

From: NoEmailProvided@columbiarivercrossing.org
To: [Columbia River Crossing](#)
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Friday, May 02, 2008 12:58:06 PM
Attachments:

Home Zip Code: 97202
 Work Zip Code: 97202



Person:

Person commutes in the travel area via:
 Car or Truck

P-0008-001

1. In Support of the following bridge options:
 Supplemental 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: No Opinion
 Kiggins Bowl Terminus: No Opinion
 Mill Plain (MOS) Terminus: Yes
 Clark College (MOS) Terminus: Yes

Contact Information:

First Name:
 Last Name:
 Title:
 E-Mail:
 Address:

,

Comments:

P-0008-002

P-0008-003

Whatever option is selected, it should include increased transit availability and require a toll. The majority of drivers using the bridge are from Washington. A toll would ensure that the actual users are paying for the upgrade.

P-0008-001

Preferences for specific alternatives or options, as expressed in comments received before and after the issuance of the DEIS, were shared with local sponsor agencies to inform decision making. Following the close of the 60-day DEIS public comment period in July 2008, the CRC project's six local sponsor agencies selected a replacement I-5 bridge with light rail to Clark College as the project's Locally Preferred Alternative (LPA). These sponsor agencies, which include the Portland City Council, Vancouver City Council, TriMet Board, C-TRAN Board, Metro Council, RTC Board, considered the DEIS analysis, public comment, and a recommendation from the CRC Task Force when voting on the LPA.

With the LPA, new bridges will replace the existing Interstate Bridges to carry I-5 traffic, light rail, pedestrians and bicyclists across the Columbia River. Light rail will extend from the Expo Center MAX Station in Portland to a station and park and ride at Clark College in Vancouver. Pedestrians and bicyclists would travel along a wider and safer path than exists today.

For a more detailed description of highway, transit, and bicycle and pedestrian improvements associated with the LPA, see Chapter 2 of the FEIS.

P-0008-002

Thank you for your comment.

P-0008-003

Tolling was evaluated in the DEIS and FEIS, and included in the LPA for two important reasons. First, a toll may be necessary to pay for the construction of this project, as discussed in Chapter 4 of the FEIS. Second, a toll provides a valuable travel demand management tool that encourages travelers to take alternative modes (including light rail

P-0008-004

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.

provided by this project), travel at off-peak periods, or reduce their auto trips. This demand management reduces congestion and extends the effective service life of the facility. When the existing I-5 northbound bridge was built in 1917, it was paid for with a toll. The southbound I-5 bridge, built in 1958, was also funded partially by tolls. In 2008, the Washington legislature passed enabling language for tolling on I-5, provided that each facility is later authorized under specific legislation. Once authorized by the legislature, the Washington Transportation Commission has the authority to set the toll rates. In Oregon, and the Oregon Transportation Commission has the authority to toll a facility and to set the toll rates.

P-0008-004

As described Chapter 3 (Section 3.1) of the DEIS, the operations and maintenance (O&M) costs associated with light rail would be less than those associated with bus rapid transit, largely because light rail operates on electricity while bus rapid transit (BRT) is dependent on the volatile fuel market. Light rail costs approximately \$3.50, or 31%, less than BRT, per incremental rider when comparing both capital and operating costs.