

**From:** [Randal O'Toole](#)  
**To:** [Columbia River Crossing](#);  
**CC:**  
**Subject:** Questions about DEIS  
**Date:** Friday, May 30, 2008 2:28:08 PM  
**Attachments:**

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Hello,

I have some questions about the DEIS for the Columbia River Crossing that I hope you can answer so I can put together my comments.

1. Vehicle Hours of Delay: Page 1-2 of the traffic technical report says "Vehicle-hours of delay on truck routes in the Portland-Vancouver area are projected to increase by more than 90 percent over the next 25 years." Vehicle-hours of delay is an extremely important measure of congestion. Did you calculate vehicle-hours of delay in 2030 for each of the alternatives? If so, what were the results?
2. Energy: The energy technical report says that alternatives 2 and 3 use the least energy for three reasons: 1. "reduced travel demand"; 2. "diversion of personal vehicle trips to public transit with the provision of high-capacity transit"; and 3. "higher operating speeds across the I-5 and I-205 bridge crossings, which results in improved fuel efficiency." Do you have a breakdown of how much each of these three factors contributes to energy savings? Also, what accounts for the "reduced travel demand" in alternatives 2 and 3?
3. Financial Costs: Looking at the costs of the river crossings in exhibit 4.2-5, why does the Lincoln transit terminus add \$90 million to the cost of the highway portion of the river crossing over the Mill Plain transit terminus? Why does light rail add \$90 million to the cost of the highway portion of the river crossing over BRT?
4. Daily Transit Bridge Usage: What is the projected daily transit trips (rides) across the bridge under the various alternatives? Exhibit 15 of the transit technical report gives mode split during peak hours but not daily. Exhibit 16 gives mode split daily by market

but not total. I would like total daily transit traffic.

5. LRT vs. BRT: Why is LRT projected to attract 33 percent more riders than BRT?

Thank you for your help.

Randal O'Toole

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