the exit from I-205 north onto SR-14 West might work”
- Question as to the impact soil conditions will have on the construction of an I-5 ramp near Delta Park in Portland, as well as concern that alignment decisions might be made before a complete understanding of soil conditions is developed
- Question as to the “proposed plans for the on/off ramps near the bridge?”
- Question as to whether the CRC project will include a westbound SR-500 to northbound I-5 exit
- Question as to how modifications to the Marine Drive interchange will impact access from I-5 to the Bridgeton neighborhood?



- Question as to whether new, taller CRC project ramps will attract the homeless
- Request that the final interchange design “consider all reasonable options to minimize adverse impacts” to the Hooters Restaurant on Hayden Island

Traffic and Congestion (91 comments)

- Support for limiting the CRC project’s auto capacity, based on statements including that:
 - “If we can get a third to one half of current commuters out of their cars, and onto a bus, train, bike, or shared vehicle, the current freeway capacity will suffice for the long term, even with population increases, and pollution and other auto-related problems will be reduced”
 - “The proposed project will encourage more people to drive and not alleviate auto congestion (at least not in any appreciable way) and increased pollution. Please consider only expanding and improving the walk, bike, and mass transit options. And/or discourage driving with tolls, etc.”
 - “It will cost a lot of money, only encourage more people to drive cars, and negatively impact Portland and Oregon’s goals to reduce greenhouse gas emissions”
 - Even if traffic does flow faster over a new bridge, the I-405 interchange and Rose Quarter area are a constant source of traffic jams. This situation encourages people to exit the freeway in North Portland and use our neighborhood streets to make their commute”
 - “Given the example of I-205, which spawned bedrooms in Washington and now also suffers serious commuter congestion now, why wouldn’t a big new bridge suffer the same fate?”
 - “We Portlanders already breathe very polluted and hazardous air... should our health and the future of our children be jeopardized because people in Washington State want to work in Oregon but won’t live here?”
 - “Won’t the ease of auto travel across a new bridge encourage more sprawling, auto-oriented development patterns in Vancouver? And conversely, wouldn’t relative auto travel woes encourage more job growth in Vancouver?”
 - “Give commuters an option. I’d rather read the paper on a train than sit in my car alone in traffic”
 - “The preferred alternative spends \$4.2 billion to gain half an hour less congestion. The keep bridge-charge tolls-build a mass transit span spends about \$1 billion and adds an hour of congestion. However, if some combination of high tolls and very rapid mass transit were worked out for the keep-bridge-tolls-mass transit new span it would be possible to cut congestion further”
 - “L.A. couldn’t build its way out of its traffic problems. Why do we think we can?”
 - “The key tool is optimization of existing capacity rather than building new capacity”
 - “Increased volume and increased speed of vehicles are both factors associated with increases in the number of fatal and nonfatal crashes”
 - “It’s not the 1950’s anymore. Cars are not our future. And my tax money should not be used to make the commute of a Vancouver suburbanite more pleasant”

- Support for taking specific actions to ease traffic congestion including:
 - Erecting a sign visible to those traveling southbound across the I-5 river crossing that would tell drivers “how long the ride from Vancouver to downtown Portland is and which Vancouver park and rides still have parking spaces”
 - Adding a dedicated HOV lane to the CRC project which “would be restricted to buses at rush hour”
 - Enough capacity to accommodate four times the estimated future traffic volumes
 - “More bridges and contra-flow lanes that could be converted for transit use in the future if needed”
 - Create a “high sales tax in Oregon”
 - Create a tax on pollution, a “tax on all fuel and remove the tax write off for all energy”
 - “Reduce the minimum wage in Oregon and Washington by \$.50 each year for the next 20 years or until traffic is brought down to a common sense level”
 - “Remove the tax write off for interest on houses” which would result in less home ownership and more people living closer to work
 - “More subsidies for public transit”
 - “A bus-only lane on the freeway, all the way from Vancouver to downtown Portland”
 - “Pay a toll to bicyclists and pedestrians for using the bridge”
 - Increasing “workplace incentives for use of alternative transportation”
 - “You should be working to improve the incident response time for accidents [on I-5]”

- Statements about congestion and traffic including:
 - “if Gail Achterman really cared about the environment, she would see the urgency in building a large enough bridge to ease congestion, and as such, pollution”
 - The CRC project will not be successful unless traffic congestion on north and southbound I-5 near Delta Park is addressed
 - “Congestion can be a good thing”
 - “When the bridge needs to be raised it snarls traffic and wastes energy”
 - “When people are parked in six hours of traffic on their daily commute it wastes energy”
 - “The bridge isn’t the cause of congestion. The congestion is caused by cars trying to illegally merge out of the carpool lane”
 - The CRC project will not be successful because it is focused on “fixing just a part of” the congested regional transportation system
 - Congestion on the existing I-5 Bridge is negatively affecting many businesses, including small manufacturing businesses
 - Decisions regarding the CRC project should be made after the Delta Park I-5 widening project is complete, and it is clear “how traffic will work with the expansion in place”
 - “To build a new bridge with anything less than four lanes in each direction dedicated to motor-vehicle traffic and free from any tolls, is not only an ignorant and ill-informed idea, it is morally wrong”

- Statements and Questions about travel estimating and forecasting, including:
 - How far into the future traffic modeling is being performed for the CRC project
 - How the CRC project’s traffic modeling accounts for oil price increases



- Whether the model accounts for people voluntarily shifting from autos to other modes once congestion reaches 15 hours a day
 - “How can you say VMT in the bridge influence area will only grow 1.85 percent but regional VMT will grow 40 percent?”
 - CRC project staff “appear to have already decided on an outcome (i.e., a new bridge) and are producing modeling results to support the conclusion”
 - “Clark County’s travel and land-use forecasting methods presume suburban-style growth, which necessarily leads to a very high auto growth projection”
 - Does the CRC project takes “into consideration the impact of growth in Clark County?”
 - The 20 percent transit mode estimate is higher than is realistic
 - Is “the increasing price of crude oil” included when estimating future traffic congestion
 - “What percent of the present traffic during congested times are commuters?”
 - Where do “cars originate and terminate”
- Questions about congestion and traffic including:
 - How will the existing I-5 bridge and bridge traffic be affected by construction?
 - How “this project reduce the vehicle miles we travel annually?”
 - “Aren’t ‘auxiliary lanes’ just a sneaky way of saying ‘more capacity’ without saying it?”
 - What is “the impact of transit, bike facilities, and tolling alone on congestion?”
 - What is the current average daily traffic on the existing I-5 bridge?
 - Are reversible lanes, including reversible High Occupancy Vehicle lanes, being considered for inclusion in the CRC project?
 - What is the “relationship between relieving congestion and reducing carbon emissions?”
 - How would the CRC project affect traffic congestion on I-405 in Portland?
 - Why is “there such a big difference” between the estimated congestion on northbound I-5 for the Replacement versus Supplemental Bridge alternatives?
 - Will the CRC project’s river crossing will “be obsolete by the time it gets built”
 - When will travel lanes be added to I-5 near Delta Park and the Rose Quarter?
 - How would traffic be managed in the event of an “accident during construction?”

Economy and Freight (included in multiple categories listed in Appendix A)

Economy (included in multiple categories listed in Appendix A)

- Statement that “we need to think much more long term when deciding a solution,” and that “a change of behavior is required and an investment in good long term infrastructure is needed to keep goods moving”
- Statement that the “value” of the CRC project “is in the timing and the economics.... can more people get to and from work in a timely way? Can trucks and commerce move more efficiently because there are no hour long tie ups morning and night? It is an economic value of time lost, not just number of passengers who ride in the middle of the night”
- Statement that “what a better way to get our local economy moving then to get this infrastructure project moving. Make sure our local congressmen are fighting for this money in Washington, D.C.”

- Statement that LRT “is being defined as an economic development opportunity. We don’t need economic development [in Vancouver]. My business won’t survive three to four months of construction”
- Statement that “right now the [CRC] project will increase global warming pollution, harm people’s health, and undermine our region’s vision of a sustainable economy”
- Statement that “we need to look at creating more jobs locally so people don’t have to cross the river to get to work in the first place”
- Statement that “when the economy is in the shape that it is in, adding more [freeway lanes] is only going to make it a further hardship mostly for people that work” in Oregon
- Statement that the CRC project would support economic development and job growth in the region
- Question as to what businesses would be impacted by the CRC project
- Question of “if this costs \$4 billion, regardless of the funding source, can it happen in a way that some of that money is used to help build jobs and the local economy?”
- Question as to how the CRC project will affect businesses in Uptown Village, “especially during construction”

Navigation (21 comments)

- Question as to how high a replacement or supplemental bridge would be in relation to boats navigating the river, including the questions of:
 - The distance between the Columbia River and proposed bridge during “low tide”
 - How “high water” would affect river traffic clearance
 - “If transit is underneath the highway, is there enough navigation clearance?”
- Requests to keep the existing clearance between all I-5 bridges and the Columbia River during construction of any new I-5 bridges, in order to prevent disruptions to river navigation, including navigation related to the Portland Boat Show

Truck Freight (30 comments)

- Support for “finding ways to minimize the merging of trucks with” buses, cars and bicycles, including the consideration of separate travel lanes for trucks
- Statements about the important role truck freight plays in the local and regional economy, and therefore, the importance of keeping area roads uncongested
- Statement that “truck freight uses 3x as much fuel per pound / mile as rail freight, so why should we continue to subsidize road freight over rail?”
- Question as to whether dedicated freight lanes were considered as a part of the CRC project, and if so, why they are not recommended in the project alternatives
- Questions about how to encourage non-local truck traffic to use I-205 instead of I-5



*Safety and Seismic (included in multiple categories listed in Appendix A)*Traffic Safety (26 comments)

- Support for designing a pedestrian and bicycle path that could accommodate emergency vehicles, including a scenic vista at the middle of the bridge that could be used as a turnaround for the emergency vehicles
- Statement that auxiliary lanes on uphill portions of bridge ramps should be extended to accommodate the merging of slow, uphill traffic
- Statement that the CRC project would support “safety within the region”
- Question as to whether CRC project staff anticipate a possible collapse of the existing I-5 Bridge, similar to the 2007 bridge collapse which occurred in Minnesota
- Question as to how safety considerations will be incorporated into the final project design
- Question that “studies that have shown that tolling will reduce vehicle speed and thus crashes, why not toll now based on this information?”

Seismic (9 comments)

- Question of “I hear the existing bridge has earthquake safety issues. Why would you keep it?”
- Question as to whether the costs of seismic improvements is included in the estimate cost of the Supplemental Bridge alternatives
- Question as to what strength of an earthquake would endanger those using the existing I-5 Bridge, including the follow up question of “what a 1000 year earthquake event” means in terms of the Richter Scale
- Question of “can't you just seismically improve the I-5 Bridge? They were successful in improving the Marquam Bridge. The bridge has lasted for almost 100 years and with some basic improvements should be able to extend its longevity for a period longer”
- Question as to whether it is “true that the pilings of the 1917 bridge are made of Douglas fir? Is this stronger than concrete?”

*Community Livability and Human Resources (included in multiple categories listed in Appendix A)*Vancouver (included in multiple categories listed in Appendix A)

- Support for preserving the existing Dairy Queen restaurant operating on Main Street in North Vancouver
- Statement that “as a Vancouver resident who shops several times per week in downtown Vancouver, my habit of buying loaves of bread at Main St. Bakery or getting my coffee at Java House will not change in favor of riding the light rail for over ½-hour to get those items somewhere in Portland. What will change is that when I do take a trip to Portland

for a show or dinner (things I already do and will not stop doing), I will not be adding to the already heavy commute traffic”

- Communication from the City of Vancouver Police Department asking if they can be involved in the CRC project. They expressed interest in potential designs of downtown Vancouver transit stations, whether bridge designs would attract homeless camping under ramps, as well as other general life-safety issues
- Communication from the Vancouver National Historic Reserve (VNHR), coordinating with CRC project staff on potential mitigation language to include in the Draft Environmental Impact Statement (DEIS). The VNHR stated that potential mitigation should address adverse effects to surface and subsurface resources, as well as noise and air quality impacts. The communication included a request by the VNHR for the opportunity to review all mitigation language pertaining to the VNHR which will be addressed within the DEIS, prior to publication of the DEIS
- Question as to whether the CRC project will affect the Kanaka Village at Fort Vancouver
- Question as to the potential CRC project affects on homes in Vancouver
- Question as to whether I-5 will be capped near downtown in Vancouver, and if so, what it will look like and whether it will result in the elimination of vehicular access across I-5 on Evergreen Boulevard. Commenter also requested sketches of what the capped highway would look like
- Support for covering I-5 between the Vancouver National Historic Reserve and downtown Vancouver
- Request that the CRC project hire Donald Stastny, from StastnyBrun Architects, Inc., to conduct a national design competition for a “connection cover” over I-5 which would connect downtown Vancouver with the Vancouver National Historic Reserve. The request included statements such as:
 - Vancouver Mayor Royce Pollard, Vancouver City Manager Pat McDonnell, Fort Vancouver National Historic Site Superintendent Tracy Fortmann, Riverwest developers George Killian and John White and others are supportive of covering I-5, and “we will be able to secure the enthusiastic endorsement from other business and community groups, as well as area neighborhood associations”
 - “The CRC project will have a substantial impact on the National Park” which is “listed on the National Historic Register”
 - “Reconnecting the historic district with downtown Vancouver” is a “necessary part of the CRC project mitigation” and “will enhance the economic, symbiotic relationship between Vancouver’s downtown and the Historic Reserve”
 - The connection cover “will become the statement to define the entrance to Washington State” and “will provide thematic design elements for the entire waterfront”
 - The connection cover “will enhance the potential for private investment and private partnerships”
 - The connection cover will “repair the scar that was created through previous I-5 construction”



- Question “how much of the \$4 billion and tolls to be collected will go toward redevelopment of downtown Vancouver? I am suspicious of this and worrisome about it. I keep reading about ideas of capping the freeway for parks, connecting the Barracks to the City, improvement to the Boise Cascade site. Those are worthy ideas to discuss, but I want to make sure the citizens and developers of Vancouver, or Clark County pay for those separately”

Hayden Island (included in multiple categories listed in Appendix A)

- Support for making “easier access for getting on and off the island without merging into I-5 traffic”
- Opposition to strict on and off-ramp spacing standards on I-5, based on potential implications spacing standards could have on local Hayden Island roads.
- Opposition to the creation of “big box” stores on the northern shore of Hayden Island across from Downtown Vancouver
- Question as to whether the CRC project would include an arterial connection between Hayden Island and Denver Avenue or Victory Boulevard
- Question as to whether the CRC project would affect vehicular movements and congestion along Marine Drive, and thereby make it easier or harder for those living in the East Columbia Neighborhood Association to travel to Safeway on Hayden Island
- Question of “why don’t you build two interchanges on Hayden Island?”

Other Portland (included in multiple categories listed in Appendix A)

- Statement that standing next to a highway is similar to “standing next to a jet airplane. Nobody wants that nearby” and “don’t destroy North Portland’s property values with the absurd idea of a mega-bridge”
- Statement that “any of the current proposed bridge improvement alternatives will result in increased traffic along I-5, especially in the areas north and south of the bridge. In Multnomah County the increased traffic will flow through neighborhoods with higher than average percentages of communities of color and of low income households. In effect, each of the bridge enhancements proposed has the potential to disproportionately harm the health of communities that have historically suffered environmental injustices”
- Question as to whether the Portland International Raceway site could be used as a staging area for CRC project construction

Acquisitions and Right of Way (17 comments)

- Statement that floating home sales have been negatively affected by the CRC project
- Questions about the right of way aspects of the CRC project, including:
 - When it will be known with certainty what properties will be impacted and how much they will be impacted

- Whether commercial and residential properties would be purchased in whole or in part along either the Vancouver or I-5 Transit Alignments
 - Whether the CRC project would trade property to compensate for property acquired for project construction
 - What process would ODOT go through to acquire private property, including question of what would happen to tenants of properties being purchased
 - Whether ODOT compensates property owners if the access to their businesses become “right-in, right-out”
 - Whether floating homes will be affected by the CRC project, including the question as to whether affected floating homes will be relocated
 - Whether laws are likely to pass making eminent domain more difficult to use
- Question as to what would become of vacated property under the existing I-5 bridge if it was replaced, including questions as to:
 - Who would own the property
 - Whether it would be set aside under the state Shoreline regulations for public waters of the state
 - Whether the property would be a park facility connected to the waterfront pedestrian path
 - If it were to be a park, how it would be paid for, whether it could be paid for with CRC project construction and demolition funds, and whether a fund could be established for maintenance and operations costs

Aesthetics & Visual Impacts (23 comments)

- Support for the creation of an aesthetic river crossing, including support for:
 - Imprinting designs onto concrete bridge support pillars and along bridge safety walls
 - Building “a pleasing architectural structure as a piece of art, a statement on the region’s culture, and an attraction for tourists. Think Golden Gate Bridge or that one in Sydney. They are both vehicle and people friendly”
 - Taking “a serious look at the butterfly bridge” designed by Frank Lloyd Wright which is “six lanes wide both north and south with designed pedestrian space and a green space in the center... bike / hiking paths and light rail could be built into it”
 - If a tall bridge cannot be built, “do like the other great cultures of the world have done – build a beautiful bridge below deck”
 - Possibly design the bridge to “look like a dragon,” and accommodate the height restrictions caused by Pearson Airfield. “The tail end which could be higher and more sculptural could be on the Oregon side and the flatter face could be on the Washington side”
 - “Make sure the bridge has a soul – please, the old bridge has lost its utilization, but has a lot of soul”
 - Hiring a “top notch bridge designer... such as Santiago Calatrava... it would be an asset to the community and world wide tourist attraction”
 - Keeping the existing I-5 Bridge and building a new light/rail bridge to match the existing I-5 spans “would mean three identical spans next to each other, a unique, distinctive, and, I think, visually appealing sight”



- Support for eliminating all billboards adjacent to I-5 in Portland and Vancouver, based on statements including that “they are not only a visual distraction, but are inconsistent with the desire to have a pleasant entrance into either state” and “you may have to buy up more land or get scenic easements in order to control billboards”
- Opposition to removing the existing I-5 bridge, based on statements including that the “current bridge is not only a historic architectural piece of art, but a draw bridge. Not only is it a draw bridge, but a rare vertical lift draw bridge. There are only about 20 of these in the U.S.”
- Opposition to spending CRC project funds on aesthetics, including the statements:
 - It is not necessary to make “the new bridge as fancy as can be... A bridge is only to go from point A to B. Just use quality products and craftsmanship. No need for anything flashy”
 - Don’t spend “millions extra... to make this project an architectural wonder”
- Statements that Pearson Airfield considerations should not limit the height of a new bridge, based statements including:
 - “Why can’t they just relocate the air traffic to Troutdale or Gresham or another small airfield?”
 - “Is the value of the airport to the community at-large significant enough to have such a large impact on the bridge design?”
 - “Pearson Airfield as a design constraint? This is ridiculous -- it serves so few people... there must be some alternative (resurrect Evergreen, relocate airport to east or west, etc.). Wouldn't it be a shame if we end up with an ugly bridge with no light rail and no pedestrian/bike path?”
- Question as to whether any new bridges will be built low enough to accommodate the Pearson Airfield flight path
- Question as to whether the view of the Columbia River from the Frontier Block Condominiums will be affected by the CRC project
- Request for information on how to submit a bridge design idea, including the statement that the commenter saw a “rendering of the proposed box girder freeway on the news... and was unmoved”
- Submittal of information on the Millau Viaduct on the E11 expressway connecting Paris and Barcelona

Air Quality (28 comments)

- Statements that issues such as air quality should be considered in the design of the CRC project
- Statement that “several air pollutants occur at higher levels in areas surrounding the I-5 corridor. Many of these pollutants exceed safe levels according to the EPA’s acceptable cancer risk standards. Air pollutants emitted by motor vehicles have been linked to cardiovascular and heart diseases, lung cancer and stroke. Children living close to busy roadways are more likely to experience respiratory problems. These risks are

exacerbated by diesel truck traffic, which produces 50-100 times more particle pollution per kilometer traveled than automobiles”

Other (included in multiple categories listed in Appendix A)

- Statement that “traffic is a major source of environmental noise. The link between environmental noise and health is well-established. Traffic noise has been linked to heart disease and heart attacks and interference with learning, memory and other developmental processes in children”
- Statement that the Confederated Tribes of Grand Ronde “is very interested in all construction projects within our ceded lands that have a potential to impact our cultural resources... it is the Tribe’s position that the CRC project is centrally located within the ceded lands... The Grand Ronde Tribe’s Cultural Resources Department is the primary resource for all information about the history and culture of the tribes that were removed to the reservation”
- Question of whether the CRC project opens “up new housing possibilities for people who’ve been priced out of Portland,” and whether there is “another way to address that issue?”
- Question as to what mitigation might be included in the CRC project

Bicycle and Pedestrian Access (55 comments)

- Support for including bicycle and pedestrian facilities in the CRC project, including support for:
 - Connections between the CRC project’s bicycle and pedestrian infrastructure and the network of bicycle and pedestrian routes in Vancouver and Portland
 - Ensuring that bicycle and pedestrian paths are well lit and designed in a manner so as to avoid vandalism from occurring
 - Separating the bicycle and pedestrian path from automobile traffic
 - Constructing “elevators on Hayden Island... large enough” to “accommodate bicycle trailers”
 - A bicycle path “design speed” of “at least 25 mph”
- Questions about bicycle and pedestrian facilities, including:
 - Will bicyclists “be separated from pedestrians by a barrier?”
 - Whether an “acoustical covering” could be used to dampen the roadway noise
 - Whether “WSDOT’s traffic management center” cameras could help with security on the bridge path
 - Would a combined pedestrian and bicycle path be ADA compliant, including the statement that “ADA requires benches every so often and turnouts so wheelchair users don’t block bikes”
 - Will the “enormous cost of this project makes it easier or harder to build anything more than the minimum required bike and pedestrian facility?”
- Statement that “I think the money [CRC project funds] would be better spent on improving sidewalks in the [Vancouver] neighborhoods”



- Statement that “two years after the CRC project’s bicycle and walking tour of the project area, almost none of the much-needed temporary fixes to signage and pathway hazards have been addressed. These include improving way finding signage”
- Statement that “I’ve heard that Uptown Village isn’t very accessible currently for people with disabilities”
- Statement that “twenty-nine percent of Americans who use public transportation meet their daily physical activity requirement through walking to the transit stop. The addition of traffic lanes eventually increases commuter times and limits opportunities for physical activity both after work and while commuting. Each additional hour of time spent in an automobile increases the likelihood of obesity by 6%”
- Question as to whether LRT and BRT vehicles would “accommodate scooters”

Project Financing and Funding, Project Costs, and Tolling (174 comments)

Financing and Funding (63 comments)

- Support for the following CRC project funding concepts:
 - Assessing transportation fees based on actual road miles driven
 - A “user pay system (no subsidies)”
 - Construction of casinos in the project area, with proceeds dedicated to funding the CRC project, and eventually, other transportation projects
 - A national campaign to raise money for “green” infrastructure projects, like a new “green” I-5 Bridge, by selling “global WARming bonds,” similar to the World War II era efforts to sell war bonds
 - “A lottery set up for paying specifically for the bridge set up with Oregon and Washington and maybe call it “Highway Rollers” and skip the tolling all together”
 -
- Questions about the impact of project funding on other transportation projects, including:
 - How “pumping \$4 billion plus into this one project will affect the future availability of funding for other, perhaps better, transportation projects?”
 - Where “the local/regional portion of project funding [will] come from? And will it affect Cowlitz County?”
 - Whether the CRC project is “diverting resources from other transportation needs—like the Sellwood Bridge, or Portland’s crumbling surface streets, or congestion” on I-5?
- Questions and statements about equitable distribution of project costs between Washington and Oregon, including:
 - “I don’t see why we should use Vancouver tax money to support transportation for people to go to work in Portland. We should keep our tax dollars on this side of the river”
 - Use the portion of Oregon income taxes generated by those living in Washington to pay for “Washington’s portion of the new I-5 bridge”
 - “Before the federal government spends one more dime on the I-5 problem they should be convinced to put the heat on Oregon. Either fix your mess or no more federal funds for roads. The residents of Washington have taken care of their side of the problem”

- “If light rail is part of this process, why doesn’t Oregon pay for all of it? All of the benefit of the light rail will go to Oregon residents”
- “I think it is outrageous that Oregonians have to help pay for a bridge for daily commuters from Vancouver”
- “Since light rail is the only portion of a possible span that would directly benefit Portlanders and Oregonians (we hardly ever cross the river, and when we do we can take alternate routes), why shouldn’t we limit our investments to funding the light rail portion of the bridge?”
- Additional Statements and questions regarding project financing and funding, including:
 - “Anti-tax people have hijacked our community [Washington] and our public services are suffering. We must pay for our quality of life, if we want less traffic”
 - “I am not against a tax increase to fund the project as long as it can avoid excise and flat taxes as much as possible”
 - “It is important for me that we are a leader in bicycle and pedestrian traffic facilities and that we are a leader with LEED and other green construction and jobs... I am willing to pay slightly higher taxes”
 - “Freeways and roads have always been subsidized and people don’t pay the true costs of driving. People without cars need options. Sometimes it’s not so bad to pay taxes”
 - Will “available funding sources drive the solution that is selected or vice versa?”
 - “What portion of this project is going to ask for funding from the state legislature?”
 - Will the CRC project result in higher Washington sales taxes?
 - Will the CRC project will be a public – private partnership?
 - “What happens to the project if the sales tax increase isn’t approved?”
 - What will be the source of local matching funds for the CRC project?
 - Will local taxes be used as local matching funds, and if yes, will there be a vote to establish those taxes?
 - Will federal funds would be used to help pay for the CRC project?

Project Costs (36 comments)

- Statements and questions about project costs:
 - “We need to see a thorough explanation of the funding – capital costs, but most importantly the long term operation and maintenance costs. This is the most fundamental question that our [High Capacity Transit] decisions will hinge on”
 - “For the same price [as the CRC project] you could build 400-600 new high schools, 40-60 new miles of light rail, 600-900 miles of commuter rail, buy or build 10,000-30,000 Pearl District condos, build 80,000-120,000 miles of bicycle lanes, build 8-12 Morrison or Hawthorne style bridges over the Columbia, or give every resident in the entire Portland-Vancouver-Salem metro area \$1,880.00 to \$2,821.00 cash”
 - “We heard that \$750 million is available to fund the light rail construction. Is that money secured, or is it a competitive process to receive the money? Can you commit to keeping costs below that amount?”
 - “\$4.2 billion put towards a ‘solution’ that improves the future condition by 3+ percent, in terms of average daily traffic, strikes me as not having a very good return on investment – for the region or the country”
 - “What would it cost per ride on light rail if this was not subsidized by taxpayers?” And “what percentage of commuters will use mass transit and at what cost?”



- “Why there is only a 10% difference in cost between the Supplemental and Replacement bridge options?”
- Are transit security costs “built into the cost of the” CRC project?
- What was the cost of the I-205 bridge and when it was completed?
- Request for a detailed cost breakdown of estimated bridge design and construction costs
- Will the CRC project be funded in advance, “to avoid interest costs during construction?”
- Will utilities need to be improved as a part of the CRC project, and if yes, will the costs of utility improvements be part of the CRC project budget or will it result in utility rate increases?

Tolling (75 comments)

- Support for tolls on I-5, based on statements including:
 - Tolls would “discourage car traffic and encourage mass transit use, as well as pay for the project”
 - Tolls would decrease use of the existing I-5 bridge and thereby reduce the bridge’s maintenance costs, increase the life of the bridge, and “moderate air pollution and green house gas emissions”
 - This approach would create a toll fund which could be used for bridge maintenance
 - “People say that everyone will flood the I-205, but that’s not going to happen – it’s too much work, by far”
 - Tolls on the existing I-5 Bridge could be used “to pay for existing bridge upgrades”
- Support for tolling both I-5 and I-205:
 - In perpetuity, to cover construction, maintenance and operations costs
 - Until 2050 and to use the funds to pay for all elements of the CRC project
 - If I-5 is tolled, based on the statement drivers in Orlando, Florida use congested freeways in order to avoid uncongested toll roads
- Support for additional tolling concepts, including:
 - “A toll when traveling into Portland and not when traveling into Vancouver”
 - For making I-5 a toll road from the Mexican to the Canadian borders and allowing vehicles to drive 80 miles per hour “like the Kansas Turnpike”
 - Tiered pricing for passenger vehicles, with highest costs for vehicles with one occupant and no cost for vehicles with four occupants
 - Tolls for passenger vehicles and no cost for truck freight
 - For making the “minimum toll charged... at least equivalent to the transit fare”
 - Motor vehicles that run completely on electricity or hydrogen and do not produce CO² should be exempt from tolls
- Opposition to tolls, based on statements including:
 - “A toll in one location unfairly singles out some taxpayers to pay a heavier price for their use of the public roadways”
 - Tolls “create congestion points”
 - “Use gas tax money for building roads and bridges only... cut out all that other stuff!!!”
 - “A toll is a divisive move which will further separate these two great counties at a time when they need to work more closely together in every way”

- “I would rather see Oregon and Washington transportation taxes increase rather than have a toll, since many of the goods and services enjoyed by persons of both states traverse the Columbia River on I-5”
- A concern that tolls, once established, would be permanent
- “That I-205 and the I-205 bridge were built without tolling and “if I-205 could be funded without tolls, all other projects should be able to as well”
- “With all of the federal money being used everyday in the war with Iraq, surely we could get some sort of government grant or funding to help with a new bridge”
- “I would rather pay an added fee for my vehicle tab renewal”
- “If you toll a bridge then more vehicles are just being stopped and burning more fuel overall which means an increase in CO² for those that cross the bridge”
- A “toll puts a financial burden on the poorest element of society. It adds to transportation cost for trucking and industry”
- I don’t “want to pay tolls to subsidize parking for Portland”
- “People of lower incomes are the most likely to have a vehicle that consumes more gas, have less access to transit based on where they can afford to live, and such user fees impact lower income families more than upper income families”

- Additional statements and questions regarding tolling including:
 - “Joe Cortright said the CRC will cost \$2,000 per person and tolls would cost \$7.50 each way if tolling were used to cover the full project cost”
 - “Staff projections indicate that light rail will reduce vehicle miles traveled by 15,000 a day with or without tolls. Why doesn’t tolling encourage more people to use transit?”
 - If a toll is created, it should only toll traffic traveling from Vancouver to Portland
 - If a toll is instituted for motorized vehicles, a toll or other form of fee or tax should apply to other modes of travel to fund their proportional share of the CRC project. Other modes identified included:
 - Walking
 - Bicycling
 - Transit
 - “Expecting taxpayers to pay... the price tag for Max or transit to go to Vancouver is both socialistic tax discrimination and wind bag hot air politics”
 - Opposition to charging tolls for those walking, biking or taking transit across the Columbia River
 - “I usually go to work from Vancouver between the hours of 10pm and 1am. I return home to Vancouver between 7am and 9am. Will I have to pay a rush hour toll in the morning? Going from Portland to Vancouver at that time is not causing any traffic jam, so I do not feel that would be fair”
 - “I have no objection to a toll as long as it doesn’t require toll booths (they slow traffic) and I like the idea of peak hour tolls being higher than off hours”
 - I-5 “toll will increase traffic on I-205 and I-84 by persons seeking to skirt a bridge toll...” and “increased congestion on these routes will cause drivers to seek side streets in neighborhoods to avoid the freeway traffic. This in turn will cause more accidents between cars and bikes and pedestrians on roads not designed for both uses.” Statement included the request for an independent analysis of direct and indirect toll “effects and mitigation measures before any decision about a toll is made”
 - “If there’s a toll for cars, through truck traffic should be subject to a toll with the goal to reroute such traffic onto I-205”



- “I don't like tolls but I do think they are representative and that the people that use [a roadway]... should pay for it (that's assuming that I don't pay any gas tax to the state and federal government, don't pay any road tax on my property taxes and don't pay any sales tax for roads). Otherwise I am for tolls. However, given a current choice of the existing bridge with no tolls or a replacement bridge with no perceived improvement in capacity with tolls, I would have to vote for no replacement”
- Washington businesses and jurisdictions stand to benefit from a toll, as “many people who formerly shopped and dined in Jantzen Beach and nearby areas will not cross over if there's a toll”
- “Tolls will have a disproportionately heavy impact on low income populations”
- Tradeoffs between using toll booths versus transponders should be “more fully presented for public comment while the opportunity to consider the booth space requirements still exists”
- Questions as to how a toll would be implemented, including:
 - How a toll would be assessed to drivers who “do not have a transponder,” and whether a staffed toll booth would need to be included as a part of the project
 - What the cost of a transponder would be, including whether the transponders would “have batteries needing replacement and disposal”
 - What is the “cost of mailing out the toll collection notices? Is every crossing going to trigger a bill including a \$5 surcharge for photos, mailing, and postage? Do I get to receive copies of each photo upon which each charge is based? How do I appeal a billing when I think it is in error?”
 - Whether drivers would need to stop in order to pay the toll
 - Whether a toll would be “used to fund transit”
 - Whether a toll would have higher rates during periods of higher congestion
 - Whether 1958 toll tokens, which were sold for crossing the existing I-5 Bridge when there was a toll in place, would be accepted for use on a new CRC project bridge if built
 - Whether tolls would be eliminated once the “bridge is paid off?”
 - Whether a “lower toll” would be created for those “who cross more often because we have to?”
 - Have Oregon representatives “accepted placing toll booths (and the necessary added traffic lanes for the backup upstream of the toll booths) on their side” of the Columbia River?
 - Will transit riders will have to pay a toll for crossing the Columbia River?

Additional tolling questions, including:

- “What would the 1917 five cent toll be in today's dollars?”
- “Did you ever study an option that just included tolling?”
- Is “fair for everyone to pay the same toll,” including the statement that “my car does not do much damage to the roads, but look at the indentations in the lanes left by repeat semi-trucks rolling down the lanes everyday”
- Is it legal, possible, or likely to toll I-205 in addition to I-5?
- How long it would take to pay off the construction costs of a new bridge using tolls?
- What is the toll charge on the Tacoma Narrows bridge?
- “At 50,000 commuters a day, 100,000 trips a day, if you charge \$10 per trip that's \$1 million per day. 4,000 days to reach \$4 billion. 11 years. Is it that simple?”

- “If 68-78% of traffic gets on/off within the bridge influence area, won’t tolls kill Jantzen Beach?” and “what will you do for Jantzen Beach residents in regards to tolls?”

Other (included in multiple categories listed in Appendix A)

- Question of what contracting opportunities will exist for building the CRC project, including what steps are being taken to “ensure that construction opportunities will exist for small, local, minority- and women-owned contracting firms?”
- Question as to whether steel from the existing I-5 Bridge would be recycled if the bridge is eliminated, and if recycled, how the recycling money would be spent

Process (159 comments)

Schedule (19 comments)

- Support for speeding up the project timeline
- Support for building the transit portion of the CRC project first, “as a way of underscoring the advantages of transit in terms of moving people”
- Statement that the CRC project “could conceivably delay a decision on transit alignment until 2009 and give the community more time to discuss it”
- Questions related to the CRC project schedule, including the anticipated dates of meetings and the release of reports
- Question as to whether there are organized groups who are opposed to the CRC project and whether these groups “will they slow down the project”
- Question as to when an alternative will be selected for construction
- Questions as to when construction could begin on the CRC project and how long it would last
- Question regarding the “construction time frame of Supplemental vs. Replacement Bridge”
- Question as to whether closing I-5 and “quickly” rebuilding the bridge would be a better construction approach than phased construction

Approvals and Coordination (a subset of the Process category)

- Support for subjecting the CRC project to a vote in Washington and Oregon
- Support for “a public vote to determine the light rail alignment, the length of the light rail system, and light rail funding options,” as well as questions about whether the CRC project can be constructed without a vote on the high capacity transit portion of the project



- Support for giving voters the power to decide whether a third corridor or other alternative is built
- Statement that “I think you should just go do what you need to do to get this project done without all the so called input from right wing groups that are out to cause trouble”
- Statement that “we are not going to get to vote on this project. We need to lean on the politicians to affect the process”
- Statement that agencies “like Metro, the City of Portland, the City of Vancouver, have the ability to veto the project,” with the question as to “what does that mean, and are any of the jurisdictions likely to wield that power?”
- Statement that the CRC Task Force “is doing a wonderful job in constructing this behemoth project which is and will become and icon to the Pacific Northwest including the entire West Coast
- Question of “Is [the Vancouver] City Council going to make this decision, or do we get to vote? The authorities in Oregon have intimidated us and we need to have a say in the matter”
- Question over when decisions will be made over whether the CRC project will receive federal New Starts funds
- Statement that the CRC project is “consistent with the Metropolitan Transportation Plan and other regional plans and policies”
- Question as to what “political hoops” face the CRC project, including the question “are the States and Feds committed to/supportive of this project?”
- Question as to the relationship between the CRC project and comprehensive plan reviews undertaken by Metro and the City of Portland
- Question as to how receiving the Corridor of the Future designation by the U.S. Department of Transportation will affect the CRC project

Communications and Public Engagement (a subset of the Process category)

- Support for holding CRC related public events on weekends
- Concern over CRC meetings occurring during work and commuting hours
- Question of “how can people comment to the Task Force on the LPA decision?”
- Statement that the CRC “Web site doesn’t show clearly all the options you’ve studied and why they were dismissed. You’ve set this up as just a No Build vs. these environmentally problematic alternatives”
- Statement that Portland residents do not understand the CRC project and that more outreach is needed, in particular to explain the difference between auxiliary and through lanes on I-5

- Request for providing a link to the Task Force membership roster on the front page of the CRC project Web site

DEIS Process (a subset of the Process category)

- Statement that “it appears the CRC project has not presented a full range of alternatives to the public as required under NEPA. Specifically there seems to be no consideration of an alternative which would keep the present bridge, charge tolls for its use and build a mass transit span”
- Question as to what a Draft EIS does, “and what impact will it have once released?”
- Question as to the assumptions that underlie the alternatives brought into the Draft Environmental Impact Statement for further study
- Question as to who chose the following project CRC project boundaries: study area, Bridge Influence Area and “limited project bridge influence” area
- Question as to why a transit or highway only alternative is not under consideration for the CRC project, including a question of which part of the CRC project – transit or highway – is likely to be constructed first

Other (a subset of the Process category)

- Question as to which consulting firms are working on the CRC project

Other (included in multiple categories listed in Appendix A)

- Support for reducing reliance on foreign oil, including statements such as:
 - “This is about oil and the billions of dollars that we are spending on protecting our oil resources. We need to think about the future and the people that are serving in the military and reduce our dependence on oil”
 - “We need to end our reliance on foreign fuels... so the light rail options should stay”
- Statements and questions encouraging the CRC project to address climate change
- Statement that “studies done by the Cascade Policy Institute and Washington Policy Center documents are based on cheaper gas prices and that is not where we are now”
- Question as to whether the “western governors’ western climate initiative cap and trade program [will] force a specific solution to the crossing?”
- Question of “how do we meet emissions reductions targets given population growth?”
- Question as to why the Port of Vancouver and the Port of Portland shouldn’t “own the bridge together and work on this project”
- A request for information on how the CRC project would affect cities and towns outside the project area



- A request from the Multnomah County Health Department and Oregon’s Public Health Institute for further information about how health impacts are being measured and used as decision-making criteria for the I-5 bridge project. In particular, these agencies were interested in the project’s potential impacts on health related to air quality, obesity and physical activity, noise, traffic safety, and Environmental Justice

Appendices

Appendix A – Frequency of Comments by Topic

Appendix B – Outreach Events in Washington and Oregon

Appendix C – Public and Agency Comment Submission Method

Appendix D – Notes on Comment Summarization

Appendix A – Frequency of Comments by Topic

The table below summarizes the number of comments that addressed a variety of topics. Comments that addressed more than one topic were counted in each applicable topic.

Issue	Number of Comments
Process	159
Light Rail	125
Traffic/Congestion	91
Neighborhoods/business districts	80
Transit alignment/stations/park and rides	79
Tolling	75
Transit	74
Replacement Bridge	71
Other Concepts	68
Funding/Financing	63
Bicycle/pedestrian access	55
Interchanges/highway alignment	52
Existing Bridges	51
Supplemental Bridge	50
Project Costs	36
Truck Freight	30
Air Quality	28
Highway Safety	26
Bus	23
Architectural/Aesthetic bridge design	23
I-205	23
BRT	22
Navigation/Marine Traffic	21
Schedule	19
Third Corridor	19
Acquisitions/ROW	17
Land Use	15
Construction Approach	14
Delta Park Project	14
Archaeology/Historic/Cultural Resources	13
Construction Effects	13
TSM/TDM/Managed Lanes	12
Railroad/Heavy Rail/Railroad Bridge	12
Aviation	12
Seismic and Safety	9
Noise and Vibration	8
Environmental Justice	7
Express Bus	7
Natural Resources	5

Appendix B – Outreach Events in Washington and Oregon

Project staff made presentations and gathered feedback at 87 neighborhood, government, business, and community meetings in Clark County and Portland during this period. A total of 2,871 members of the public were engaged through these events.

Additionally, the project's database has grown to 3,324 email addresses and 11,263 postal mailing addresses (as of May 30, 2008).

Note: Completed individual event summaries are available upon request. Some events, usually jurisdictional briefings, list "n/a" under number of public participants because those groups have been counted before or because there were no members of the general public attending.

DATE	ACTIVITY / ORGANIZATION	LOCATION	STATE	# OF PUBLIC PARTICIPANTS
11/28/2007	National Association of Industrial & Office Properties (NAIOP)	Multnomah Athletic Club, Portland	OR	89
11/28/2007	West Vancouver Freight Alliance	Frito Lay 4808 NW Fruit Valley Rd.	WA	56
11/28/2007	ODOT Major Projects Branch	Salem	OR	n/a
12/5/2007	Oregon Freight Advisory Committee	ODOT region 1, Portland	OR	18
12/5/2007	City of Vancouver staff leadership	Water Resources Center	WA	50
12/10/2007	Clark County Democratic Central Committee	Longshoreman's Hall, 1205 Ingals St. Vancouver	WA	48
12/11/2007	Portland Business Alliance, Transportation Committee	200 SW Market St., Portland Lobby Level Conference Room, Portland	OR	15
12/11/2007	Oregon Association of Nurseries, Government Relations Committee	OAN, 29751 SW Town Center Loop W., Wilsonville	OR	20
12/12/2007	Port of Portland Commission	121 NW Everett St., Portland	OR	59
12/13/2007	Kiwanis, Cascade Park chapter	IHOP - 164th Vancouver	WA	17
12/13/2007	Professional Land Surveyors of Oregon / Land Surveyors Association of Washington (PLSO/LSAW) Joint Chapter Meeting	Portland Precision Instruments 6015 NE 80th Ave # 400 Portland, OR 97218	OR	60
12/18/2007	Vancouver Chamber of Commerce, General Meeting	WSU Vancouver - 14204 NE Salmon Creek Ave. Vancouver, WA 98686	WA	31
1/8/2008	Ridgefield/Camas/Washougal Port Commissioners Joint Meeting	Ridgefield Community Center 210 North Main Avenue Ridgefield, Washington 98642	WA	53
1/9/2008	Transportation Association of Portland	Kell's Restaurant, 112 SW Second Ave, Portland	OR	23
1/10/2008	Responsible Growth Forum	1101 Broadway, Vancouver WA Suite 205	WA	10

1/22/2008	CRC Task Force meeting	Hilton Vancouver	WA	n/a
1/23/2008	Washington State Transportation Commission	SW Region WSDOT	WA	n/a
1/23/2008	Pleasant Highlands Neighborhood Association	Pleasant Valley Middle School - Library 14320 NE 50th Ave. Vancouver	WA	30
1/24/2008	Northwest Neighborhood Association	Franklin Elementary School 5206 Franklin St Vancouver	WA	31
1/28/2008	CRC Transit Roundtable with Vancouver businesses	Vancouver Hilton	WA	63
1/30/2008	Washington State Legislature, Senate Transportation Committee	Senate Hearing Cherberg Bldg, Olympia WA	WA	n/a
2/4/2008	Battle Ground City Council	109 SW First St., Battle Ground	WA	45
2/7/2008	Portland Freight Committee	Lovejoy Room in City Hall (1221 SW 4th Avenue).	OR	30
2/7/2008	Friends of Portland International Raceway	Nicola's Pizza 4826 N Lombard St Portland	OR	10
2/8/2008	Frito Lay	Frito Lay 4808 NW Fruit Valley Rd.	WA	70
2/11/2008	Vancouver City Council	Vancouver City Hall, Council Chambers 210 E. 13th Street, Vancouver,	WA	n/a
2/12/2008	East Columbia Neighborhood Association	East Columbia Bible Church, 420 NE Marine Dr. Portland	OR	20
2/12/2008	Portland Bicycle Advisory Committee	Lovejoy Room in City Hall (1221 SW 4th Avenue).	OR	30
2/12/2008	Hudson's Bay Neighborhood Assn.	Harney Elementary, 3212 E. Evergreen Blvd. Vancouver WA cafeteria	WA	8
2/12/2008	City of Portland - Hayden Island Planning Group	Hayden Island Yacht Club	OR	60
2/14/2008	Hayden Island Neighborhood Network (HINooN)	12050 N. Jantzen Drive, Portland	OR	18
2/18/2008	Oregon House Transportation Committee	Oregon State Capitol - Room E, Salem	OR	12
2/19/2008	Clark County Bicycle Advisory Committee	Public Services Building 1300 Franklin St. Vancouver	WA	13
2/19/2008	Hough Neighborhood Association	Hough Elementary School, 1900 Daniels St. Vancouver	WA	23
2/20/2008	Rotary - Longview Chapter	Hotel Monticello (ballroom), 1405 17th Ave., Longview WA	WA	130
2/20/2008	Institute of Real Estate Management	Multnomah Athletic Club 1849 SW Salmon Street Portland,	OR	50

2/20/2008	Vancouver Neighborhood Forum on Light Rail	Water Resources Education Center, SE Columbia Way, Vancouver	WA	200
2/21/2008	SW Washington Regional Transportation Council briefing	Vancouver	WA	n/a
2/21/2008	Arnada Neighborhood Association	2500 Main St., Vancouver Housing Authority	WA	15
2/23/2008	CRC Transit Roundtable	Delta Park MAX station/KP Town Hall	OR	24
2/26/2008	Clark College Executive Cabinet	Clark College, Vancouver	WA	11
2/26/2008	SW Washington Regional Transportation Council, High Capacity Transit Study Open House	1200 Fort Vancouver Way (Clark County Public Utilities Building, community room)	WA	10
2/28/2008	C-TRAN Citizens Advisory Committee	C-TRAN, 2425 NE 65th Avenue, Vancouver	WA	16
3/4/2008	Vancouver Planning Commission	Vancouver City Hall, Council Chambers 210 E. 13th Street, Vancouver, WA 98660	WA	n/a
3/5/2008	Esther Short Neighborhood Association - Downtown Appearance and Projects (DAP) Committee	Vancouver City Hall, 210 E. 13th Street, Vancouver, WA 98660	WA	4
3/10/2008	Lincoln Neighborhood Association	Lincoln Elementary 4200 Daniels St. Vancouver	WA	35
3/11/2008	American Institute of Architects, Portland	403 NW 11th Avenue Portland, Oregon 97209	OR	14
3/11/2008	Portland Planning Commission	1900 SW 4th St Portland OR, room 2500 A	OR	n/a
3/12/2008	Westside Economic Alliance - Transportation Committee	W & H Pacific, Peterkort II building 9755 S.W. Barnes Road Beaverton	OR	n/a
3/12/2008	Vancouver Kiwanis	1010 NE Broadway Vancouver	WA	28
3/17/2008	Portland City Council	Portland City Hall	OR	n/a
3/18/2008 - 3/20/2008	WSDOT's Statewide Project Engineers' Conference	Kitsap Conference Center 100 Washington Ave. Bremerton	WA	n/a
3/19/2008	Bridgeton Neighborhood Assn.	Columbia High School, 716 NE Marine Dr. Portland	OR	35
3/19/2008	CRC Transit Roundtable	Luepke Center Vancouver	WA	23
3/21/2008	Oregon Business Alliance	David Evan & Associates Portland	OR	n/a
3/24/2008	Highland Homeowners Association - Annual Meeting	14320 NE 50th Ave. Vancouver WA -Pleasant Valley Middle School - library	WA	35
3/25/2008	Woodland Chamber of Commerce	Oak Tree Restaurant 1020 Atlantic Ave, Woodland	WA	40
3/25/2008	Bus Project Debate	The Edge of Belmont SE 34th, Portland	OR	80
3/27/2008	Clark College Board of Trustees	Clark College Bauer Hall Room 109 Fort Vancouver Way	WA	14

		Vancouver		
3/28/08 - 3/30/08	Better Living Show	Portland Expo Center	OR	504
4/1/2008	SW Wash. Regional Transportation Council, Board of Directors	1300 Franklin St. Vancouver 6th Floor	WA	n/a
4/2/2008	Clark County Board of Commissioners	Public Services Building 1300 Franklin St. Vancouver	WA	n/a
4/3 - 4/4	2008 Bike Summit	Red Lion Hotel Jantzen Beach, 909 N. Hayden Island Drive, Portland	OR	10
4/7/2008	West Minnehaha Neighborhood Association	1500 NE 49th St Vancouver	WA	12
4/8/2008	WASHTO 2008 Conference (Western Association Of State Highway and Transportation Officials)	Embassy Suites, 319 SW Pine Street, Portland	OR	n/a
4/9/2008	Vancouver neighborhood forum on light rail	Water Resources Center	WA	112
4/10/2008	CRC Strategic Communications Meeting	Clark County Public Serviced - 6th Floor Training Room	WA	n/a
4/10/2008	Association for the Advancement of Cost Engineering (AACE)	University Place at Portland State University; 310 SW Lincoln	OR	35
4/13/2007	Senior Connections Expo	Hilton Vancouver 301 SW 6th Ave	WA	97
4/14/2008	Lincoln Neighborhood Association	Lincoln Elementary 4200 Daniels St. Vancouver	WA	42
4/15/2008	City of Vancouver's CRC Strategic Communications Meeting	Clark College Gaiser Hall 2nd Floor	WA	n/a
4/15/2008	American Council of Engineering Companies (ACEC)	Holiday Inn, Wilsonville	OR	n/a
4/15/2008	Portland Pedestrian Advisory Committee	Portland City Hall, Pettygrove Room. 1221 SW 4th Avenue	OR	13
4/16/2008	Portland Business Alliance	Governor Hotel 614 S.W. 11th Portland, OR 97205	OR	n/a
4/16/2008	Bicycle Transportation Alliance - Forum on CRC	Portland Development Commission, 222 NW 5th Ave. Portland	OR	46
4/17/2008	Uptown Village Association	Vancouver Housing Authority 2500 Main St.	WA	11
4/17/2008	City of Vancouver's CRC Strategic Communications Meeting	Building Industry Association 103 E 29th St Vancouver	WA	n/a
4/17/2008	Washington States Good Roads & Transportation Assn.	1700 Canyon Road Ellensburg, WA 98926	WA	25
4/22/2008	ODOT I-5 Delta Park project open house	Ockley Green School, 6031 N. Montana Ave., Portland	OR	41
4/22/2008	Rose Village Neighborhood Assn.	Memorial Lutheran Church, classroom, 2700 E. 28th St., Vancouver	WA	11
4/22/2008	City of Vancouver's CRC Strategic Communications Meeting	City of Vancouver Transportation Building 4400 Building 3rd Floor Room 3-f	WA	n/a
4/24/2008	Portland Sustainable Development Commission	Portland Building	OR	n/a

4/25/2008	URS Corp	111 SW Columbia Ste. 1500 Portland	OR	23
4/25-4/27	Home and Garden Idea Fair	Clark County Event Center, Ridgefield	WA	80
4/29/2008	Esther Short Commons	555 W. 8th St., 4th floor lobby, Vancouver	WA	12
5/1/2008	Fruit Valley Neighborhood Association	Community Center in Fruit Valley Park (Fruit Valley Road & W. 31st St.)	WA	10
5/1/2008	Shumway Neighborhood Association	Vancouver School of Arts and Academics, 9101 Main St.	WA	22
TOTAL from Nov. 28, 2007 to May 1, 2008		87 events		2,871 participants

Appendix C – Public and Agency Comment Submission Method

Appendix A identifies the number of comments received by topic between November 28, 2007, and May 1, 2008. Listed below are the methods by which public comments were submitted during this period, along with the number of times comments were submitted by method. It is important to note that each comment submittal may include multiple comment topics. For example, a single letter (a comment submittal method) may refer to tolling, high capacity transit, interchanges, and neighborhoods, and therefore it counts as one letter and four separate comment topics.

Comments Received Via	Number of Comments
Emails sent to feedback@columbiarivercrossing.org	215
Summaries of Outreach Events	87
Transcribed Phone Calls	21
Letters mailed, faxed or sent electronically to the CRC office	16
Comment forms	2
Total Comments Received by Type	341



Appendix D – Notes on Comment Summarization

Because public outreach efforts are not statistically valid surveys, comment summarization includes significant imprecision. Sources of imprecision include:

- Each outreach summary is composed of comments that may have been voiced by an individual or from multiple people at a single event (for example, an outreach summary may state that “many people at the event stated a preference for light rail”). Because outreach summaries usually do not indicate the number of commenters on each topic, comments from outreach summaries are treated in this memo as single comments
- Public and agency feedback includes questions (for example, “How is barge traffic affected?”) and clear preferences (for example, “...put tolls on the bridge...”). Public and agency feedback, however, also includes feedback that is hard to distinguish between a question and a preference (for example, in context, the question of “Has there been an analysis on the possibility of tunneling under the river?” appears to be a statement of preference, as it is included in a page long discussion of CRC project constraints that the commenter believes would be solved by using a tunnel instead of a new bridge)

Because comment gathering methods are imprecise, this memo is best used as a reflection of the range of issues that have been communicated with project staff. The entire set of verbatim public comments is available on request.

June 17, 2008

To: Columbia River Crossing Task Force
From: Doug Ficco, CRC Project Director
John Osborn, CRC Project Director
Subject: Public and Agency Comment, May 2 to June 5, 2008
Weeks 1 through 5 of the 60-day Draft EIS comment period

Introduction

This report provides a brief overview of public and agency comments received in the first five weeks of the 60-day Draft Environmental Impact Statement (EIS) comment period (May 2 to June 5, 2008). This report includes comment forms submitted at the May 28 and 29 project open houses, and the verbal testimony provided at the May 29 open house. Court reporters are in the process of preparing the verbal testimony transcript for the May 28 open house, which will be provided to Task Force as soon as it is available. The tables and charts in this report will be updated to include the May 28 verbal testimony comments prior to the June 24, 2008, Task Force meeting. The final comment summary, reflecting all comments received during the 60-day comment period, will be available on July 7, 2008.

The comments are of four main types:

1. Emails sent to project to the project Web site
2. Letters mailed, faxed or sent electronically to the CRC office
3. Comment forms (submitted electronically or in hard copy format)
4. Verbal comments made at the Open Houses/Public Hearings

The comments summarized in this memo are the result of a variety of outreach activities that occurred from May 2 to June 5, 2008, including:

- Two public open houses and one informal Q&A session
- Agency coordination
- Presentations and discussions with neighborhood, civic, and business associations and governmental entities
- Booths at community open houses and events

The following project communications and information also generated comments. Project communications and information available from May 2 to June 5, 2008, included:

- The CRC project Web site
- Email news (May 7, May 9, May 27, June 5)
- Fact sheets, including new or updated fact sheets on:
 - Highway and Interchanges
 - Property Purchases and Easements
 - Transit Park-and-Rides
 - Transit Choices
 - Cost Estimates
 - Columbia River Crossing Project
 - Environmental Justice
 - Tolling
 - Pedestrian and Bicycle Improvements
 - Project Background
 - Project Safety
 - What is NEPA
 - Public Involvement
 - Project Schedule (updated)
 - Draft Environmental Impact Statement Guide (new)
 - Draft Environmental Impact Statement Question and Answer (new)
 - Draft Environmental Impact Statement Table of Contents (new)
 - Mitigation Planning (new)
 - CRC and Climate Change (new)
- Postcard distributed to all mailboxes in the project area (approximately 57,000) and on the project mailing list to announce the Draft EIS comment period and public hearing dates
- News releases: May 19 and May 27 news releases on the Draft EIS public hearings and May and June community calendar announcements for the Draft EIS question and answer sessions
- Display ads in newspapers for the Draft EIS release and the Open House and Public Hearing events

For more information regarding the public notice provided for the Draft EIS comment period and public hearings/open houses, please see Appendix A. Additionally, the project's database has grown to 3,324 email addresses and 11,263 postal mailing addresses (as of May 30, 2008).

Appendix B includes a summary of the comments received in the first five weeks of the comment period.

Appendix C includes a comprehensive list of the CRC related public meetings and events that occurred between May 2 and June 5, 2008, as well as an estimate of the number of people engaged through these meetings and events.

Notes on Comment Sources

The CRC project is developing comment reports for public and agency review to provide an overview of the types and amount of comments received. It is very important to note that example comments should not be interpreted as a representative survey of public opinion. These are the comments of self selected people who chose to submit comments. They are not a random sample. More information on comment-gathering and comment summarization is included in Appendix D.

Comment Trends

During this period, public outreach focused on:

- *Draft EIS distribution and notification:* The document was distributed to over 500 recipients, including community locations where the general public could access the full document. Emphasis was placed on encouraging public comment on the document.
- *Open houses/public hearings:* The project hosted two open houses/public hearings (May 28 in Vancouver and May 29 in Portland) to share information and gather public comment. This allowed the public time to review the Draft DEIS prior to the events or time to review it after attending, and still provide comments by the end of the 60-day comment period, July 1, 2008.
- *Informal question and answer sessions:* The first of four smaller public meetings was held on May 15 at Portland's Jantzen Beach SuperCenter. This event will be followed by three additional events on June 7 (East Vancouver), June 14 (Beaverton), and June 19 (Vancouver).
- *Agency presentations:* Project staff continued to attend local board and council meetings to share information and address questions in a public setting.
- *Community outreach:* Presentations were given to community, business, and neighborhood groups. Project information was also shared at fairs and festivals, transit stations in Clark County, and open houses for other regional transportation projects.

Consistent with the project outreach focus on the Draft DEIS, comments received during the comment period reflected a greater focus on project alternatives and components than during previous comment reporting periods. A great number of comments were received on River Crossing Options (587 comments on Replacement and Supplemental Bridge), High Capacity Transit Modes (628 comments on Bus Rapid Transit and Light Rail Transit), Transit Termini (1067) and Tolling (187). Other comment types mentioned by more than 100 commenters included general comments on "Traffic and Congestion" (254), "Transit" (203 comments in addition to specific comments on Bus Rapid Transit, Light Rail Transit, Transit Alignments and Termini), "Existing Bridge" (171), "Range of Alternatives" (154) and "Land Use and Economics"

(151). “Traffic and Congestion” and “Land Use and Economics” comments were often in reference to how River Crossing Options and, to a lesser degree, Transit Modes, would affect the region. “Existing Bridge” comments often outlined what to do with the two existing bridges in alternate scenarios, from how to remove them to the desire for their preservation. The “Range of Alternatives” category includes all comments regarding transit modes, highway alignments, and river crossings that were not included in the four build alternatives being assessed in the Draft EIS.

Who Commented and How Were Their Comments Submitted?

How Were Comments Submitted?

Exhibit 1 describes the methods by which public comments were submitted during this period, along with the number of times comments were submitted by method. It is important to note that each comment submittal may include multiple comment topics. For example, a single letter (a comment submittal method) may refer to tolling, high capacity transit, interchanges, and neighborhoods. This submittal counts as one letter and four separate comment topics. Five commenters submitted comments through more than one delivery type, therefore, there were only 612 unique commenters.

EXHIBIT 1

Comment Delivery Types	Number Received
Emails sent to project via website	141
Letters mailed, faxed or sent electronically to the CRC office	35
Comment forms (Web and printed)	384
Verbal Comments at open houses/public hearings	57
Total Comments Received by Delivery Type	617

Demographics of Commenters

Zip codes were used to determine whether a commenter is likely to live within the project area (SR 500 to Columbia Boulevard) or outside of the project area. Zip codes considered within the project area include 98660, 98661, and 98663 on the Washington side and 97217 on the Oregon side. Because these four zip code boundaries are partially inside and partially outside the project area, it is likely that this analysis over represents the number of commenters who actually reside in the project area. Exhibit 2 shows the percentage of commenters potentially inside and outside of the project area as defined above.

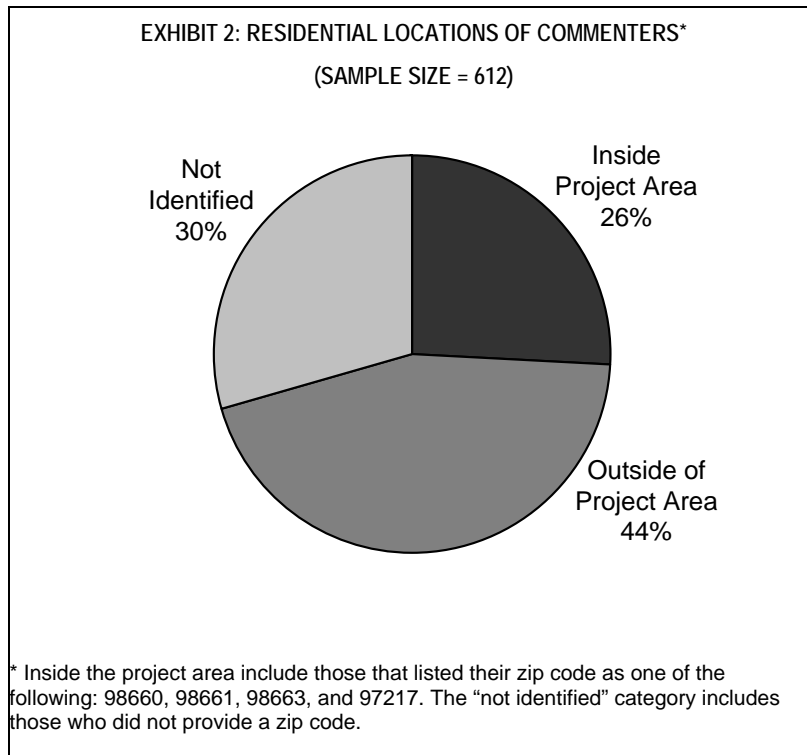
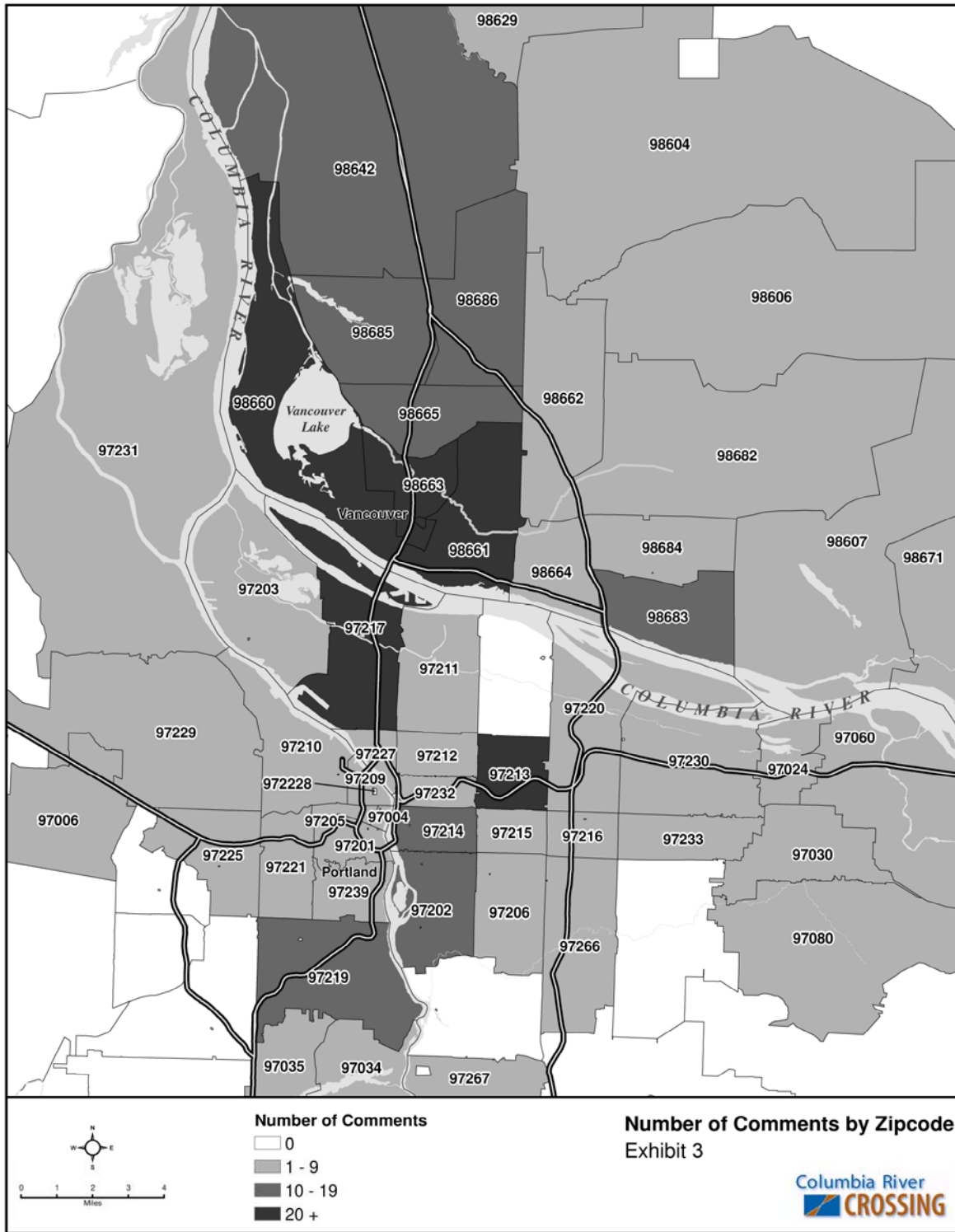


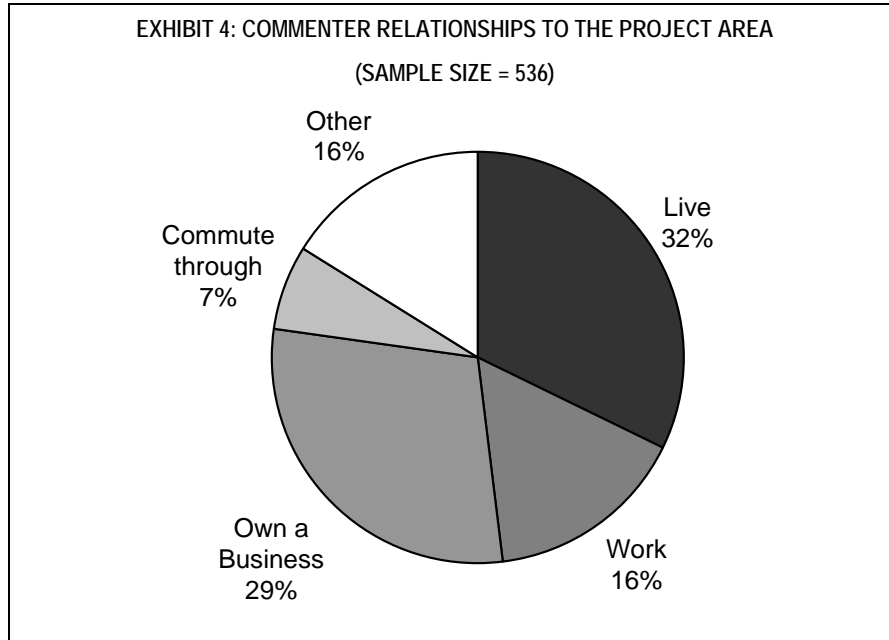
Exhibit 3 illustrates the approximate number of commenters from each zip code. Though the total number of commenters outside of the project area is greater than those inside the project area, zip codes inside the project area tend to have a greater concentration of commenters.

DRAFT

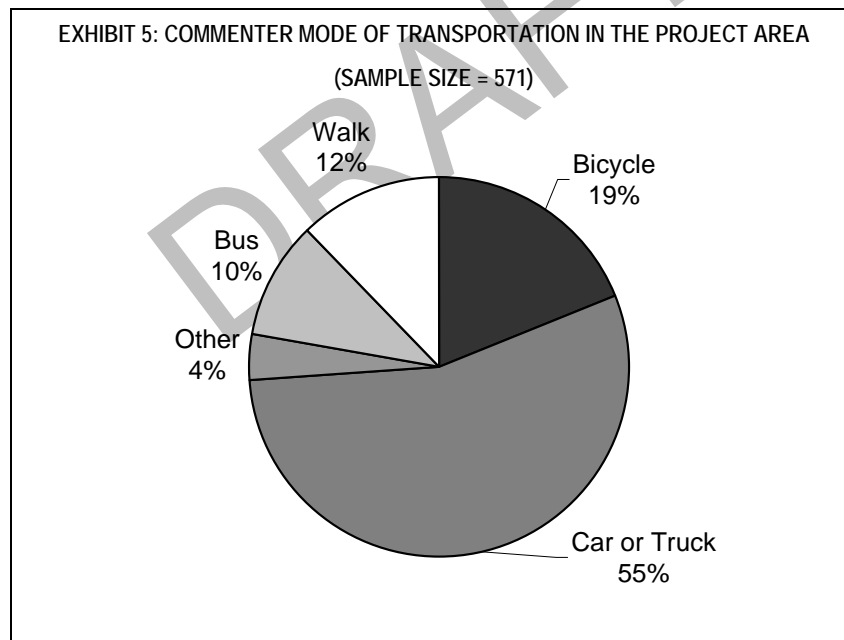


Analysis by C. Hainey; Analysis Date: June-2005; Plot Date: June 16, 2008; File Name: CommentsByZipcode.mxd

Comment forms solicited information on relationships to the project area, with instructions to check all options that applied. Of the comment forms received, 89% (340 out of 384) of commenters indicated they fell into one or more of the relevant categories. Many commenters checked multiple options, resulting in a total number of 536 “relationships” (see Exhibit 4):



Comment forms also solicited information on how commenters travel in the project area. Commenters were directed to indicate all modes that applied. Of the comment forms received, 91% (350 out of 384) of commenters indicated they fell into one or more of the following relevant categories, for a total of 571 “modes” reported (see Exhibit 5):



Summary of Feedback

Comments have been organized in two ways: “preference” comments are categories of comments tracked based on whether the commenter made a positive, negative or neutral statement. For example, all comments about a “Replacement Bridge” are considered a preference comment, and all such comments are labeled “Replacement Bridge Favorable,” “Replacement Bridge Unfavorable” or “Replacement Bridge Other,” depending on whether the commenter wanted, did not want, or had mixed feelings about, the construction of a Replacement Bridge. In general, “preference” comments relate to the choices of a river crossing, transit mode, transit terminus, and tolling. The remaining comment categories (“non-preference”) were tracked by the total number of times each was mentioned, regardless of whether it was mentioned favorably or unfavorably.

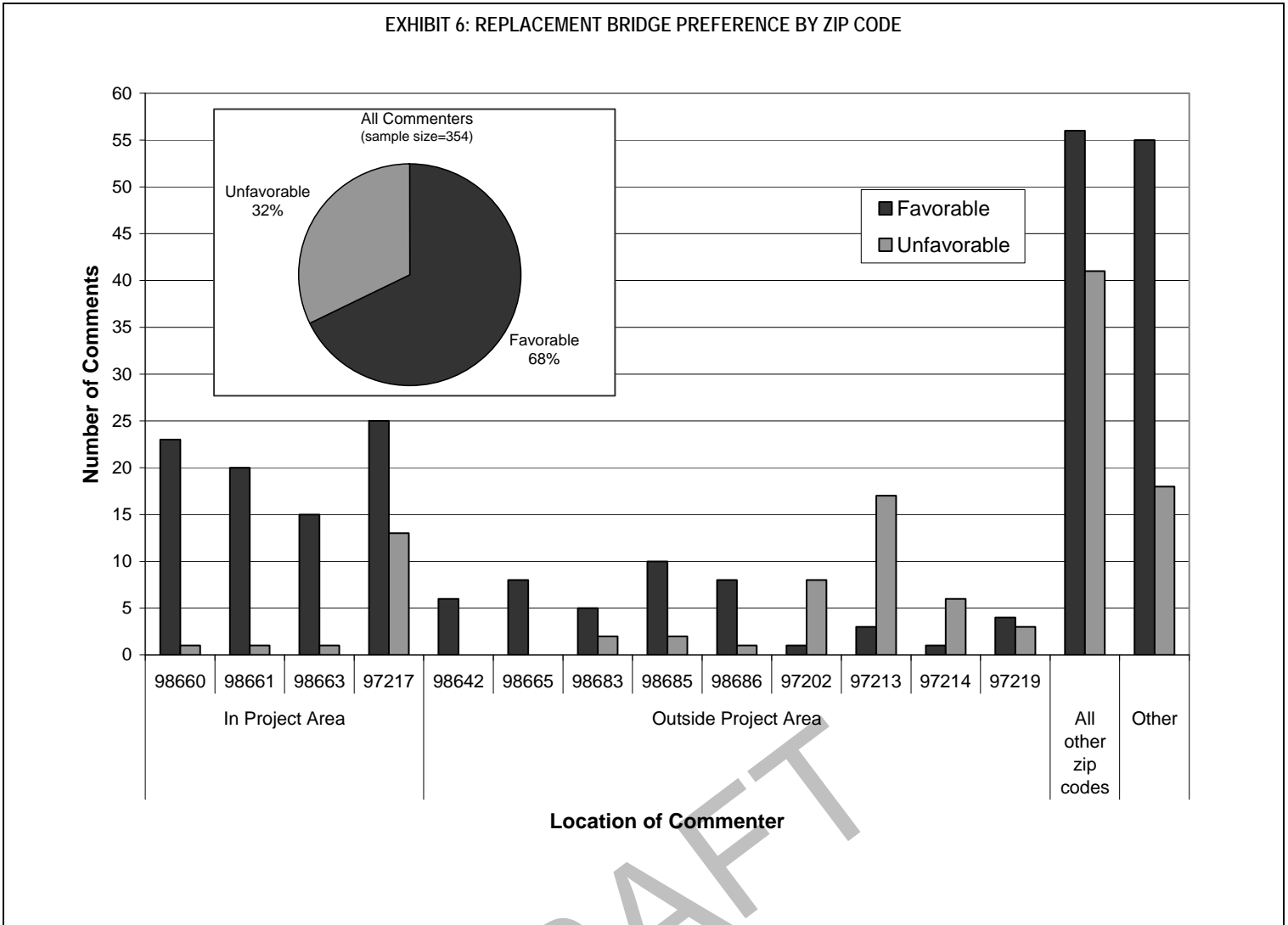
Preference Comments

The following section summarizes comments where preferences were tracked. When comments were received in these categories, they were analyzed to determine if they were generally “favorable” to (in support of), “unfavorable” (in opposition) or neutral to the project components. Commenters were not asked to decide between components, and were free to report support or opposition to all or some of the categories below.

Replacement Bridge

354 commenters made statements in support or opposition to a Replacement Bridge. Zip codes were available for 281 of those expressing a preference. As illustrated in Exhibit 6, commenters both inside and outside of the project area showed significant support for the Replacement Bridge, with the exception of three Portland zip codes that fall outside of the project area; 97202, 97213, and 97214. Commenters for whom zip code information was unavailable (labeled “other” in Exhibit 6) also favored a Replacement Bridge. It’s important to note that commenters were instructed to check all bridge options that they would support, and were not forced to choose between them. Therefore, a commenter could support both the Supplemental option and the Replacement option, support one and oppose the other, or oppose both. A summary of comments regarding the Replacement Bridge, and all other preference and non-preference categories, is available in Appendix B.

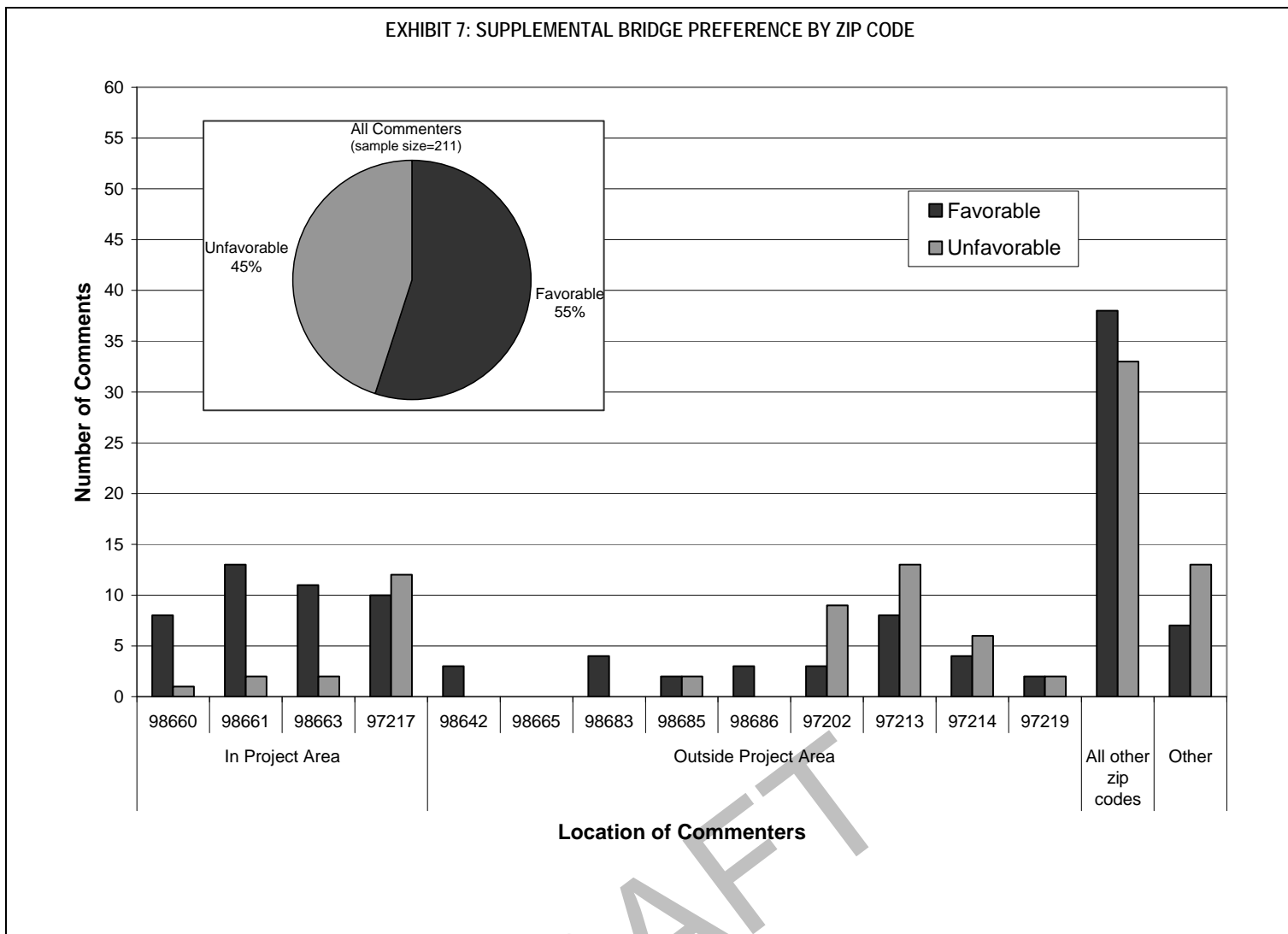
EXHIBIT 6: REPLACEMENT BRIDGE PREFERENCE BY ZIP CODE



Supplemental Bridge

211 commenters made statements in support or opposition to a Supplemental Bridge. Zip codes were available for 191 of those expressing a preference. Exhibit 7 illustrates that overall, the Supplemental Bridge received more support than opposition, but by a smaller margin than the Replacement Bridge. Those on Washington side of the river tended to favor the Supplemental Bridge while those in Oregon tended to oppose it, irrespective of whether they lived in the project area. Again, it is important to note that commenters were instructed to identify all options that they would support or oppose. Therefore, support for a Supplemental Bridge did not necessarily indicate opposition to a Replacement Bridge.

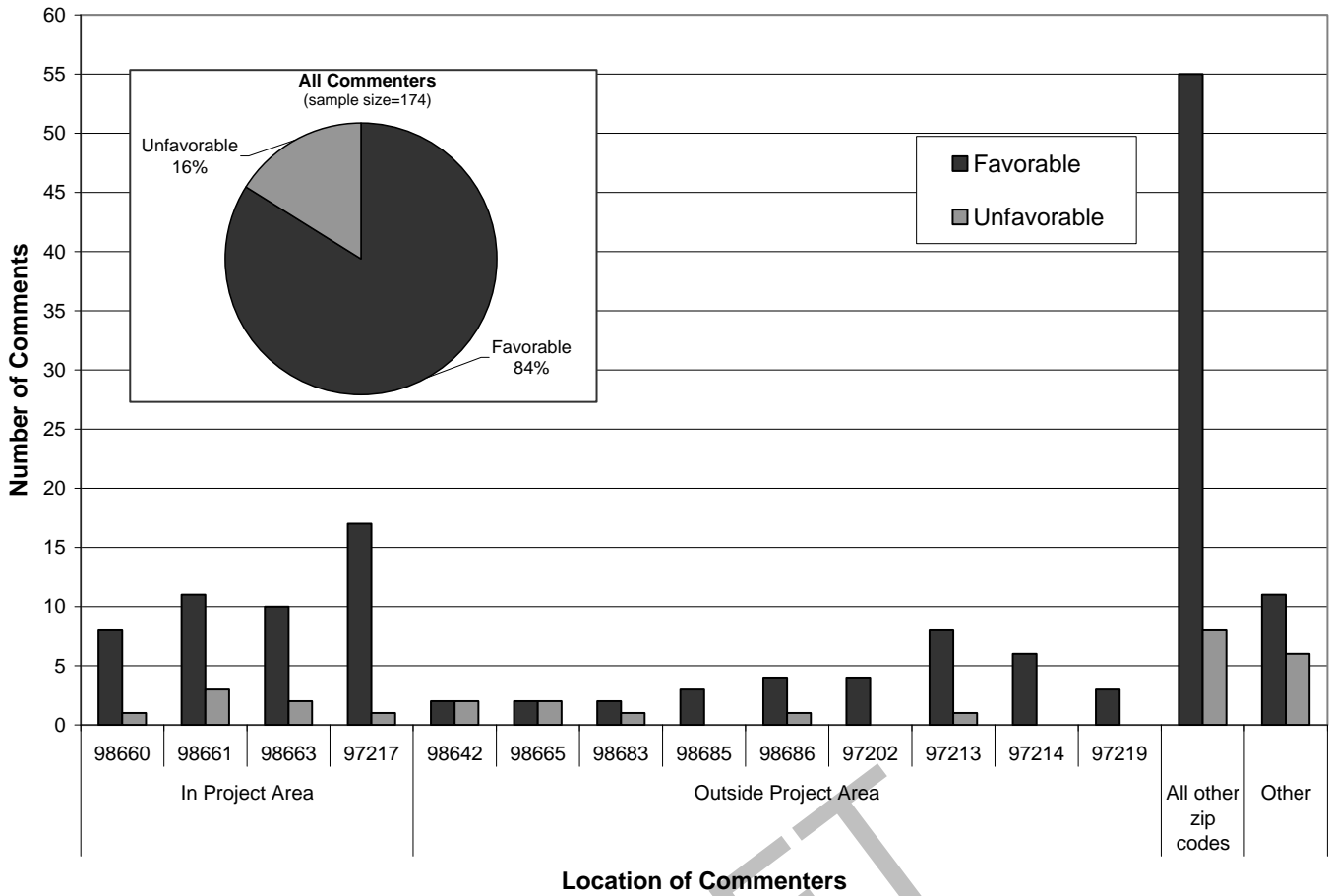
EXHIBIT 7: SUPPLEMENTAL BRIDGE PREFERENCE BY ZIP CODE



Bus Rapid Transit

174 of the commenters made statements in support or opposition to Bus Rapid Transit. Zip codes were available for 157 of those expressing a preference. As illustrated in Exhibit 8, commenters both inside and outside of the project area show support for bus rapid transit. Commenters were instructed to indicate all of the transit options that they would support and not support, and therefore, preferences related to Bus Rapid Transit do not indicate preferences related to Light Rail Transit.

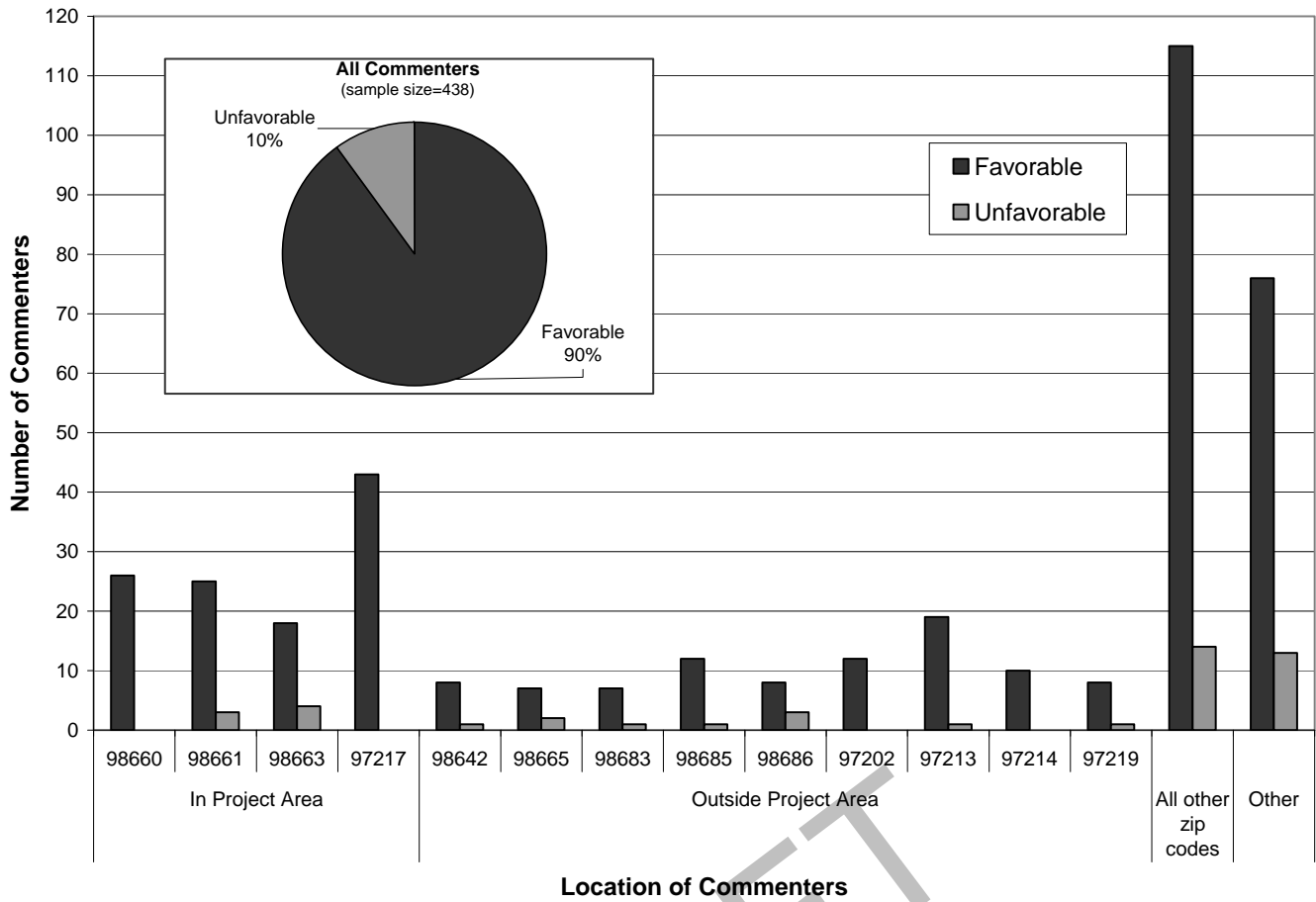
EXHIBIT 8: BUS RAPID TRANSIT PREFERENCE BY ZIP CODE



Light Rail Transit

438 commenters made statements in support or opposition to Light Rail. Information on where people live was available for 349 of those expressing a preference. There is significant support for light rail from commenters both inside and outside of the project area (see Exhibit 9).

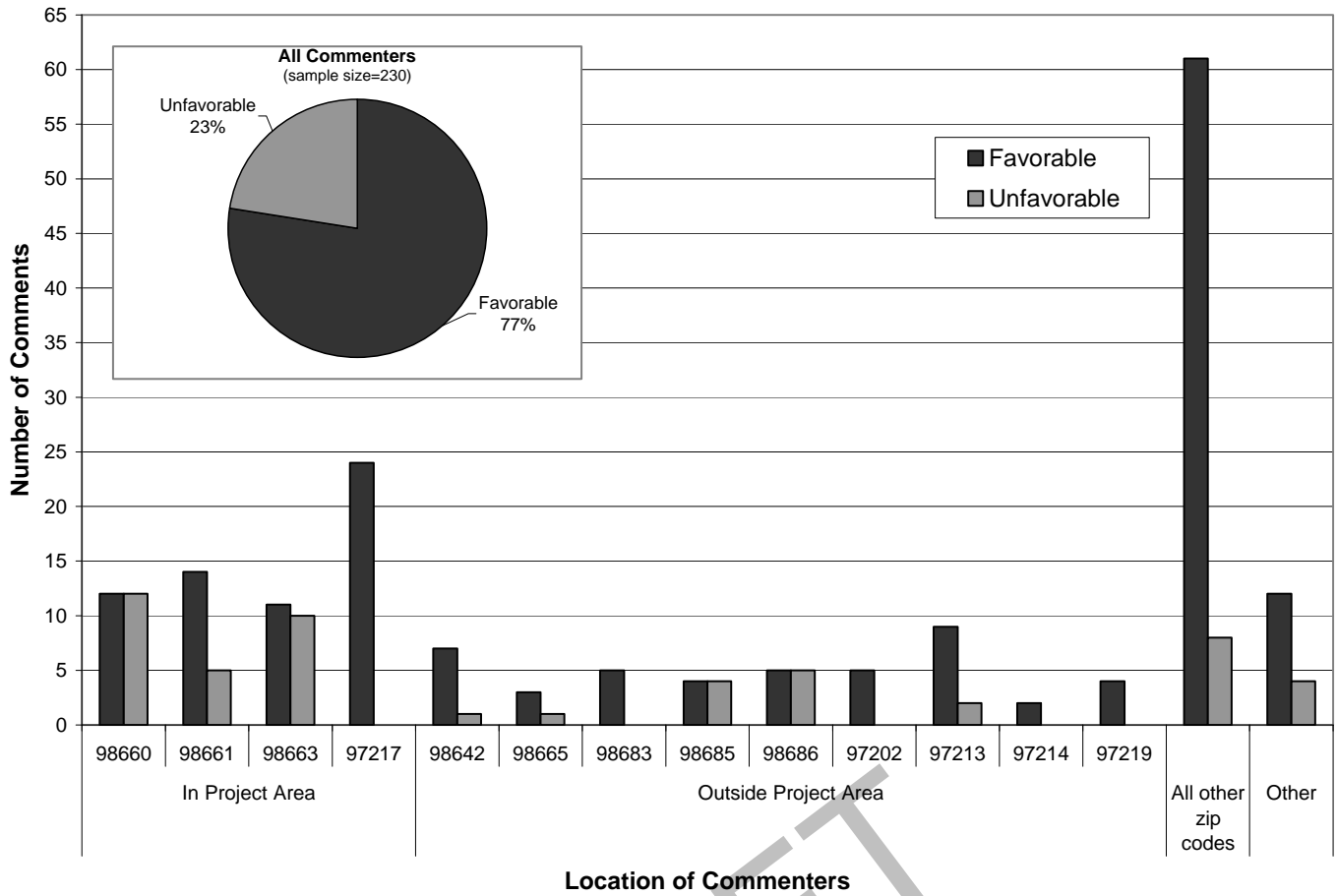
EXHIBIT 9: LIGHT RAIL PREFERENCE BY ZIP CODE



Transit Termini

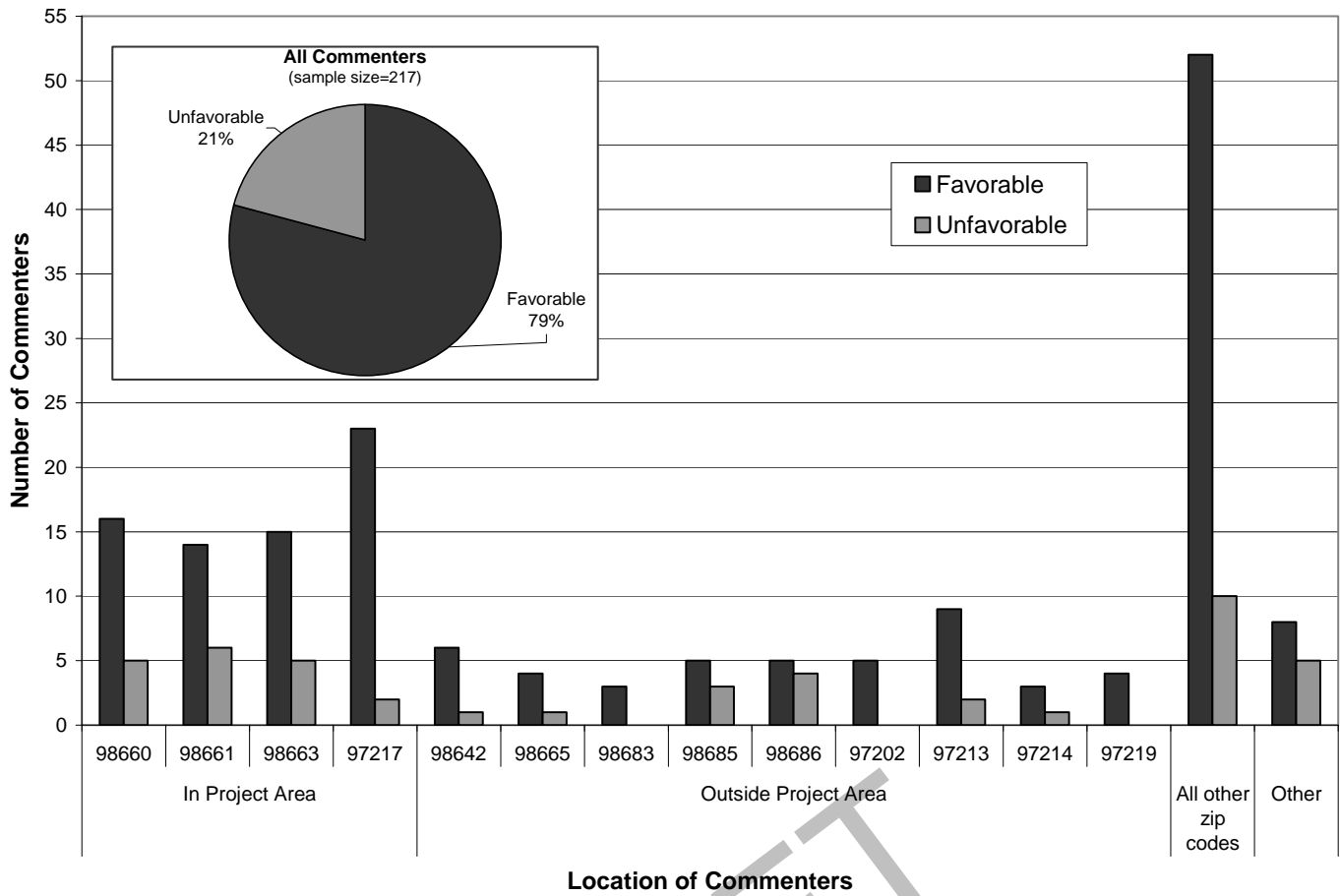
The Draft EIS and the CRC project comment form included four transit terminus options: Lincoln Terminus, Kiggins Bowl Terminus, Clark College MOS Terminus, and Mill Plain MOS Terminus. Commenters were instructed to indicate all of the terminus options they would support or oppose. 301 commenters indicated support or opposition to one or more transit termini, with most commenters indicating their termini preferences by checking boxes on the comment form (few of those indicating a termini preference provided a reason for their support or opposition). A majority of commenters both within and outside of the project area supported all termini options, with the Clark College MOS receiving the most support of all commenters (84%) and the Lincoln Terminus receiving the most opposition (52 statements of opposition, over half of which came from inside the project area). It is important to note that many commenters expressed the same opinion regarding all termini (for or against), suggesting that, for many commenters, termini preference actually indicated general preferences for and against high capacity transit.

EXHIBIT 10: LINCOLN TERMINUS PREFERENCE BY ZIP CODE



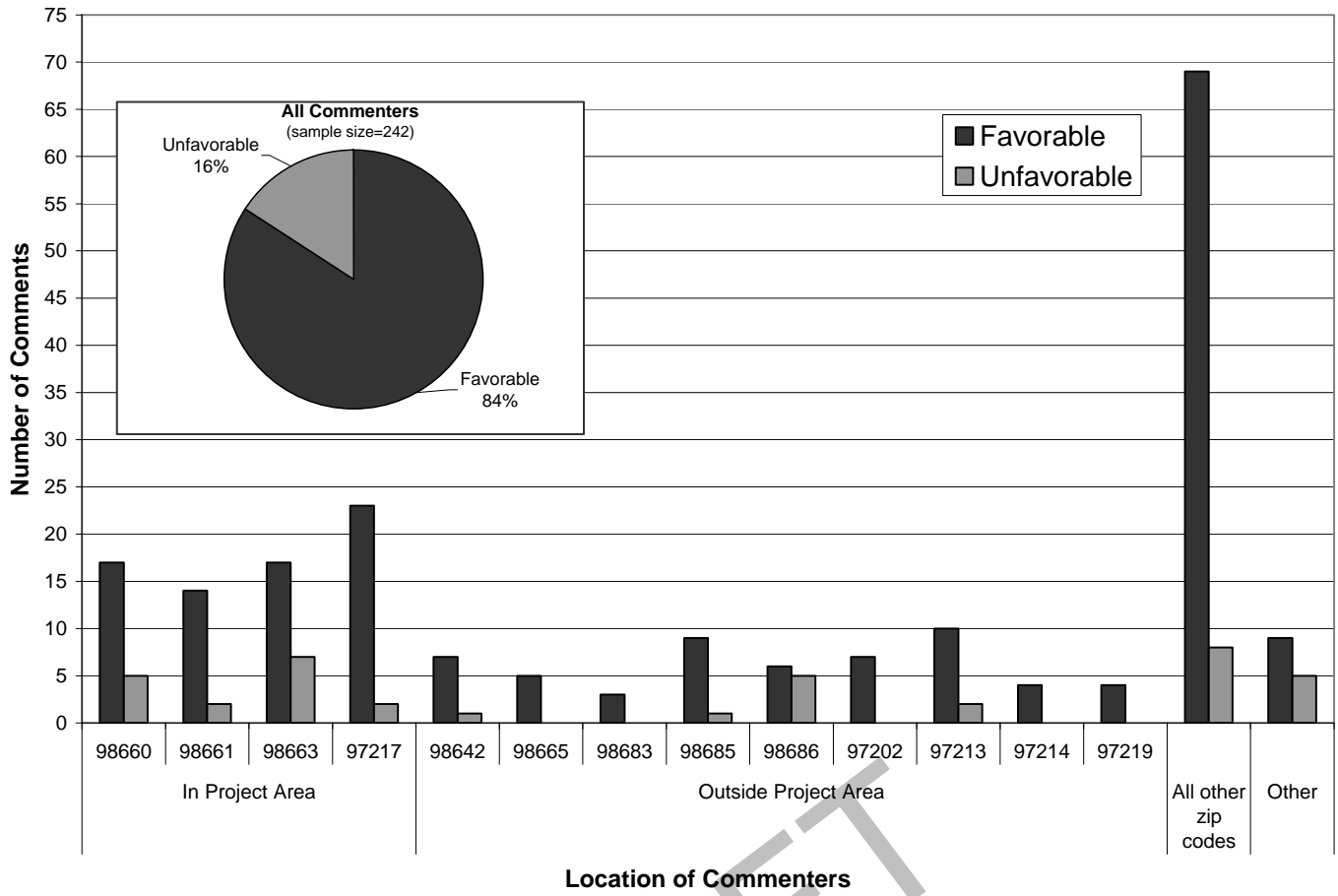
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EXHIBIT 11: KIGGINS BOWL TERMINUS PREFERENCE BY ZIP CODE



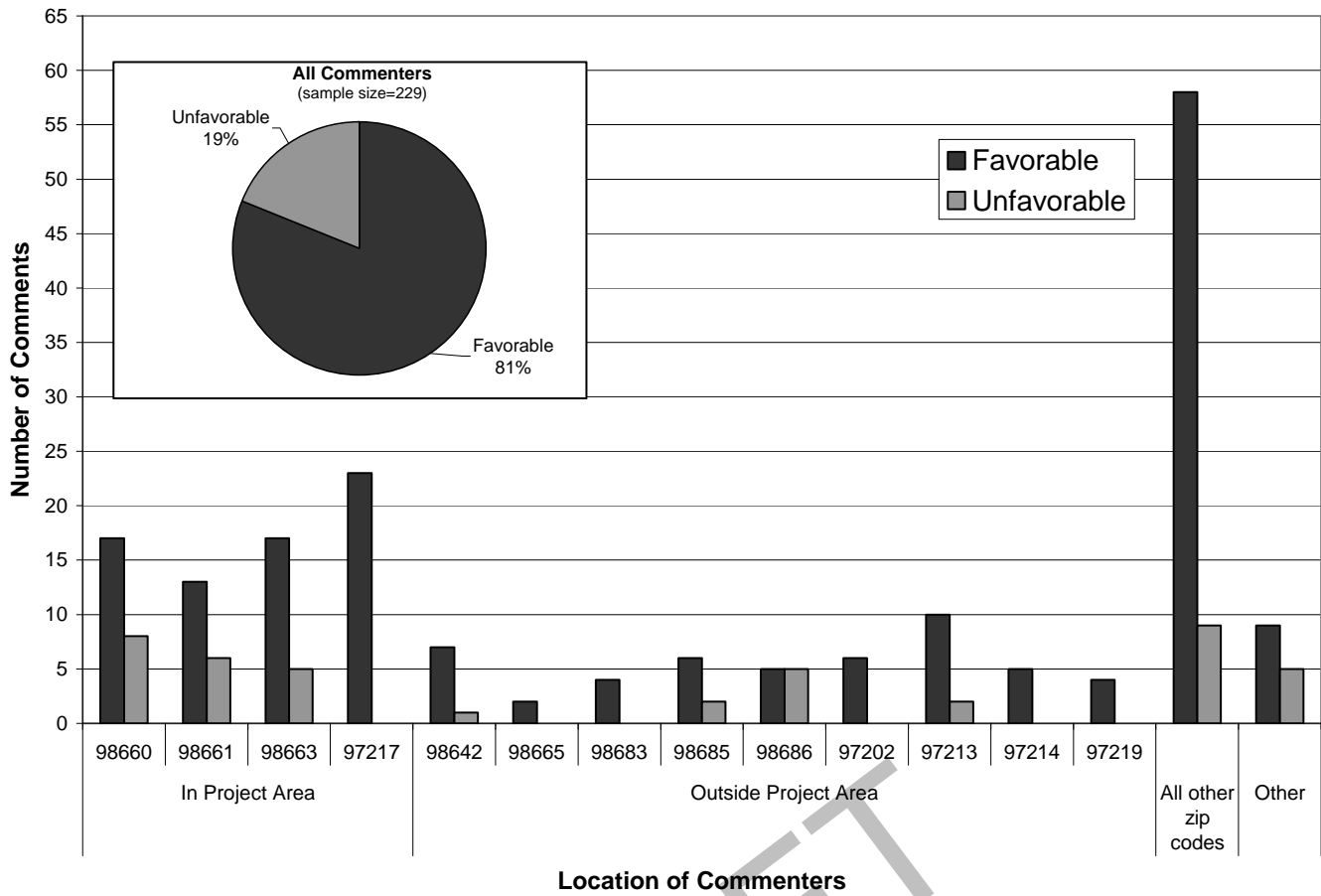
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EXHIBIT 12: CLARK COLLEGE MOS PREFERENCE BY ZIP CODE



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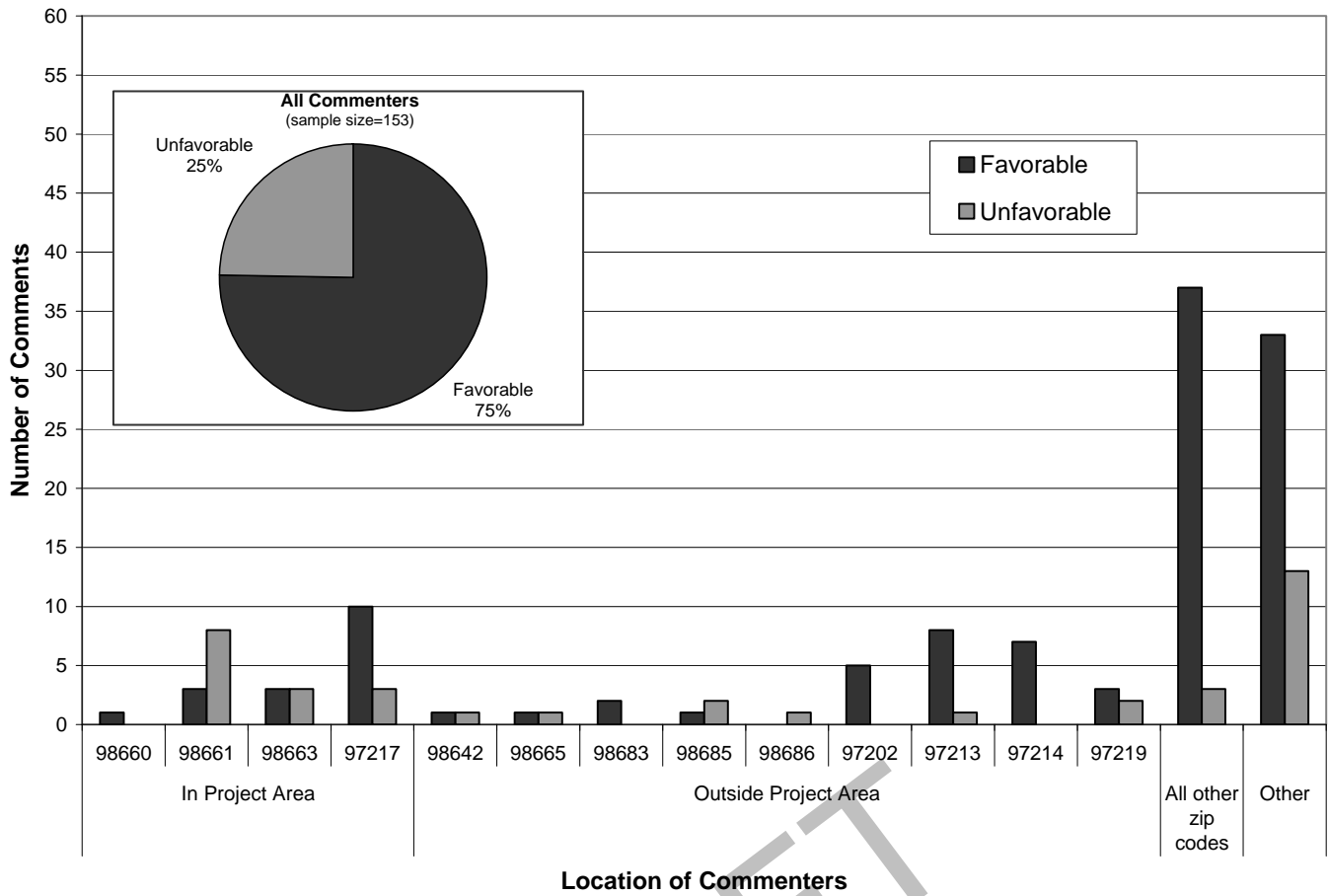
EXHIBIT 13: MILL PLAIN MOS PREFERENCE BY ZIP CODE



Tolling

153 commenters made statements in support or opposition to tolling. Zip codes were available for 107 of those expressing a preference. Commenters both inside and outside of the project area show support or an even split in opinion regarding tolling, with the exception of three Clark County zip codes that showed greater opposition; 98661 (inside the project area), and 98685 and 98686 (both outside of the project area) (see Exhibit 14).

EXHIBIT 14: TOLLING PREFERENCE BY ZIP CODE



Non-Preference Comments

Exhibit 15 is a tally of the number of comments received by comment category, for every non-preference comment category that received 10 or more comments. Most individual emails, letters and comment forms included comments on multiple categories, and were tallied under each applicable category.

EXHIBIT 15

Non-preference Comment Tally	# of Comments
Traffic and Congestion	254
Transit (other than comments on BRT, LRT, alignments and Termini)	203
Existing Bridge	171
Range of Alternatives	154
Land Use and Economic Activity	151
Bicycle and Pedestrian	141
Process	138
Project Cost	134
Energy, Electric and Magnetic Fields	119
TSM - TDM and Managed Lanes	84
Funding and Financing	82
Truck Freight	79
Air Quality	67
Climate Change	62
Neighborhoods	61
Ecosystems	54
Interchanges and Highway Alignment	52
Schedule	52
Highway Safety	48
Geology and Soils	45
Delta Park to Lombard (I-5)	33
Construction Effects	26
Railroad Operations and Infrastructure	26
Visual and Aesthetic Quality	26
Environmental Justice	24
Navigation and Marine Traffic	23
Construction Approach	19
Acquisitions	18
Health	17
Transit Safety	17
Cumulative Effects	14
Hydrology and Water Quality	13
Noise and Vibration	13
Chapter 1: Purpose and Need	10

Appendices

Appendix A - Public notice provided for Draft EIS comment period, open houses/public hearings, May 2008

Appendix B – Summarization of Comments Received during Draft EIS Comment Period

Appendix C – Outreach Events in Washington and Oregon

Appendix D – Notes on Comment Summarization

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Appendix A – Notice provided for public meetings during Draft EIS comment period

The lists below summarize the various tools and venues used by the project team to provide notice of the two public hearings/open houses on May 28 in Vancouver, Washington, and May 29 in Portland, Oregon, as well as four informal question and answer sessions to be held on the following dates: May 15 (Jantzen Beach SuperCenter, Portland), June 7 (Firstenburg Community Center, Vancouver), June 14 (Beaverton Main Library, Beaverton), June 19 (Clark Public Utilities, Vancouver).

Newspaper Display Advertising

- | | | |
|-------------------------|--------------------------------|-----------------------|
| ▪ Asian Reporter | April 29 issue
May 20 issue | circulation = 20,000 |
| ▪ The Columbian | April 27 issue
May 22 issue | circulation = 62,000 |
| ▪ El Hispanic News | May 1 issue
May 22 issue | circulation = 20,000 |
| ▪ The Oregonian | May 1 issue
May 22 issue | circulation = 309,467 |
| ▪ The Portland Observer | April 30 issue
May 21 issue | circulation = 40,000 |
| ▪ The Portland Tribune | May 2 issue
May 22 issue | circulation = 100,000 |
| ▪ The Reflector | May 1 issue
May 21 issue | circulation = 27,840 |
| ▪ The Skanner | April 30 issue
May 21 issue | circulation = 40,000 |
| ▪ St John's Sentinel | May 2008 issue | circulation = 19,000 |

Newspaper Legal Columns

- Columbian - April 28 – May 2
- Oregonian - April 28 – May 2
- Daily Journal of Commerce - April 28 – May 2

Media Releases

- News release was sent to media contacts on April 28, May 19, and May 27 2008

Postal Mailings

- Postcard distributed to all mailboxes in the project area (approximately 57,000) to announce the Draft EIS comment period and public hearing dates

External Web Sites

Note: Project information often appears on Web sites the project is not aware of, so this list does not represent the full range of possible sites advertising the open houses.

- City of Vancouver Calendar: <http://www.cityofvancouver.us/calendar.asp>
- City of Portland, North Portland Online: <http://www.portlandonline.com/northportland/>
- Portland Transport: <http://portlandtransport.com>
- WSDOT event calendar: <http://www.wsdot.wa.gov/news/events/>

Email Notification

The following emails were sent to the CRC contact database with consist of approximately 3,200 email addresses.

- Announcement of the Draft EIS release date – April 24
- Announcement of the Draft EIS release – May 7
- Monthly E-Update with information about Section 4(f) – May 9
- Announcement of the Open Houses and Public Hearings, as well as Draft EIS Errata – May 27
- Reminder of the Draft EIS comment period – June 5

Additional emails were sent to the following groups inviting them to open houses and public hearings. The emails also requested for the recipients forward the message to their email distribution lists.

- Neighborhood association leaders from the 16 neighborhoods in the Bridge Influence Area in Portland and Vancouver
- Columbia River Crossing working groups, including Task Force, Community and Environmental Justice Group, Freight Working Group, Pedestrian and Bicycle Advisory Committee, Urban Design Advisory Group
- Neighborhood Associations Council of Clark County Council (NACCC)
- North Portland Neighborhood Services
- Vancouver Center's Parkview and Viewpoint Condominiums
- Bike Gallery employee distribution list

Publications

The following groups requested articles for print in their community flyers or newsletters:

- Vancouver Housing Authority
- New Columbia neighborhood
- City of Vancouver Daily E-newsletter
- Hayden Island Mobile Home Park
- Jantzen Beach Moorage Inc.

Environmental Justice Communities

Postcards were hand delivered to the following low-income and senior housing facilities in Vancouver. These facilities were also offered a presentation by a CRC staff person.

- Smith Tower Apartments
- Pythian Home
- Lewis and Clark Plaza Apartments
- Vancouver Housing Authority
- Immigrant and Refugee Community Organization (IRCO), Portland
- Washington State School for the Blind
- Washington School for the Deaf
- New Columbia Neighborhood, Portland
- Columbia House, Vancouver
- Latino Resource Group, Portland
- Say Hey! Partners in Diversity
- Esther Short Commons Apartments, Vancouver
- Latino Community Resource Group
- Slavic Coalition

Neighborhood Newsletters

A total of 20,000 newsletter inserts were sent to the City of Vancouver and distributed to the following neighborhood associations as an attachment to their newsletters. Some neighborhoods in the Bridge Influence Area are not listed below because inclusion of the insert was up to each neighborhood association's leadership, some of whom declined. Neighborhood association names are followed by the number of newsletters distributed to each.

- Airport Green – 225
- Arnada – 705
- Burton Evergreen – 350
- Carter Park – 1,050
- Cascade Highlands – 1,185
- Countryside Woods – 800
- Ellsworth Spring – 1,200
- Esther Short Park – 650
- Evergreen Highlands – 370
- First Place – 290
- Fishers Creek – 800
- Hough – 1,175
- Image – 1,450
- Meadow Homes – 225
- Northfield – 230
- Oakbrook – 800
- Ogden – 1,525
- Shumway – 600
- Vancouver Heights – 1,670
- West Minnehaha – 1,300

City of Portland does not have a similar hard copy newsletter distribution service, but neighborhood associations were notified electronically and via the North Portland Neighborhood Services office.

Postcards and Flyers

Postcards and flyers were distributed to the following transit centers, local businesses, CRC outreach events, and community gathering places. Every effort has been made to track

distribution of these materials, but many more flyers were distributed than could be tracked, due to additional distribution via the project's advisory group members.

Washington

Three Port Meeting	Port of Camas-Washougal
99th Street Transit Center	Port of Ridgefield
Arnada Neighborhood Association	Public Employees Day
Cascade Park Library	Rise and Stars Community Center
City Sandwich	Rose Village Neighborhood Association
Columbia Credit Union	Rosemere Neighborhood
Contessa	Rotary, Camas-Washougal
C-TRAN	Rotary, Vancouver Sunrise
Earth, Glaze and Fire Ceramic Painting Studio	Southwest Washington Regional Transportation Council
Esther Short Neighborhood Association	Salmon Creek Transit Center
Firstenburg Community Center	Shumway Neighborhood Association
Fishers Landing Transit Center	SR 502 Open House
Fort Vancouver Regional Library	St. Johns Food Store
Fred Meyer – Chkalov & Mill Plain	Starbucks – Chkalov & Mill Plain
Fruit Valley Neighborhood Association	Starbucks – downtown Vancouver
Hilton Vancouver	Starbucks – Uptown Village
Home and Garden Idea Fair, Ridgefield	Sugar and Cream
Hough Neighborhood Association	WSDOT - SW Region
Ice Cream Renaissance	SW Washington Medical Center
IQ Credit Union – 601 E 16th	The Village Pearl
Java House	Uptown Attic
Kaiser Permanente Cascade Park	Uptown Village Association
La Bottega	Vancouver Bicycle Club
Lincoln Neighborhood Association	Vancouver Center
Main St. Day Spa	Vancouver City Hall
Marshall/Luepke Community Center	Vancouver Downtown Association meeting
Mind Candy	Vancouver Pizza
Mint Tea Imports	Vancouver Planning Commission

Moe's Barber & Styling	Rotary - Vancouver Sunrise
Mon Ami	Vancouver's Downtown Assn.
Neighborhood Assn's Council of Clark County (NACCC)	Water Resources Education Center
Neighborhood Traffic Safety Alliance	West Hazel Dell Neighborhood Association
Newsies	West Minnehaha Neighborhood Association
North Garrison Heights Neighborhood Assn.	West Vancouver Freight Alliance
Paradise Kafe	Willows
Oregon	
Beaverton City Hall	North Portland Library
Beaverton Community Resource Center	Mittleman Jewish Community Center
Bicycle Transportation Alliance	Overlook Neighborhood Association
Boise Neighborhood Association	Piedmont Neighborhood Association
Bridgeton Neighborhood Association	Portland Bicycle Advisory Committee
Cedar Hills Recreation Center	Portland Community College – Cascade Campus
City Club of Portland	Portland Pedestrian Advisory Committee
City of Portland staff working on Hayden Island Concept Plan	Portland Planning Commission
Columbia Crossings leasing office	Portsmouth Neighborhood Association
Columbia River Economic Development Council	Ride Connection
Elsie Stuhr Center	Rose Schnitzer Manor
Garden Home Recreation Center	Safeway – Hayden Island
Hayden Island Mobile Home Owners and Renters Association	Starbucks – Hayden Island
Hayden Island Neighborhood Network	Say Hey! Partners in Diversity
Humboldt Neighborhood Association	Society of American Military Engineers
Jantzen Beach Moorage Inc.	St. Johns Library
Jantzen Beach SuperCenter	St. Johns Neighborhood Association
Kenton Neighborhood Association	Starbucks - St. Johns
Kenton Firehouse / North Portland Neighborhood Services	Uwajimaya

New Columbia Neighborhood

New Season's Market – Interstate Ave.

New Season's – Raleigh Hills

University of Portland Library

University Park Neighborhood Association

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Appendix B – Summarization of All Comments Received during Draft EIS Comment Period

This section summarizes public input received from May 2, 2008, through June 5, 2008.

Notes: corrected spelling and punctuation and removed capitalization, bolding, underlines and italics

River Crossing

Replacement Bridge

- Statements in support of a Replacement Bridge, including:
 - “It is forward-looking, best for the environment, and not noticeably more expensive”
 - “The current two bridges are old/ancient and need to be replaced for traffic and safety sake. We do not want to be on either of these span during an earthquake and do not wish tax payers dollars to be used repairing and retrofitting them”
 - A Replacement Bridge “will support our business climate and our lives far into the future”
 - “... putting this project off into the future will make it far more expensive and compromise the economies of both states”
 - “Population will continue to grow, need new bridge now”
 - “Even though replacing the bridge may not seem environmentally friendly, it will actually reduce the amount of emission my husband contributes if the changes are made...my husband carpools to work w/3 others and just to get on the carpool lane, it takes approximately 20 minutes from downtown to when the carpool lane begins because of the backup”
 - “This is not a Portland-Vancouver neighborhood project but a major highway link between Canada and Mexico”
 - “I am in favor of replacement of the existing bridges. I see no cost benefit to keeping them, even though they may have historical significance. The cost of maintaining these old structures is too great”
 - “Who would prefer hours upon hours of idling engines over a few minutes of actual commute, just because the person slowing you down is going from Columbia Blvd to Hayden Island, or Rosa Parks Way to Columbia Blvd? This is not about creating an easier route to a bedroom community, but fixing a bottleneck!”
 - “I'm tired of seeing thousands of vehicles idling away fuel while a 20' sailboat with 2 people aboard motors slowly under the raised lift spans”
 - “Use HOV lanes, truck lanes, land use planning for areas around off ramps, but for heavens sake, let's build a new bridge and break the gridlock!”
 - “... best for relieving long-term congestion, providing the best option for river traffic, and having the least amount of impact (and potential improvement) to the marine habitat. Plus it would be best able to support a significant increase in rail traffic needing to offload onto trucks in the area”

- “Don't believe for a minute that a temporary ‘wait’ in hopes that high gas prices will halt traffic growth is going to solve any problems. Gas prices, like everything else, are cyclical”
- “The way it is now, the current bridge causes pollution, traffic delays, has no decent transit alternative, harms the environment with no storm water mitigation...”
- “Existing impediments to East-West travel on [Hayden] Island will be resolved”
- “... whether we're driving Cadillacs, Civic Hybrids, or electric cars, or if we experience a sea change and suddenly see seas of commuter bicycles, we are going to need a safe structurally sound and regionally beneficial river crossing”
- Statements in opposition to a Replacement Bridge, including:
 - “Please reconsider the trajectory that the CRC is on. Rather, consider TDM measures (like tolling and individualized marketing programs) along with enhanced transit and earthquake upgrades before building 12 lanes. We can reduce CO² emissions and congestion without building a new freeway bridge”... as well as “improve freight mobility”
 - “A new bridge will cause more pollution and different bottleneck problems as the bridge users before and after the bridge attempt to squeeze into the I-5 lanes”
 - “Building more traffic lanes has been proven over and over to create more traffic and congestion. It has never worked to improve congestion in the long run”
 - “... we could save a huge bunch of money and possibly undo much of the congestion by widening the high that leads to the bridge. Even with a new bridge, the lane narrowing on I-5 on the Oregon side would keep traffic backed up”
 - “Let's move into the future, which has a lot less oil...”
 - “Alternative transit options such as light rail or rapid transit would be a much better option in terms of environmental impact and congestion”
 - “A new bridge will encourage more driving, and more suburban sprawl in Washington”
 - “Laying waste to large areas of river habitat and real estate during several years of construction backup is not favored by anybody we can think of”
 - “... the nation is currently experiencing a serious recession of uncertain duration. This is a good time to be prudent with public money...”
 - “The motor vehicle lanes have been designed to accommodate future traffic volumes, but the bike/pedestrian facility is only designed for today's bike/pedestrian volumes”
 - Portland and Multnomah County “are currently updating their joint climate-protection plan, and the initial analysis shows that the region must reduce vehicle miles per day to less than half of 2006 levels of 2050. We are concerned that such an extensive project... may, in fact, increase our emissions overall...”

Supplemental Bridge

- Statements in support for a Supplemental Bridge, including:
 - “A mammoth bridge structure would discourage all future development of this area and destroy any hope of giving Vancouver a true identity”

- “There is no need to scrap the existing bridges and they offer flexibility for future additional alternative uses (more bus lanes)”
- “Transportation needs change over time. We know there will likely be less auto usage in future and more transit, if we build it. The best plan is to make public transit more useable, and to build cities denser and with more mixed uses for more walking and less driving”
- “...please do not simply destroy the existing bridges. Add to them, augment them, build on top of them, anything would be better than scrapping the current bridges which have no significant defects that can't be fixed other than their widths. Reduce, reuse, recycle... In that order, please!”
- Statements in opposition to a Supplemental Bridge, including:
 - “... there would no longer be access to the island [Hayden Island] from Marine Drive or Martin Luther King Jr. Boulevard”
 - “None of the proposals allow for transit without also spending billions on a massive highway bridge. Auto use has been continuously declining due to gas prices, we don't need more roadway”
 - “The last thing we need is more CO² in the air, more cars on the freeways and streets of Portland, and less money for real and lasting improvements to the area”
 - “I do not think replacing the bridges or supplementing the bridges is worth the economic and environmental costs and I do not want my tax dollars to go towards the work”
 - “Cutback on greenhouse gases or suffer what will be the worst catastrophic event in human history”
 - “As a lower middleclass homeowner in Portland, who works in Portland, I cannot afford a bridge... After last year's property tax increase, this bridge could very well cost me my home”
 - “Increasing lanes and through fare traffic only supports more vehicular traffic creating a larger problem of traffic and pollution in the future, while destroying the surrounding neighborhoods with over-flow traffic”
- Questions about the Supplemental Bridge concept, including:
 - Why the existing I-5 Bridges are “re-stripped, decreasing travel lanes from six total lanes to four total lanes,” and what effect keeping six total lanes would have on estimated hours of future congestion

Other River Crossing Comments

- Statements in support of one or more tunnels instead of a new bridge(s), including:
 - A tunnel addresses “a bigger picture of change and community transformation”
 - With a tunnel “The environmental issues could be reduced, and the existing span could be reconfigured for mass transit and light rail... the tunnel could be accomplished without disrupting the current system”
 - “... I would like the tunnel to start a mile or two north of the Columbia River and end a half mile beyond the Marquam Bridge. (The Marquam Bridge should be dismantled.) I-5 would be underground for about 10 miles”

- Support for additional highway alignments and crossings, including:
 - The “project is doomed to not being able to solve the congestion problem the day it is built” and “needs to address a third route to handle the growing demand”
 - “A freeway loop around the West side of the Portland and Vancouver area needs to be in the planning stage at this time including a third bridge crossing the Columbia River at Woodland or Kalama”
 - “Revisit the I-605 project, change the location if you like, but at least look at it... there would be a lot less traffic interruption with this project also”
 - “The security of our region would be greatly enhanced by a third river crossing”
 - “... build a new bridge to the east, i.e., in the Gresham/Fairview/Troutdale area... it would alleviate some of the traffic congestion on both the Interstate and the I-205 bridges”
 - You should extend “217 across the river and have it meet up with I-5 somewhere in Vancouver”
 - “A Westside bypass utilizing an area such as Cornelius Pass and then south to merge with I-5 near Tualitin...”
 - “... start it at the I-5/I-205 interchange in Washington, bring it across Kelly Point, then cross the Willamette and go to Hillsboro”
 - “... an enhanced I-405 from Hwy 30 along railroad, across Hayden Island, into Vancouver, joining I-5 below the I-205 junction”
- Support for using the existing I-5 Bridge in other ways, including:
 - Support for using “the existing bridge for pedestrians, bicycles and (small) electric vehicles”
 - Support for adding “light rail to the existing bridge arrangement and do deferred maintenance” instead of building a new bridge
- Support for other bridge concepts, including:
 - A new, but not wider, “bi-directional” traffic and transit bridge
 - A “new four-lane span West of the existing bridge. This new bridge would be the same style and architecture as the current. Elevate the center to allow river traffic to pass. This new span would act as the new Southbound lanes. The next phase would be to rebuild the East, Northbound span to match the new West, Southbound span. The third phase would be to rebuild the center section to handle light rail and foot traffic. This would give a dedicated lane to Hwy 14 as it merges with I-5. Don’t allow traffic from downtown to enter the freeway at this location”
 - Support for building an elevated or underground expressway along the I-5 corridor with a new river crossing
 - Support for a new Columbia River bridge to serve some or all of the following modes, but not autos:
 - BRT
 - LRT

- Truck freight
- Pedestrians
- Bicyclists
- Arterial traffic
- Support for modifications to the existing BNSF railroad bridge, including:
 - "...BNSF arterial proposal... I think that that would probably be a better route for MAX, because it would connect to the Amtrak station in Vancouver and hopefully help promote some interstate rail travel... the benefit of the BNSF corridor is that it could be done in conjunction with an improvement of interstate rail, both passenger and freight rail"
 - Changing "the railroad bridge so that it lines up with the interstate bridge and then add some small bridges to and from Jantzen Beach from other locations then interstate 5"
- Other comments regarding river crossings, including:
 - Support for including "sustainable stormwater management" regardless of the bridge selected
 - "To avoid the 'closed-in' feeling that makes drivers slow down because they think lanes are narrow, build a top-deck bridge, like the Glen Jackson and the Abernathy... To avoid the curves, either have a curving bridge... or a straight bridge with the north landing about 100 feet east of the current landing"

Transit Mode

Bus Rapid Transit

- Statements in support of BRT, including:
 - "LRT has too many limitations, including cost. Kill the train idea and lets move folks on buses"
 - "Bus route design is flexible; light rail route design is not"
 - BRT will cost less and cause less "confusion and construction... I think it's cheaper to build a park and ride for bus than it would be to add station stops – many station stops for light rail and have to install tracks "
 - "For the price of a single mile of light rail, we could add numerous buses to the system, providing flexibility in schedule, capacity and route. I believe buses would also be more easily upgraded as new, more efficient and cleaner technology becomes available"
- Statements in opposition to BRT, including:
 - "Bus traffic is subject to traffic stalls and is unreliable with delays to commuters. It is not able to handle the volume of commuters (both today's and future). It is toxic to the environment. To increase the carrying capacity means increasing buses - more traffic and more exhaust emissions while trains are able to 'add cars'"
 - "A BRT alternative would not provide the seamless connectivity needed for system efficiencies and effectiveness for riders"

Light Rail Transit

- Statements in support of LRT, including:
 - “Eventually, we will need light rail between Portland and Vancouver, so why not do it with this project and take advantage of federal funding as much as possible”
 - “Light rail offers the most efficient and effective use of resources for the greatest number of riders”
 - “... light rail is a long-term investment in the economic viability of Clark County and SW Washington and essential to our economic development in this region”
 - “Given the increasing costs of fuel and the possibility of supply reductions in the future, the only acceptable plan is the one that includes rail transit”
 - “... it's time to harvest the benefit of [the existing LRT] investment by creating a far more integrated system linking both states along both corridors, beginning of course with I-5”
 - “I support light rail to alleviate heavy automobile and bus traffic”
 - “Light rail is essential because it best attracts the most transit users and has the most capacity to serve even more transit users during eventual removal of the old bridges and reconstruction of a new one”
 - “We currently drive to Delta Park and take MAX to Portland. It would be wonderful to be able to MAX from a Vancouver location and skip not only the drive but the bridge congestion”
 - “Not knowing how long that I will be able to drive an automobile on my own [because of advancing age], the light rail rapid transit inclusion is of vital interest to me as it will continue to make Portland and much of its immediate area easily accessible to me”
 - LRT “is not hampered by traffic and is more likely to keep up with the population trends of Clark County. Light rail can run more frequently and provide a schedule that is usable to all commuters”
 - “Previous experience with light-rail has proven that it encourages significant high-quality high-density growth and BRT may not have these same positive benefits”
 - “Light rail has higher capitol costs but cheaper operating costs. With increases in fuel prices this difference could mean even greater BRT costs in future”
 - “Controlling crime is about the community, not the transit”
- Statements in opposition to LRT, including:
 - “No light rail – I do believe in it, but there is no route north of the bridge that has dense enough residency to justify service”
 - “... light rail costs more to build and more to operate and is less flexible and less scalable than Bus Rapid Transit...”
 - “... [LRT] feeder buses tend to have low ridership, so they have high energy costs and greenhouse gas emissions per passenger mile. The result is that, when new [LRT] transit lines open, the system as a whole can end up consuming more energy, per passenger mile, than it did before”
 - “I will not nor could benefit to use the light rail. I travel to 2-3 different areas through the day”

- “Vancouver has consistently voted down light rail...”
- LRT “a) does not reduce the number of commuter cars on our freeways, b) increases the crime rates on the train and/or in our neighborhoods c) takes longer to commute than does existing alternative methods (i.e., cars and express buses), and d) adds exorbitant costs to construction”
- LRT “... is not necessary because we have an effective bus system”
- Additional statements regarding LRT, including:
 - Interstate Avenue “is a good example of how light rail could be added through Vancouver’s downtown community with minimal impact”
 - LRT can be successful in attracting riders if the public is encouraged to ride through an educational campaign and if their safety can be ensured while using the LRT system
 - “... consider express rail as well as express buses”

Other Transit Mode

- Support for other transit modes in addition to, or instead of, BRT and LRT, including:
 - “... bring MAX [down the] middle of I-5 directly to Clark College... thereby skipping downtown and letting us have our trolley with leftover funds”
 - A Hayden Island shuttle bus system, “before, during and after construction”
 - “Subsidized rush-hour bus transportation”
 - In addition to LRT, “... increase the express bus service between Portland and Vancouver along with adding more inner city routes if you want to decrease the bridge traffic. Currently in Vancouver it takes at least an hour to travel by bus for a ten minute car drive”
 - A “... high speed ferry to shuttle between Hayden Island and the mainland to connect to the light rail”
 - Commuter rail, including support for:
 - A rail line “from Kelso to Portland with stops in Kalama, Woodland, Ridgefield and Vancouver.” Including replacement of the existing Columbia River rail bridge with a new “three rail pair bridge”
 - “A route from Washougal and Camas to Vancouver and Portland”
 - “A route from Battle Ground to Vancouver and Portland”
 - “... a dedicated commuter link that goes through the St. Johns cut - express service from downtown to downtown”
 - Using “... the P&W lines...from Astoria to Eugene and then go north of Linnton all the way to West Union, Hillsboro, Beaverton and Wilsonville...”
- Other statements about transit mode, including:
 - “The added transit mode should be based on a cost benefit analysis – which option (bus or rail) will carry more passengers at the lowest cost”
 - “There is not sufficient use to warrant dedicated lanes for mass transit or light rail...”

- Questions regarding BRT and LRT technical details in the Draft EIS, including differences in:
 - The length of exclusive BRT lanes
 - The number of buses and LRT cars to be put into operation

Transit Terminus and Alignment

- Statements in support of the following transit termini:
 - “I believe the further you extend the northern terminus, the better. Again, it lessens congestion in the downtown area”
 - “... extend light rail to Salmon Creek”
 - “It would be even more helpful for us to extend light rail line to the new 99th transit station”
 - “Locating the terminus in the area near 39th Street or Kiggins Bowl will better serve riders going to/from Portland and draw higher ridership than the Clark College terminus. The area around Clark College is already too congested so adding a park and ride there is ill advised”
 - “15th is far enough”
 - The West Vancouver Freight Alliance supports “... an alignment that does not extend to Fourth Plain. If transit extends to Clark College, we will need interchange improvements to Fourth Plain Boulevard and I-5 to accommodate additional traffic caused by a transit park and ride”
 - “... a west trunk light rail from Ridgefield all the way down to Expo and I'd like to see an east trunk from Battle Ground down to the Airport”
 - “The Lincoln Terminus is shorter and cheaper to build, while impacting more businesses at first, has larger open land at terminus which has development potential as Transit Oriented Development”
 - “... the Lincoln Terminus is the best option, because it passes through the Uptown Village area past the businesses so that it is part of a full plan that does not just get people through residential areas into Portland, but can build a larger system for Vancouver on its own and linking Vancouver and Portland”
 - Use the “brand new bus transit center instead of spending more to build a new transit center...”
 - “... light rail to the beach...”
- Statements opposing transit termini, including:
 - “A large majority [of Lincoln Neighborhood residents] prefer a terminus outside of Lincoln neighborhood due to concerns for existing neighborhood disruption, traffic issues, and security concerns”
 - “... the Mill Plain and Clark College options are unacceptable, because, while it gets light rail across the river, it does not get it to the people that actually are going to be using it”

- Statements in support of transit alignments, including:
 - "... light rail extended along Mill Plain Boulevard and throughout the greater Vancouver/Camas/Clark County area"
 - "... light rail extended along I-205, and connected along Mill Plain Boulevard to the I-5 extension"
 - "... light rail, across both the I-5 and I-205 bridges to mend the gap of growth and commerce that exist between Washington and Oregon... There is even a separate rail bridge just a bit further west of I-5 that could be considered for light rail commuter traffic. For the I-205 Bridge, the Metro is already at the airport, so connecting over to Vancouver would broaden the base of commerce for commuters on that side of the river"
 - "... eventually light rail should reach Vancouver Mall and from there across the Glen Jackson Bridge"
 - "... immediately adjacent to new bridge"
 - "I think Washington Street is perfect for light rail to come up the middle. As someone who drives it daily, I know there are three lanes that are hardly ever used"
 - "Two way on C Street... wider and will be torn up anyway"
 - "... Broadway Street route up to 39th or along the Clark College alignment to Kiggins Bowl"
 - "... a rail stop at Mill Plain / 15th Street and have the guideway travel east along 16th Street, over or under I-5 and have a terminus at Clark College. I prefer the 16th Avenue route vs. the McLoughlin route because it does not make sense to reconfigure McLoughlin since it is already highly functional and built up. 16th Street has a lot of vacant land that is ideal for high-density development"
 - "... light rail from the Mill Plain station north to the Lincoln neighborhood so long as strict design principals are adopted so that the light rail guideway does not in any way create an East-West dividing line and actually encourages more pedestrian crossing. The light rail guide way should be completely surrounded by solid surfaces (no gravel in-fill) to make it look as attractive as possible and less like a railroad. Also, strict attention must be given to environmental aspects such as lots of lighting to discourage crime"
 - Add a light rail spur from Hayden Island to the Portland International Airport, and "... there might be more enthusiasm from the Vancouverites if we could bypass downtown Portland and take rapid transit right to the airport"
 - "... light rail should cross at I-5 to, perhaps, Mill Plain, then run east to the I-205 Bridge to cross back and connect at the airport, thus serving the entire community"
 - "2-way on Washington and McLoughlin is probably the best, but it's not on the table"
 - "If light rail passes through downtown Vancouver, please make it a couplet system... we need to keep both sides of our streets accessible by pedestrians, not interrupted by raised platforms and chains to keep pedestrians from crossing"
 - "... loop the light rail along SR 500 or Fourth Plain and over I-205 to really improve mobility"
 - "Bring it [LRT] up Main to Lincoln. I live in Shumway and I am all for it"

- "... light rail down Main Street would bring in more business, improve and revitalize the downtown/Uptown [areas]. It is retail that gets the advantage from the increased traffic through the area, improving visibility and business. We should not put the light rail up Washington or Broadway as there is no retail and the streets are not as wide as Main. Main has 70 feet of street plus very wide sidewalks. Broadway and Washington do not"
- "Clark County Fairgrounds"
- LRT to "Battleground, Ridgefield, La Center, Woodland, Kalama, Kelso, etc..."
- Statements in opposition to transit alignments, including:
 - Broadway Street "...would displace parking and adversely affect most businesses during construction"
 - 16th Street "is absurdly costly and goes right through a residential area"
 - Main Street light rail would be "... a very permanent eyes sore that will significantly change the 'flavor' of the current historic downtown Vancouver... There are many hard-working and dedicated business owners and residents who should not be uprooted because of this incessant need for redevelopment" and "create a problem for residential/business street parking, and gone would be local events that use Main Street"
 - "Broadway would be the worst option as it is only 60 feet wide and mostly medium density housing with no off street parking. If the LRT goes down Broadway it would take away the street parking and then these folks in the medium density housing will be parking in our neighborhoods. There is no retail on Broadway or Washington so you lose one of the main benefits of the LRT... bringing more people to your store"
- Statements and questions regarding transit stops and park and ride facilities, including:
 - "Put parking lots [park and rides] near stores in Washington, commuters will shop before going on home, one stop shopping"
 - "I live in the Lincoln Neighborhood and would love to have a park and ride or at least MAX stops in the vicinity that I could walk or ride my bike to"
 - "I strongly support a stop at 7th or 8th streets in Vancouver"
 - "... I was wondering about the possibility of a scaled down version of Portland's bus mall w/ light rail currently under construction [for Vancouver]. We could even have a fareless zone downtown to allow the bus mall to serve as a 'downtown circulator' like what Portland's bus mall was originally intended as"
 - "... a park and ride at each side of the bridge beyond congested areas with around the clock security..."
 - "I support a light rail transit station to the west of I-5, adjacent to Tomahawk Island Drive. The light rail station should be of high quality, and include appropriate protection from the weather, and be handicap accessible. Parking should be adequate to encourage light rail usage and reduce congestion"
 - "Include park and ride in the plan. (People are more likely to use this mixed plan than to walk from their homes to a bus/rail stop)"
 - "Along Mill Plain there are various spots that might serve as park and rides, such as a stacked parking structure on land adjacent to the library, or at the Tower Mall, etc."

- “Park and rides should be places as close to I-5 as possible, away from residences when at all possible. The Clark College Terminus and even a lot at Kiggins Bowl, which is already a traffic area, make much more sense”

Tolling

- Statements in support of Tolling, including:
 - “The majority of drivers using the bridge are from Washington. A toll would ensure that the actual users are paying for the upgrade”
 - With a toll, “... those who use the facility the most pay the most”
 - A toll would encourage transit use and carpooling
 - A toll would raise revenue for the project
 - “It would be good to collect tolls from tourists, since Oregon has been so generous as to not have a sales tax!”
 - A toll could eliminate or reduce congestion
 - “... the most important part for tolls, for me, is locally controlled. We control how it gets spent”
- Statements in opposition to Tolling, including:
 - “I will be forced to find employment in Vancouver as the heavy toll would cost me an average of \$160.00 per month. This cost seems very heavy for a poor working class guy like me”
 - “The only people this will affect greatly are those who are already paying double the tax of those that reside and work in the same state. Why must we alone hold the burden for this bridge? I pay enough taxes”
 - “People pay plenty of taxes to the government and part of the government’s responsibility is to take care off the roads”
 - “Vancouver residents who work in Portland would like to live closer to work but the cost of housing doesn’t allow that so they live in Vancouver where housing is much more affordable. Tolling these very people who already can’t afford to live in Portland doesn’t make sense to me”
 - “This is part of our national interstate infrastructure and should be paid for by taxes not tolls”
 - “... the Draft EIS does not take into proper account the cumulative effect that bridge tolls at the rates proposed would have on neighborhoods and businesses in Vancouver as a whole, in addition to the disproportionate impact it could have on low income populations”
 - “... tolls as high as are being proposed would have the long-term effects of (1) causing a migration of higher income residents and ‘brain drain’ out of Vancouver, (2) causing businesses to flee Vancouver (or not to locate in Vancouver in the first place), and (3) lowering property values in Vancouver. These impacts of the current tolling proposal could result in effectively transforming Vancouver into a slum suburb of Portland”

- “Please- No toll roads!!!! We'd have to quit playing in the group, as would many of the poor Oregon musicians that need that VSO money to make ends meet”
- “Have you ever crossed a toll bridge and seen what happens to traffic, it comes to a virtual stop and can back up for miles. What about all the extra pollution that is created from hundreds or thousands of cars stopped waiting to pay their toll”
- A toll “... is like a sales tax on seniors, low income commuters and students attending schools across the Columbia to Oregon or Oregon to Washington, it would prevent a common exchange or slow the exchange process”
- “... there are many reasons a person needs to cross the river other than work such as medical appointments, family visits, shopping and children’s sporting events that require carrying the equipment with them... I see many people who struggle to carry their babies and small children with them along with a stroller, diaper bag and groceries, etc., therefore they must make multiple bus trips just to complete their errands”
- The “... only people who are crossing the bridge at [rush hour] are either 1) Commercial trucks, 2) commuters who have a financial reason to go to work or get home or 3) hapless travelers who just happened to hit the bridge at the wrong time”
- “It most certainly will raise the price of goods because it will take more fuel and time to get through this already horrible commuting corridor”
- “I constantly read about urban growth boundaries... We have mechanisms in place, let use them let's not punish the commuter and let's not use urban sprawl as a weak excuse!”
- “Stress on drivers... Set up costs and costs to administer, monitor and audit such a toll system”
- “Tolls don’t go away... they just increase”
- A “Toll unfairly punishes those who cannot detour to the I-205 Bridge: people who live/work on Hayden Island, Delta Park, NW Portland and St. Johns”
- Statements regarding how a toll will affect I-205, including:
 - “It seems to me that a toll would have the effect of diverting most of the through traffic from Seattle going south and going north to Seattle across the I-205 bridge increasing traffic there”
- If a toll is put in place, support for the following toll concepts:
 - “... a free yearly Columbia River Crossing toll pass for every non-resident Oregon tax payer”
 - “A toll based on vehicle length to encourage small cars that take up less room on the highway and pollute less”
 - “... a toll which might vary with time of day and number of passengers; bike/pedestrian/light rail travelers should be exempt”
 - Charging a toll to bicyclists, pedestrians and transit users, in addition to vehicles
 - Electronic tolling
 - Eliminating the toll once the CRC Project is paid for
 - “... exemptions for transit, emergency, and local-destination freight”

- Exempting those “at least 65 and the disabled community... otherwise such populations will be excluded from using the road...”
- Exempting all vehicles with a gas mileage of 40 miles per gallon or greater, and adding an additional toll for all vehicles with a gas mileage of 20 miles per gallon or less
- A toll of over \$2, based on the statement that “\$2 will be too small a toll to significantly cut down on traffic”
- A “Rush-hour” only toll
- A “reverse toll system - If the operators of the system had to refund toll money when congestion occurred, I’ll bet they would design a bridge and accompanying system that did not congest very often”
- Tolling “all bridges in the country, except one-lane bridges... based more or less on weight, and the money used for repairing bridges”
- Reduced toll on alternative fuel vehicles
- Support for tolling the existing I-5 Bridge and using the revenue to pay for transit and bridge improvements
- Opposition to the following toll concepts:
 - “congestion pricing... This too is discrimination in that most people cannot choose their own hours of employment”
 - “... any electronic tolling due to privacy concerns and difficulties for people visiting the area... if electronic system is used it should not store any identifying information”
 - Using toll funds for non-project purposes

Transit and Alternative Transportation

- Statements about transit and alternative transportation, including:
 - “... Vancouver residents that don’t carpool, is not because they don’t want to but because they can’t... mostly for not consistent hours and never knowing when they are going to leave work...”
 - Many people “... don’t use public transportation because they need their car for work”

Congestion and Traffic

- Statements that causes of I-5 congestion are not related to the existing I-5 Bridge, and are instead related to the following I-5 interchanges or areas:
 - 4th Plain Interchange
 - Mill Plain Interchange
 - SR-14 Interchange
 - Marine Drive Interchange
 - Delta Park Interchange
 - Portland Boulevard Interchange

- Fremont Bridge Interchange
- Rose Quarter Interchange
- I-84 Interchange
- Downtown Portland Area congestion
- Statements regarding the impacts of congestion, including:
 - Commuting on I-5 is unpredictable due to accidents, bridge lifts and traffic jams
 - Time being “taken away from their families”
 - Increased pollution from idling cars
- Statements in support of increased auto capacity, including:
 - “You forecast a 30 percent increase in vehicle traffic yet do not propose any additional auto/truck lanes. You also assume commute back and forth to work like my grandfather did. But he never stopped after work to shop, workout, or attend a child's after school activity”
- Statements in support of efforts to reduce traffic demand generally and during rush hour, including:
 - Creating “A big commuting carpooling campaign”
 - “Other than improving lane widths for safety...” providing “... no increase in lane number for single occupancy cars and trucks”
 - “Most vehicles pollute. Portland already has high air pollution. Create a huge tax on single person car trips on the bridge”
 - “... added benefits for those that do carpool/use rapid transit, such as reduced fares during peak traffic hours, or gas vouchers for those that can prove they carpool, etc”
 - Telecommuting
 - “... have all government employees work a split shift. Some would go to work 5 AM to 2 PM and the others would go 10 AM to 7 PM ... ”
- Statements that “there’s not a huge [congestion reduction] benefit to building a new bridge... the distinction between no-build and building this new bridge is not huge”

Highway and Interchange Design

- Support for traffic modifications, including:
 - Turning “one whole lane of the current bridge in each direction into a combo bus/light rail line for moving lots of people quickly – even more boldly turn a second lane into a carpool lane and leave only one lane for one-person vehicles during rush hours”
 - Providing Hayden Island residents with an identifying card to place on their rear view mirrors so that they might use HOV lanes, regardless of whether they are driving alone
 - Reversible lanes

- “Why not extend carpool hours to 7:30 PM? North and add a southbound. That would really change habits, as most people can't take advantage of the lane as it ends too soon”
- “Light electric vehicle lanes. For future slow speed electrically powered traffic. Could be shared with bicycles”
- Turning “one whole lane of the current bridge in each direction into a combo bus/light rail line for moving lots of people quickly – even more boldly turn a second lane into a carpool lane and leave only one lane for one-person vehicles during rush hours”
- Support for allowing motorcycles to “split lanes like they do in California - This is a ‘no cost’ option that would” encourage more people to ride motorcycles”
- Build four travel lanes in each direction, reserving one lane for high occupancy vehicles and one lane for trucks and buses
- Opposition to traffic modifications, including:
 - HOV lanes because they “do not work well... They simply create more congestion and gum up the rest of the travel lanes with stop and go traffic”
- Statements regarding CRC project design, including:
 - “... I noticed on one of the pictures there that they had a big wide loop over the freeway... it's too much waste”
 - “... don't repeat the design errors that exist now. Specifically, the curves, the hill, the entrances and exits too close together, the impression that the lanes are narrow, the draw span”
 - “The Marine Driver Interchange should use the ‘standard’ design. It’s the cheapest and best solution”
 - “To avoid the ramps that are too close together, eliminate the Jantzen Beach exits... Have southbound traffic destined for Jantzen Beach exit at Marine Drive, turn right, and use a new bridge to Hayden Island”
 - Build “a main highway off ramp going directly to the port [of Vancouver] area and not going through the downtown streets”
 - Remove “the I-5 exit ramps to Hayden Island for regular traffic use - keeping them accessible only to emergency vehicles”
 - Restructure “Jantzen Beach traffic corridors to a system of one-ways... eliminating the need for traffic to cross each other... ”
 - The West Vancouver Freight Alliance stated that “Mill Plain Boulevard and Fourth Plain Boulevard provide priority freight corridor access to I-5. It is essential that these interchanges allow for the efficient movement of single and double-haul trucks and oversized loads. These interchanges must provide enough future capacity to support increasing local deliveries... ”
 - Regarding the I-5/Fourth Plain Interchange, “the entrance onto Fourth Plain is ridiculously short for a highway on-ramp, plus there is traffic getting off on the City Center exit crossing the same lanes... such a hazard is unacceptable”

Bike and Pedestrian

- Statements supporting improved pedestrian and bicycle facilities, including:
 - “Strengthen the existing bridge enough to add a bike-pedestrian lane on each side, like the Marquam Bridge added a lane”
 - “...bicycle lanes that run underneath the bridge...”
 - “... plenty of pedestrian and bicycle access with decent views” and “outlook areas”
 - “... no new bridge except a mass transit, bike bridge!”
 - “good bike/pedestrian feeder paths from/to Portland/Vancouver”
 - Wide bicycle and pedestrian lane
 - “... extending the bike lanes/trails beyond just Hayden Island but from SR 500 to North Portland (or better yet downtown!)”
 - “Safe and accessible pedestrian access to whichever bridge option is important to us. It would be nice to be protected from car splashing as we walk over the bridge”
 - “put the bike path next to the light rail, and not next to/under the freeway”
 - “Where possible, put the bike lane as far from traffic as you can in the Hayden Island area...”
 - “... I think the interchanges are one of the biggest safety issues. I believe they should be replaced with safer alternatives that also favor bike and pedestrian traffic... I believe that the bike traffic maybe should just be able to pass right over Hayden Island”
- Statements in opposition to pedestrian and bicycle facilities, including:
 - “We (Washingtonians) do not want... more ‘bicycle-friendly’ routes. For avid bicyclists, use the bike lanes and paths that are readily available”
 - “I do not support pedestrian or bicycle access over the bridge because it will bring many more vagrants from Vancouver, Washington to Hayden Island”
- I “would love to ride my bike to the Max, get on, then get off near work and bike the rest of the way without transfers”

Land Use and the Economy

- Statements regarding the CRC project and land use, including:
 - Increased auto capacity will lead to increased development in rural Clark County
 - “Jettison the idea that we will be able to live on top of each other. It is not a healthy environment to do so – not physically (think asthma, allergies and other environmental illnesses that are exploding right now), mentally (how much anger and depression that is setting in), or physiologically (can we really have 600 more townhouses on a 100ft squared lot??)... We live in a metropolis of neighborhoods, cities and towns, and need each other to work together on this”
 - The “CRC could provide incentives to protect farmland in Northern Clark County by not encouraging more commuters”

- "... spend the \$4 billion providing education system improvements and jobs and housing in Portland so that people don't feel they have to move to Vancouver"
- Statements regarding increased traffic capacity and the local and regional economy, including:
 - "Commerce must be allowed to flow, which means more capacity for vehicles"
 - "All the ports along the Columbia are gearing up for more work to subsidize workers for economic development. And this [CRC project] needs to happen for our communities to grow and to be able to supply our workers with living wage jobs..."
 - "clearly the 'no change' alternative is unacceptable and adversely impacts the future livability of our community and the prospects for sustainable economic growth. A good transportation system is vital and this corridor is the lifeblood of our community and needs to be improved"
 - "The dollar's weakness has also facilitated a surge in U.S. exports... these trends equate to more freight movement through U.S. port gateways and on American highways and the rail system. Though Oregon and Washington have relatively small population bases, more products will naturally flow through our two states, contributing to economic health, but putting more pressure on the already capacity-strained transportation system..."
 - "We need to think regionally about the economic benefits of a new bridge, and think about the potential economic down-side of not doing anything - we will not be able to attract companies and the talent that comes with that"
 - "In addition, by making it easier to live 'over there' [Clark County] are you not encouraging people to move away? Where will Portland get its funding when people start moving away? Don't understand... look at Detroit"
- Statements regarding improved transit facilities and the local and regional economy, including:
 - Support for "a long-term public transportation plan for Clark County that includes further development of light rail transit and associated planned business and economic growth along transit routes, similar to what has happened in Portland along MAX routes especially along North Interstate Avenue"
 - "Cities and communities with viable and useful alternative transit systems are the communities that will flourish, while communities that have not been farsighted will stagnate and even wither"
- Other statements regarding the local and regional economy, including:
 - Support for economic development strategies that would create more jobs in Clark County and reduce traffic congestion on I-5
 - "A minimum wage job is not worth commuting to!... Working close to home is good for individuals and society and should be encouraged by our policies"
 - "downtown [Vancouver] commerce will die during the two years of traffic disruption and lane closures"
 - "All of the proposed options will undermine (if not counteract) our region and our population's commitment to sustainability and quality of life. Citizens, policymakers,

organizations, and businesses in the Portland area have worked hard to redefine what it means to be a metropolitan region and, as a result, ours is one that is thriving, internationally-recognized for land use planning and sustainability, and healthier than most American cities”

- Questions and concerns regarding potential property acquisitions, including impacts to Diversified Marine, Inc.’s shipyard on Marine Drive
- Statements regarding CRC project construction hiring and purchasing, including:
 - Use local contractors
 - Ensure minority contracting and women and minority apprenticeships
 - The CRC project will produce many “living wage jobs”
 - Ensure “all the material used on the job is made in the USA”

Neighborhoods, Human Health and the Environment

(Includes comments related to Air Quality, Climate Change, Ecosystems, Water Quality and Hydrology, Noise, Neighborhoods, Acquisitions, Highway and Transit Safety, and potential Construction Effects.)

- Support for evaluating the CRC alternatives based in part on their “potential to improve the health and quality of life of the residents of both Oregon and Washington,” including the following measures of health:
 - Air quality
 - Physical activity and obesity
 - Noise
 - Traffic Safety
 - Environmental Justice
- Statements regarding noise, including:
 - “I would like the new bridge to be as ‘quiet’ as possible.... I live in The Waterside condos on the river... I am concerned that a new bridge higher in the air would make the noise travel even farther and with greater intensity”
 - “I am strongly opposed to adding additional traffic lanes to the bridge as noise and emissions negatively impacts my neighborhood”
 - A request for “sound walls at North Portland Harbor”
- Statements regarding air quality, including:
 - “Consideration must be given to the effects of I-5 toxic pollution on nearby neighborhoods. It’s already at unacceptable levels. Nothing in this proposal will significantly mitigate this. That is environmental injustice and must no longer be tolerated”
 - I-5 traffic congestion and air pollution will affect neighborhoods in the project area during bridge construction

- Statements regarding climate change, including:
 - “Elevated levels of greenhouse gases have significant impacts on air quality and related health outcomes, including asthma and other lung conditions. In addition, research has increasingly shown the dramatic effect that overall climate change will have on human health, not only because of increases in air pollutants and allergens, but also the depletion of water supply and quality, spread of infectious disease, and extreme weather conditions and related economic impacts to Northwest economies. Therefore, strategies to reduce vehicle miles traveled are necessary to ensure the health of our residents”
- Statements regarding water quality, including:
 - “Why haven’t you addressed the water quality issues in more depth. Killing thousands of fish and contaminating Portland & Vancouver’s fresh water (aquafir) supply should be a high priority item. Both Vancouver and Portland have wells in the immediate area that the footings are proposed”
- Additional statements about neighborhoods, human health and the environment, including,
 - “plant trees and shrubs in the freeway impact zone”
 - “Some Vancouver residents want light rail to stop at the Oregon side of the bridge. As many Vancouverites commute via light rail, this makes my Bridgeton neighborhood a giant parking lot for them. During evening rush hour it is impossible to cross the bridge, because of all the people who drive from Washington to the Expo Center/Delta Park MAX stations and want to enter I-5 and cross the bridge”
 - “Bridge funding should also include a one or two percent community enhancement fund for neighborhood-initiated enhancements... sufficient funding should be available to successfully mitigate home (including renters) and business displacements”
 - Property owners could be “compensated” for a loss of property with an “equivalent amount of parking strip created on side-streets tangential to Max coming” into Vancouver... “This might prevent potential collisions by reducing car-flow and car-access... create more green space by narrowing the streets”
 - “... our [Lincoln Neighborhood] primary desire would be to see that any changes that must occur only enhance its character and quality... We see the changes brought by a parking facility, mass transit, or significant realignment of our transportation systems as substantially changing the neighborhood character”
 - LRT “Lincoln Terminus would have a huge negative impact on Uptown businesses and neighborhoods. Business disruption and displacement – Bad! Increased noise, traffic, crime – Bad! Parking problems and neighborhood traffic cut through – Bad! Disruption during construction – Bad!”
 - Statements and questions about the Jantzen Beach Moorage, including:
 - “Can Jantzen Beach Moorage get easements underneath bridges in order to get JBMI intact?”
 - “How much uplands would JBMI lost to construction?”
 - “...parking mitigation could be in the form of new carports with double stack car parking mechanisms...”
 - “... if parking space are removed... we will not meeting the number of spaces per residence as required by Portland City Code”

- The I-5 Offset High Capacity Transit alignment “would further divide our moorage...”
- Request that project avoid Hayden Island Safeway store or that a replacement store be constructed prior to demolition of the existing store
- Safe “auto and truck access on and off of Hayden Island to the new freeway should be a top priority. Currently, safety is a major concern when entering and leaving I-5 from Hayden Island”
- Statements in support of specific alterations to local roads and local road access on Hayden Island, including:
 - “North Hayden Island Drive and North Jantzen Avenue should be full public roads to the west of the Jantzen Beach shopping area”
 - “I support extension of Tamahawk Island Drive under the new segment of I-5 through Jantzen Beach Center”
 - “I support full turning intersections at the second entrance to Jantzen Beach SuperCenter (east of Linen and Things and Home Depot)”
 - “I support right turn ability for cars on N. Jantzen Drive east of I-5”
- The CRC project “...is best for our [Hayden] Island, because development is going to happen with or without a new bridge, and we would rather it be done in a planned and thoughtful way. Much time and taxpayer money has already been spent on developing a master plan for development on the Island that is largely based on the notion that we will have a new bridge with light rail”
- From the West Vancouver Freight Alliance, “The existing bridges are unsafe and do not meet Federal Highway Administration design standards. The accident rate within the project area is extraordinarily high, and is of great concern to our employee’s health, and that of our businesses”

Tribal, Archeology, and Historic Resources

- Statements concerning potential LRT construction and operation impacts to the Clark County Historical Museum’s historic building site, activities, and artifacts, from issues such as:
 - Noise and vibration
 - Dust and mold
 - Decreased public and ADA access
 - Reduced street parking
- Statement that “the existing crossing is a historical landmark that need to be preserved”

Parks and Recreation, 4(f) and 4(f) De Minimis

- Statements regarding Parks and Recreation and 4(f) and 4(f) de minimis resources, including:
 - “The Thunderbird site would make a good park. Riparian protection and improvements under the old and new bridges for environmental concerns should be a priority. Better river-side recreation access under I-5 is important. I support including walking paths, community use areas, and ramps for access to boating areas”
 - “At the Mill Plain station location there should be an underground parking garage with a large public park above with a water feature like Jamison Park in the Pearl district in Portland to encourage more families into the area”
 - “... it is very important to us that park spaces and trails be maintained at existing levels or improved. The waterfront area by the Ship of Discover park should be as ‘green’ – i.e., filled with growing / green plants – as possible rather than concrete. It’s also important to maintain pedestrian access to the Waterfront, Apple Tree Park and Land Bride, as the Historic Reserve”

Visual and Aesthetics

- Statements regarding bridge aesthetics, including:
 - “The existing I-205 bridge should be the model for the new I-5 structure. Wide. Tall. Beautiful”
 - “... make the new bridge a modern, unique and beautiful bridge. Not a concrete bridge like I-205”
 - “If we're going to replace the bridge, I'd be glad to spend a little extra for something more attractive than a viaduct”
 - “One idea has been the bridge should rise (arch upward) for more aesthetic appeal... For every degree of elevation on the bridge you slow traffic more, have more stalls, and have more accidents. This is especially true in hot weather and for badly maintained vehicles and heavily loaded trucks”
 - “Please afford those on foot, bike, and mass transit a pleasant route across the river, not a tunnel in the bowels of a bridge”
 - “Consider selecting a prominent designer like Calatrava” to design the bridge
 - “I don’t want a mammoth new bridge towering over the nice, new footbridge by Maya Lin”
 - “Flights from Pearson Airport should not be deemed more important than bridge design. If the airport becomes a park in order to do an optimal bridge design, it should be considered especially as it has a few but very noisy flights”
 - “I would prefer to see some designs of the bridges that include elements that have nothing to do with function. I would prefer the stacked bridge plan, since it appears to take up less space over the river, and casts a smaller profile on the view of the river. Design wise, will there be arches or pillars that make our bridge one of a kind?”

Energy

- Statement that “Land fuel needs to be rationed now”
- Statement that “The recent rise in gas prices demonstrates that commuters are willing to increase use of public transport and alternative transport if necessary”
- Question of “will water wheels or turbines be placed on the bridge supports to generate electricity from the water flow?”

Geology and Soils

- Statement that “These two bridges [existing I-5 Bridge] are being looked at as ‘seismically unfit’ at a time when little or no attention is being paid to all of the other structures in our area that ‘could’ be classified the same”
- Statement that the “project needs to... be fault tolerant”
- Support for “seismic upgrades to the current I-5 bridges over the Columbia”
- Opposition to seismic upgrades to the current I-5 bridges over the Columbia

Truck and Rail Freight

- Statement from the West Vancouver Freight Alliance that “Our companies employ local residents, deliver goods to local stores, supply products to local and regional business, and make up an important part of our region’s economy... Our businesses rely on access to I-5. The current bridges create a bottleneck known for its congestion by freight transporters in our region, up and down the west coast”
- Support for a “freight traffic” only lane on the existing I-5 bridges
- Statement “To help encourage trucks to use the designated truck route (Mill Plain) I would request that the Fourth Plain and Mill Plain interchanges be designed in such a way that Fourth Plain will be more conducive to automobile traffic while Mill Plain is designed to encourage truck traffic”
- Support for “relegating heavy vehicles over 10 tons to the right two lanes, except when passing,” to “advance traffic flow
- Statement that, if I-5 truck traffic is local and I-205 truck traffic is for trips through the Portland-Vancouver region, then “the I-5 crossing is not imposing a large cost on interstate commerce as implied by CRC
- Statement that “much freight will have to be moved back to the railroads... there is nothing governments can do to restore their profitability”
- “... go national and get interstate trucking mandated down; use freight trains for interstate and clear the roads for passenger vehicles”

- “Build a second railroad bridge to handle more freight so less needs to be shipped by truck”
- The “railroad bridge... serves the only real corridor on the West Coast between Mexico and Canada and is a more critical link in case of a natural disaster than I-5. Another freeway bridge, I-205, is just five miles east, but the next rail crossing is a single-track bridge 90 miles up river east of The Dalles... Capacity for freight and passengers on the railroad will have to be greatly increased to meet future demand...”

Aviation and Navigation

- Question as to whether consideration has “been given to replacing the rail bridge to eliminate S-Curve effect on river navigation?”
- Recommendation to “reconfigure the railroad bridge across the Columbia to better align the opening in the railroad bridge and the hump in the I-5 bridge to drastically reduce the number of required bridge lifts”
- “Pearson Airpark... while historical, nostalgic and cool will never expand and serves some 50-70 takeoffs/landings daily. With the price of aviation fuel this will surely subside in the future. Included in the transportation plan should be the relocation of a civil aviation terminus in the Vancouver are, perhaps at the west end of the Port property...”

Funding, Financing and Costs

Funding and Financing

- Support for earmarking a portion of Washington commuters’ Oregon income taxes to fund new bridge construction
- Statement that “... if 5% of people use mass transit, why should we spend more than 5% of the money on them?”
- Statement that federal funding for the CRC project will not be “... 80 percent. What I could find is 65 percent for the transit portion and federal funding of only 32 percent for the whole project”
- Support for using “highway bonds or gasoline tax” to pay for the CRC project
- Statement that the “State of Washington and the Federal government should supply the majority of funds for the project since most traffic originates in Washington”
- Statement that “The CRC Draft EIS does not clearly show how the fees / taxes will be applied”
- Statement that “Funds should not be diverted from other projects to pay for CRC”
- Statement that “New Start’s transit dollars become available every year in August... and can [fund] light rail, bus rapid transit, a bus in HOV lanes, or commuter rail. Commuter rail from

Battleground and commuter rail from Ridgefield... creating a new bridge that freights can use later and going into Swan Island and connecting with MAX would give jobs on the other side, would take care of bottlenecks that we have with the rail system there...”

- Support for “a tax credit for those that use a bicycle or other means to commute across the bridge other than auto if employed in Oregon”
- Support for the creation of a “...bridge authority to balance off various [bridge project] needs in the metropolitan area to determine where the money should be spent...”

Costs

- Statement that “Last night on OPB news there was an article on China’s new bridge that was built for \$ 2.5 billion. I suggest cutting out some of the consultants fee (something to be said of dictatorship)”
- Statement that “Buses can share HOV lanes with cars. There is no need to require a separate span only for buses. However, I can understand why the designs have been rigged the way they are – it minimizes the cost differential between the bus and light rail options”
- Statement that building transit “... would have immediate and permanent long range savings due to less road improvements, less need for traffic cops, less emergency response teams due to fewer traffic accidents, just to name a few unquestionable facts”

Process

- “... request that an independent panel – with expertise in, among other things, climate policy, greenhouse gas emissions modeling, and oil price/supply volatility – review the data and analysis of the CRC project prior to the CRC Task Force vote...”
- Questions about technical details of the Draft EIS, including details underlying traffic and transit ridership projections
- Statement that the “Draft EIS has volumes of info... but little detail in drawings of actual impacts. Is that legal?”
- Statement that the “Hayden Island community, especially the floating home community, is not referenced or mapped or fully identified in the Draft EIS”
- Question as to “As I public citizen or professional, why should I have to pay \$50.00 for a printed copy of the report when your team has spent considerable more public dollars over an extended period of time to get to the point in the process
- Statement that “Other alternatives should have included incremental improvements: the seismic retrofitting option, the arterial bridges option, the congestion-pricing only option, the transit-only option, and a combination of demand management measures with vehicle capacity”

- Statement that “This bridge project needs to be put up to a taxpayer vote--it is time for elected officials to be forced to listen!”
- Request that the CRC project be divided into two separate projects, a “transit portion” and a “road portion”
- Statements and questions about assumptions underlying CRC project traffic modeling, including assumptions about:
 - “...gasoline prices remain low and stable for the next 20 years”
 - Rate of “residential expansion in Clark County...”
 - “Portland never imposes restrictions or tolls on vehicle access to the city core...”
 - “No cultural stigma becomes associated with unnecessary driving”
 - “A model, like statistics, can show anything you want depending upon the assumptions from which you are working. What assumptions were made that showed that the new bridge will reduce traffic increase in the future?”
- Statement that “The Hayden Island Concept Plan should be considered at every relevant step of the way. Particularly important in the siting of the stormwater treatment facility”
- Statement that “Unfortunately, the planning priority list did not adequately evaluate or prioritize the goal of reducing VMT, which should have been near the top of the list”
- Statement that the Draft EIS did not account for “peak oil and peak traffic”
- Statement that the Draft EIS does not “address the real problem, the need for a third crossing”
- Statement that “... in a warming world, the entire planet could be considered within this project area”

Schedule

- Statements encouraging a faster process, including:
 - “Stop wasting time and tax payers money. Get this bridge project completed...”
 - Project costs will increase with every year of project delay
- Statements encouraging slowing the process, including:
 - “Building for more cars means building for less future. lets slow down and do it smarter, or not at all”
 - “The current 60-day comment period is wholly insufficient for the public to analyze the massive DEIS and provide meaningful comments... A 120-day comment period would ensure public participation...” An extended comment period is warranted for reasons including the:
 - “Potential for environmental harm”
 - “Size of the proposed action”

- “Number of persons and agencies affected”
- “Degree to which the action is controversial”
- “Similar extensions provided “on DEISs regarding other massive proposed federal actions”
- “... Deficiencies in CRC’s NEPA process”
- Make auto capacity decisions after congestion impacts of rising fuel costs are better understood, including a request for an external review of CRC project traffic modeling
- “... save us money in the long run, because we all know lawsuits are going to happen, otherwise”
- Statement that “the State of Washington has too many mega-bridge projects going - the Alaskan Way Viaduct and SR520 floating bridge. I believe these projects should be a priority before the I-5 Bridge”

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Appendix C – Outreach Events in Washington and Oregon

Project staff made presentations and gathered feedback at 47 neighborhood, government, business, and community meetings in Clark County and Portland during this period. A total of 1,216 members of the public were engaged through these events.

Additionally, the project's database has grown to 3,324 email addresses and 11,263 postal mailing addresses (as of May 30, 2008).

Note: Completed individual event summaries are available upon request. Some events, usually jurisdictional briefings, list "n/a" under number of public participants because those groups have been counted before or because there were no members of the general public attending.

DATE	ACTIVITY / ORGANIZATION	LOCATION	STATE	# OF PUBLIC PARTICIPANTS
5/6/2008	Public Employees Recognition Week	Esther Short Park, W Columbia St. and 8th St., Vancouver	WA	25
5/6/2008	Southwest Washington Regional Transportation Council Board of Directors	Clark County Public Service Building, 1300 Franklin St., Vancouver	WA	n/a
5/7/2008	Society of American Military Engineers, Portland Chapter	Kell's Restaurant, 112 SW Second Ave., Portland	OR	n/a
5/8/2008	Vancouver's Downtown Association	Divine Consign, 904 Main St. Vancouver	WA	22
5/8/2008	Say Hey! Partners in Diversity	Portland Spirit River Cruise, Willamette River	OR	45
5/8/2008	Arnada Neighborhood Association	Vancouver Housing Authority, 2500 Main St., Vancouver	WA	22
5/8/2008	Hayden Island Neighborhood Network (HINooN)	Former Hayden Island Yacht Club, 12050 N. Jantzen Dr., Portland	OR	n/a
5/8/2008	North Garrison Heights Neighborhood Association	Marrion Elementary, 10119 NE 14th St., Vancouver	WA	19
5/12/2008	Lincoln Neighborhood Association	Lincoln Elementary, 4200 NW Daniels St. Vancouver	WA	21
5/12/2008	Boise Neighborhood Association	Albina Youth Opportunity School, 3710 N. Mississippi St., Portland	OR	26
5/12/2008	Neighborhood Associations Council of Clark County	4700 NE 78 St., Public Works Conference Room	WA	15
5/12/2008	Vancouver City Council	Vancouver City Hall, 210 E 13th St., Vancouver	WA	n/a
5/13/2008	C-TRAN Board of Directors	CTRAN Administration Building, 2425 NE 65th Ave., Vancouver	WA	n/a
5/13/2008	Portland Planning Commission	1900 SW 4th St., Portland	OR	n/a
5/13/2008	West Vancouver Freight Alliance	Frito Lay, 4808 NW Fruit Valley Rd., Vancouver	WA	26

DATE	ACTIVITY / ORGANIZATION	LOCATION	STATE	# OF PUBLIC PARTICIPANTS
5/13/2008	Humboldt Neighborhood Association	Portland Community College – Cascade Campus, 705 N Killingsworth, Portland	OR	6
5/14/2008	Vancouver Bicycle Club	Bortolami's Pizzeria, 9901 NE 7th Ave., Vancouver	WA	33
5/15/2008	Columbia River Economic Development Council Board of Directors	Riverview Community Bank Operation Center, 17205 SE Mill Plain Blvd., Vancouver	WA	45
5/15/2008	Columbia House Apartments for Seniors	130 W 24th St., Vancouver	WA	28
5/15/2008	CRC Draft EIS Question and Answer Session	Jantzen Beach SuperCenter, 1405 Jantzen Center Dr., Portland	OR	60
5/15/2008	Esther Short Neighborhood Association	Vancouver Hilton, 301 W 6th St., Vancouver	WA	46
5/16/2008	Rotary - Vancouver Sunrise	Heathman Lodge, 7805 NE Greenwood Dr., Vancouver	WA	26
5/19/2008	TriMet Transit Investment Plan open house	Portland Mall Info Center, 519 SW 6th Ave., Portland	OR	25
5/19/2008	Columbia Slough Watershed Council	Craft Nabisco, 100 NE Columbia Blvd., Portland	OR	19
5/19/2008	TriMet Transit Investment Plan open house	Tigard Public Works Building, 777 SW Burnham St., Tigard	OR	10
5/20/2008	TriMet Transit Investment Plan open house	North Clackamas Chamber of Commerce, 7740 SE Harmony Road, Milwaukie	OR	6
5/20/2008	SR502 Scoping Project open house	Cherry Grove Church, 9100 NE 219th St., Battle Ground	WA	20
5/20/2008	Neighborhood Traffic Safety Alliance	City of Vancouver, 4400 NE 77 th Ave., Vancouver	WA	15
5/20/2008	Portland Planning Commission	1900 SW 4 th St., Portland	OR	n/a
5/21/2008	Latino Community Resources Group	Human Service Council, 201 NE 73 rd , Vancouver	WA	11
5/21/2008	Three Port Commission Meeting	Red Lion at the Quay, 100 Columbia St. Vancouver	WA	42
5/21/2008	West Hazel Dell Neighborhood Association	Clearwater Springs Assisted Living Center, 201 NW 78th St., Vancouver	WA	15
5/27/2008	Metro Council work session	Metro Council Chamber, 600 NE Grand Ave., Portland	OR	n/a
5/28/2008	TriMet Board of Directors	City of Portland Building, 1120 SW 5th Ave., Portland	OR	n/a
5/28/2008	CRC Draft EIS open house/public hearing	Red Lion Hotel at the Quay, 100 Columbia St., Vancouver	WA	250

DATE	ACTIVITY / ORGANIZATION	LOCATION	STATE	# OF PUBLIC PARTICIPANTS
5/29/2008	CRC Draft EIS open house/public hearing	Portland Metropolitan Exposition Center, 2060 N. Marine Dr., Portland	OR	175
5/29/2008	Glenwood Place Senior Living	5500 NE 82nd Ave, Vancouver	WA	46
5/29/2008	Piedmont Neighborhood Association	Holy Redeemer School, 127 N Portland Blvd, Portland	OR	6
5/30/2008	Transportation Policy Alternatives Committee	Metro, 600 NE Grand Ave., Portland	OR	n/a
5/30/2008	Rotary - Albina	Emmanuel Hospital, 501 N Graham St, Portland	OR	n/a
6/2/2008	Vancouver City Council	Vancouver City Hall, 210 E 13th St., Vancouver	WA	n/a
6/2/2008	Smith Tower Apartments	515 Washington St, Vancouver	WA	20
6/2/2008	Port of Vancouver outreach meeting	Fort Vancouver Historic Reserve, Vancouver	WA	72
6/3/2008	Clackamas County Commissioners	2051 Kaen Rd., Oregon City	OR	n/a
6/3/2008	Southwest Washington Regional Transportation Council Board of Directors	Clark County Public Service Center, 1300 Franklin St., Vancouver	WA	n/a
6/4/2008	Ride Connection	3030 SW Moody, Portland	OR	25
6/5/2008	Metro Council Hearing	Metro, 600 NE Grand Ave., Portland	OR	n/a
* TOTAL		47 events		1216 participants
* from May 2, 2007 thru June 5, 2008				

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Appendix D – Notes on Comment Summarization

Because public outreach efforts are not statistically valid surveys, comment summarization includes significant imprecision. Sources of imprecision include:

- Public and agency feedback includes questions (for example, “How is barge traffic affected?”) and clear preferences (for example, “...put tolls on the bridge...”). Public and agency feedback, however, also includes feedback that is hard to distinguish between a question and a preference (for example, in context, the question of “Has there been an analysis on the possibility of tunneling under the river?” appears to be a statement of preference, as it is included in a page long discussion of CRC project constraints that the commenter believes would be solved by using a tunnel instead of a new bridge).

Because comment gathering methods are imprecise, this memo is best used as a reflection of the range of issues that have been communicated with project staff. The entire set of verbatim public comments is available on request.

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