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MAY 30 2008



05/30/2008

Columbia River Crossing

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R.E. Public Comment on Draft CRC EIS,
* 3 options ① Leave I-5 Bridge Alone
and build a new Bridge East of Current
90 & 50 year old Twin spans and run
Bus Rapid Transit BRT, and Congestion
Market Pricing Tolling, won't work
because Washington State Local Match
funds is going to have to be from Light
Rail Transit Funds LRT, ② Same as
option ① except that it would include
a LRT, into Clark County, the LRT
would provide Local funding Match
for Clark County from grants.
③ Would replace the Twin Bridges
with a New Bridge ~~to~~ 2 or 3 decks
with 5 lanes of Traffic each way
and a LRT & BRT Capacity, and 4
Lanes of ~~edges~~ Variable Rate
Congestion Pricing for High Capacity
Transit HCT, for Local Fund Match
grants the Best of the 3 options
clear grants C-MAC, LRT grants, BRT grants & Tolls.

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* Now The 3 options were all for the current Transportation Corridor and Right of Way and pre-determined by Local Commercial Stake Holders with vested interest, There were 2 other options but neither lined with the Commercial interest or had the pipe line to Federal grants and C-Max C-Mac (Clean Air Grants) and Trip Reduction Grants.

* The 2 options were Take the Bridge ~~or~~ Tracks or all the way out to the convergence of the Willamette R. and Columbia River beyond Vancouver Lake then by Pass Portland going directly into Washington County to Hillsboro and then south re merging with I-5 at Woodburn. The By Pass Bridge was surveyed and would of been 100% Federally paid for & cost 220M^{dollar} and opened between 1989 and 1994 8 Lanes wide.

* The Funding for the Bridge CRC $\frac{1}{3}$ Federal, $\frac{1}{3}$ State, $\frac{1}{3}$ Local, it is amazing since Oregon has agreed to pay a Pro-rated share share to help Local Washington Governments meet their $\frac{1}{3}$ of the Federal Match, Not without ill feelings about Clark County Residents paying at least a $\frac{1}{8}$ of Oregon's Income Tax.

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* This CRC project should be paid for Totally by the Federal government.

* This CRC Project is not a Local, regional problem but a National federal Problem the I-5 Twin Spans are a Navigational Hazard and a Traffic Hazard with Bridge Lifts, and 100 year old Lift Span Jams and used (wrecked) up Lift Machinery, a flight Path Hazard for in come-ing Commercial flights.

* The I-5 Bridge and the I-205 Bridge are at a East-West ~~and~~ I-84 301 and North South I-5 99 Hwy (N) Highway Bottle Neck, and up sp Noth South Rail Road Bottle Neck, and a BN up sp Bottle Neck, and a Rail Road North South under Capacity Right of Way and a 1000 yards From the I-5 Bridge 2 Main ~~Trac~~ Line Railway Tracks Rail way Bridges that are over 100 years old that are wore out and have to be opened for Inland Water way Barge Traffic and hobby Sail Boats.

* Every Year ~~the~~ There are Land slides and floods and acts of Nature that close down the I-5 Freight Corridor and shared Main Line up sp Tracks 15 Right of Way for a least Two to Three weeks a year from BC to Calif.

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* The CRC Project will be a economic incentive to the tune of 4.2 Billion Dollars and with inflation it's going to cost a lot more than was estimated 4 or 5 months ago, The Economic Multiplier effect is 9 to 1, the Economy is going to grind to dead halt for the next 3 or 4 years and the Metro Area is gonna need the that this project the CRC Bridge. The CRC Project will if this D&I.S. gets passed out from the independent CRC over site committee and passed thru the RTC onto the Federal Safety Lu Federal funding people for incorporation into the next 6 year federal highway projects funding, and will if passed provide 9 to 10 years of work for 2,000 skilled & semi skilled laborers at least 50,000 Dollars a year from 2009 or 2010 till 2018-2019, and 1/5 of the project will go for Intellectual Property services, engineering, Design, Right of way purchases, Geological testing and services, under writing services, inspections, and Audits. (These numbers are off the top of my head but they are in the ball park of what it will cost and the break ~~off~~ out of the Ratio's on a project of this type & size), I am a balance sheet Reader, it's what I took in College.

Least

Denmark
Copenhagen to
Malmo
Sweden

opened
2006

* The Danes & Swedes built a Bridge the Öresund Bridge (Aresound Bridge) 5 KM, 4 Lanes 2 decks, 1 Auto, 1 Rail, Cost 4.2 Euro's built by Consortium.

MBA
class

Mike GofS

* There is a backlog of Projects that need addressed the entire Length of the I-5 Corridor, Channel dredging, navigational improvements, there is need for 2 Interstates & 2 Rail Road Corridors from San Diego, to Vancouver B.C., ~~2~~ That's 1 more Interstate Highway, 1 more Main Line set of Rail Road Tracks and 1 new East Coast West Coast Main Line set of Rail Road Tracks operated by a competitor to UPS, the competitor being CP & BN. There is need for Harbor & Port improvements from San Diego to Vancouver B.C. and Air Port improvements at just about every Major Air port on the West Coast in Both Air Freight Terminal and Passenger processing & screening.

* There is a under the radar move to create 3 federally funded Privately Owned & Operated & Policed NAFTA Highway Corridors for freight hauled by Mexican Trucking Companies. The Washington State Legislature drafted the template to build a Eastern Washington Leg of one of those highways, a template to finance and enable it's construction, if ~~the~~ this plan for the 3 highways were implemented it would break the Federal Highway Trust Fund and the Washington State Highfund