

From: woods@bookingroup.com
To: [Columbia River Crossing](#);
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Wednesday, June 18, 2008 11:19:35 AM
Attachments:

Home Zip Code: 97205

Work Zip Code: 97205

Person:

- Lives in the project area
- Works in the project area
- Owns a business in the project area
- Commutes through the project area



Person commutes in the travel area via:

Car or Truck

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

Contact Information:

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Portland, OR 97205

Comments:

June 18, 2008

As chair of the Commercial Real Estate Economic Coalition (CREEC) and past-president of the Commercial Association of Realtors (CAR), I am writing in support of Alternative 3 of the Columbia River Crossing (CRC) Project, which calls for the complete replacement of the existing Interstate-5 (I-5) bridges and the addition of Light Rail.

CREEC is a coalition of 12 companies, organizations and trade associations involved in the sales, development and management of retail, office, industrial and institutional properties. The coalition supports a thoughtful, common-sense approach to development that balances transportation, economic and environmental objectives.

For the past few years, CREEC has monitored the progress of the CRC project and supported local actions that recognize the vital role an efficient transportation system plays in the economic health of the region, state and nation. Extending along the entire length of the West Coast, I-5 is a critical trade corridor stretching from British Columbia to Baja, California, thus, connecting the U.S. with its two major trading partners, Canada and Mexico. From a national perspective, the U.S. Department of Transportation has designated I-5 as one of six Corridors of the Future, thereby recognizing its critical importance in the transportation network and to the U.S. economy. With that, the region and state's economic success depends on trade. Without a strong transportation system with adequate capacity to move people and goods quickly and efficiently, our economy will suffer. A new bridge would relieve congestion to keep goods moving as well as improve access to vital ports, highways and labor markets.

CREEC strongly supports Alternative 3, the replacement of the existing bridges with a single bridge and Light Rail, as presented in the Draft Environmental Impact Statement (DEIS).

Additionally, CREEC supports the opportunity for meaningful public involvement by citizens of the regional community. Thus, we recommend Alternative 3 based on the following:

Jobs and Freight Mobility

- An efficient transportation infrastructure system in the Portland Metro area is essential for trade, commerce and economic development. Failure to invest adequately in transportation improvements will result in a potential business loss of 6,500 jobs and \$844 million annually by 2025.

- Despite our region's focus on encouraging the development of a strong local economy, we need to recognize that we operate in a global marketplace. The CRC Alternative 3 will enable Oregon and Washington companies to remain globally competitive; this

success translates into a healthy economy and adequate jobs for the region's citizens.

- The congestion on the I-5 crossing is a major deterrent to business expansion, job growth and commerce. Specifically, congestion at the I-5 Bridge Influence Area caused an estimated 644,000 hours of delay for trucks each year, which not only imposed significant additional costs on businesses, but earned the Interstate Bridge the dubious honor of being one of the worst impediments to freight mobility in the United States .

Environmental Benefits

- Alternative 3 will contribute to the reduction in transportation emissions with a decrease in vehicle idling time, rapid transit and vastly improved bicycle and pedestrian options. By increasing commuter options, future demand can be accommodated through these multi-modal options, thereby reducing congestion, and ensuring a smoother flow of trucks and reduced commute times. In fact, the replacement bridge with Light Rail will reduce vehicle miles traveled (VMT) by the year 2030.

- The CRC Project does not propose to be a solution to global warming. Rather it is a beginning to a long-term solution to the very real issue of climate change. The replacement bridge will not worsen the region's environmental conditions and is a carbon-neutral project, exceeding the environmental standards of any bridge built in the United States. The use of wind and solar energy, recycled materials and green guidelines during construction, stormwater treatment and improved fish habitat will combine with cutting edge design to reflect the region's commitment to a green and sustainable future.

For all of the foregoing reasons, CREEC supports Alternative 3 to the CRC Task Force. Thank you.

Respectfully submitted,

Michael Tharp, Chair

CREEC Board of Directors: Certified Commercial Investment Member Commercial Association of Realtors Integrated Corporate Property Services International Council of Shopping Centers National Association of Industrial and Office Properties Olson Engineering Oregon Association of Realtors Portland Metropolitan Building Owners and Managers Association Providence Health & Services Retail Task Force Schnitzer Steel Society of Industrial and Office Realtors