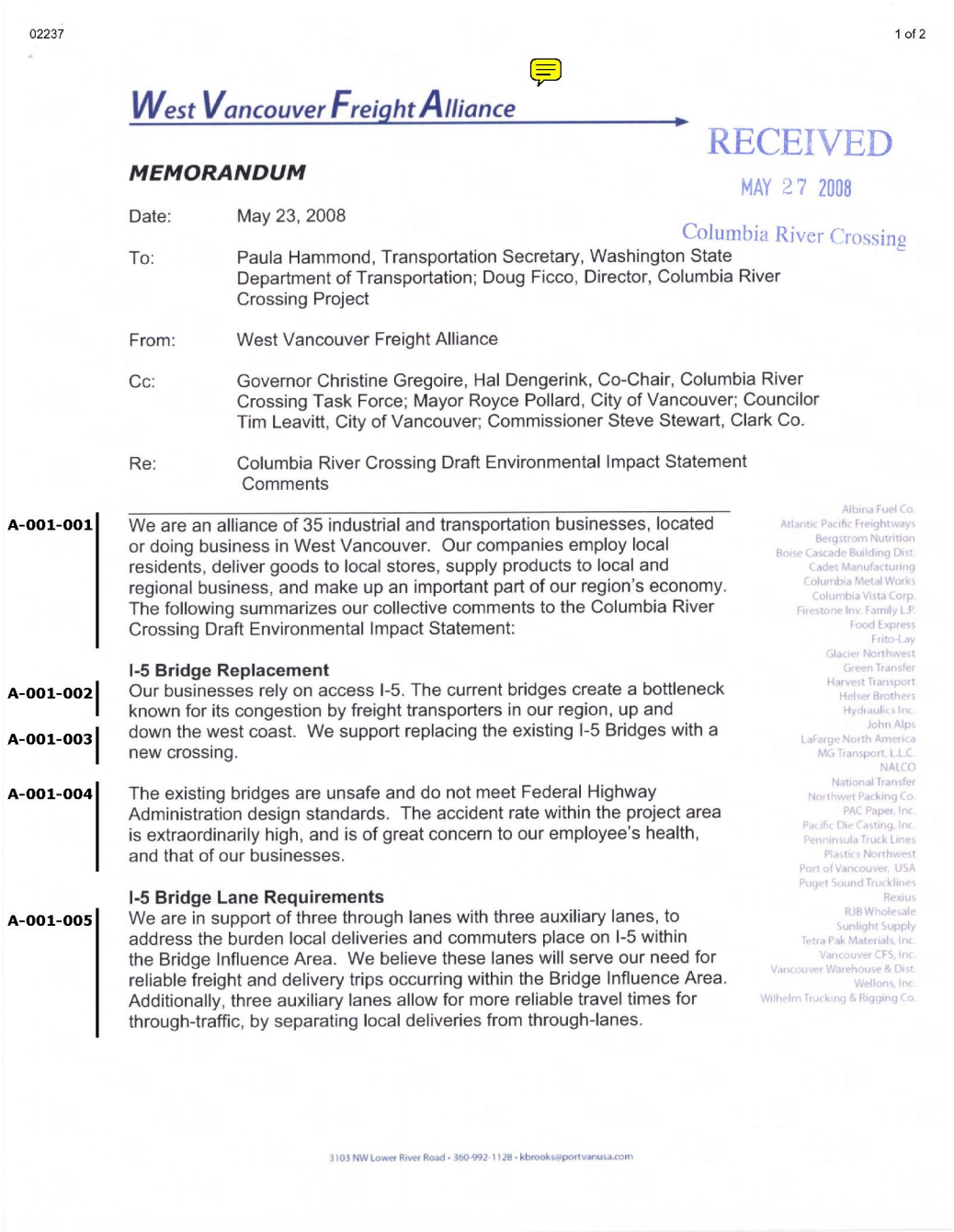

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West Vancouver Freight Alliance

RECEIVED
MAY 27 2008
Columbia River Crossing

MEMORANDUM

Date: May 23, 2008

To: Paula Hammond, Transportation Secretary, Washington State Department of Transportation; Doug Ficco, Director, Columbia River Crossing Project

From: West Vancouver Freight Alliance

Cc: Governor Christine Gregoire, Hal Dengerink, Co-Chair, Columbia River Crossing Task Force; Mayor Royce Pollard, City of Vancouver; Councilor Tim Leavitt, City of Vancouver; Commissioner Steve Stewart, Clark Co.

Re: Columbia River Crossing Draft Environmental Impact Statement Comments

A-001-001 We are an alliance of 35 industrial and transportation businesses, located or doing business in West Vancouver. 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. The following summarizes our collective comments to the Columbia River Crossing Draft Environmental Impact Statement:

Albina Fuel Co.
Atlantic Pacific Freightways
Bergstrom Nutrition
Boise Cascade Building Dist.
Cadet Manufacturing
Columbia Metal Works
Columbia Vista Corp.
Firestone Inv. Family L.P.
Food Express
Frito-Lay
Glacier Northwest
Green Transfer
Harvest Transport
Helser Brothers
Hydraulics Inc.
John Alps
LaFarge North America
MG Transport, L.L.C.
NALCO
National Transfer
Northwet Packing Co.
PAC Paper, Inc.
Pacific Die Casting, Inc.
Penninsula Truck Lines
Plastics Northwest
Port of Vancouver, USA
Puget Sound Trucklines
Rexius
RJB Wholesale
Sunlight Supply
Tetra Pak Materials, Inc.
Vancouver CFS, Inc.
Vancouver Warehouse & Dist.
Wellons, Inc.
Wilhelm Trucking & Rigging Co.

I-5 Bridge Replacement

A-001-002 Our businesses rely on access I-5. The current bridges create a bottleneck known for its congestion by freight transporters in our region, up and
A-001-003 down the west coast. We support replacing the existing I-5 Bridges with a new crossing.

A-001-004 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.

I-5 Bridge Lane Requirements

A-001-005 We are in support of three through lanes with three auxiliary lanes, to address the burden local deliveries and commuters place on I-5 within the Bridge Influence Area. We believe these lanes will serve our need for reliable freight and delivery trips occurring within the Bridge Influence Area. Additionally, three auxiliary lanes allow for more reliable travel times for through-traffic, by separating local deliveries from through-lanes.

3103 NW Lower River Road • 360-992-1128 • kbrooks@portvanusa.com

A-001-001

Thank you for your comment.

A-001-002

Thank you for taking the time to submit your comments on the I-5 CRC DEIS.

A-001-003

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.

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A-001-005 DEIS Comments Page 2

High Capacity Transit

A-001-006 The West Vancouver Freight Alliance supports High Capacity Transit. We Understand that transit is a requirement of constructing a new crossing. We are in favor of the transit option that least impacts travel times and accessibility to and from West Vancouver and I-5.

We believe transit will increase congestion and reduce capacity on Mill Plain, making our ability to utilize other options, such as Fourth Plain, more necessary.

Transit Alignment

A-001-007 We support 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.

Interchanges

A-001-008 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. The interchanges must provide enough future capacity to support increasing local deliveries from a wide variety of vehicles, and allow for the reliable passage of our employees.

A-001-004

As described in Chapter 3 (Section 3.1) of the DEIS, ODOT's Safety Priority Index System (SPIS) ranked two locations within the CRC project area, the Hayden Island Interchange and the North Portland Harbor Bridge, within the top 5% of the highest scored sites or, high crash locations, in the state for 2004 to 2006. Within Washington, five locations along I-5 in the project area have been categorized by WSDOT as high accident locations, as reported in the DEIS.

Improving safety and mobility of cars and freight using the bridge and highway is a part of the CRC project's purpose and need. As described in Chapter 3 (Section 3.1) of the DEIS and FEIS, the replacement bridge and highway alignment, which was chosen as part of the LPA, includes a range of safety and design improvements. Some of those improvements include:

- A new bridge structure high enough for marine traffic, which eliminates the need for a lift span
- The addition of safety shoulders for stalled vehicles and incident responders
- Improved sight lines so drivers can see over the crest of the bridge, reducing the potential for rear-end collisions during congested periods
- Longer on-ramps and off-ramps to make it easier for drivers to merge onto traffic, and improve connections between interchanges
- Reducing congestion over the bridge compared to No-Build, by improving traffic operations, providing light rail and charging a toll to cross the river.

Additional potential safety measures, such as eliminating interchanges or reducing posted speeds, were considered during earlier phases of the CRC project but were dropped from further consideration because they

did not meet the accessibility goals of the project, did not meet highway design standards, and/or were not supported by the local jurisdictions.

A-001-005

Thank you for your comment. 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.

A-001-006

The Clark College transit terminus was chosen by project sponsors as part of the LPA in July 2008. The transit alignment associated with the terminus would cross Mill Plain Blvd in two places: Broadway and Washington. These intersections, which would allow traffic to cross the light rail guideway would be signalized, as they are now. The traffic modeling indicated that a limited number of intersections along Mill Plain Blvd would degrade, as more people move into the region, freight trips increase, and downtown Vancouver sees continued development. Light rail would have a small impact on traffic operations on Mill Plain Blvd during the AM and PM peak hours. Freight does not typically travel during the AM and PM peak in an effort to avoid commute traffic. Through coordination with the CRC project team and the City of Vancouver, it was decided that modeling done for the FEIS would assume no signal pre-emption for transit in downtown Vancouver. Traffic delays on Mill Plain Blvd are described in Chapter 3 (Section 3.1) of the FEIS.

A-001-007

Please see response to comment A-001-003.

A-001-008

The Mill Plain and Fourth Plain interchanges will be redesigned for more

efficient traffic flow, including truck traffic. For more information on the design of the interchanges, see Chapter 2 (Section 2.2) of the FEIS. For Traffic impacts see Chapter 3 (Section 3.1) of the FEIS and the Traffic Technical Report.