From: me
To: Columbia River Crossing;
CC:
Subject: columbia river crossing propossed toll
Date: Tuesday, May 27, 2008 9:51:30 AM
Attachments:

P-0497-001 Hi, I just read the article in the Oregonian on your proposed addition of a toll on the I5 bridge and here's my input. (I don't have a car i gave it up a couple of months ago so i have direct knowledge of the public transportation here in Vancouver and Portland and i've depended on public transportation in many other cities that i've lived in). you need to seriously consider the cost of a toll and the inconveince of using public transportation to the working families and working poor who **have** to drive their car. there are many reasons a person needs to cross the river other then work such as medical apt, family visits, shopping and childrens sporrting events that require carrying the equipment with them. these reasons represent possible multiple crossings so the toll expense would be prohibitive and burdensome in addition to the increased time to a parents schedule that's already stretched and stressful. using a bus with small children is extremely difficult. i see many people who struggle to carry their babies and

P-0497-002 small children with them along with stroller, diaper bag and groceries etc. therefore they must make multiple bus trips just to complete their errands.

P-0497-003 however with this being said you should encourage the use of public transportation across the bridge. it should be free instead of having a toll as the incentive to use public transportation . and you would have to improve the public it here in Vancouver. It is worse then any city that ive lived in, including smaller cites. ive supported public transportation for several years. free public transportation would be a powerful incentive to get people out of their cars. and the public and environment is better served by improving public transportation then providing for the continuing use of cars. of course you would need to add park and rides and you would still need to put in the max so to make the crossing less time consuming then caravaning buses across the river. adding the max and free public transportation would be considerabley less expensive then a new or improved bridge. the max would be a must if you want job commuters to get out of their car. the current bus service across the bridge is

P-0497-001

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 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-0497-002

One goal of the CRC project is to provide transportation options for travelers crossing the river. The LPA includes a variable toll for vehicles crossing the river which is higher during peak hours. It also includes extending light rail into Vancouver. Light rail will likely be more convenient than bus service, because it offers travel on a dedicated lane, therefore reducing travel times, and it would provide more frequent service than what is currently offered. Additionally, light rail vehicles are designed to be convenient to riders of all ages and abilities.

P-0497-003

The CRC project will include an extension of light rail service into Vancouver terminating at Clark College. Fares will need to be collected to pay for continuing operation and maintenance of the system. Fare decisions for public transportation within Clark County are the jurisdiction

P-0497-003 very poor because of the time wasted waiting for a bus. the max can carry many more commuters faster and more comfortably than a bus system.

in the meantime while you're building the max crossing you should increase the express bus service between portland and vancouver along with adding more inner city routes if you want to decrease the bridge traffic. currently in vancouver it takes at least an hour to travel by bus for a ten minute car drive.

P-0497-004 I think it would be arrogant of anyone to make a decision to encourage public transportation until her or she has depended on it for at least a week. with this being said I applaud your proposal to encourage the use of public

P-0497-005 transportation. but public officials have not done nearly enough to encourage its use. remember the adage "if you build it they will come". You would be very shortsighted in your decision to only consider the upfront cost of my proposal. the cost for beefing up public transportation will never be covered immediately you must consider the long range economical and environmental benefits. You would have immediate and permanent long range savings due to less road improvements, less need for traffic cops, less emergency response teams due to fewer traffic accidents, just to name a few unquestionable facts.

thank you

cynthia white

of C-TRAN and not of the CRC project.

Travel times vary by time of day, direction of travel and travel mode. Travel times improve for transit in the LPA compared to the 2030 No-Build Alternative. More specifically, the LPA:

- Improves transit travel times region-wide,
- Improves transit travel times relative to automobile travel times, and
- Improves reliability of transit travel times.

The in-vehicle and total transit travel times for all of the origin and destination pairs that were studied would improve with the LPA, compared to the 2030 No-Build Alternative, with savings ranging from 3 to 24 minutes in the southbound direction during the morning peak period. For example, with the LPA a transit trip between Downtown Vancouver and Hayden Island would save a total of 3 minutes, while a trip between Clark College and Pioneer Square would save 24 minutes. During the afternoon/evening peak period in the northbound direction, travel time savings would range from 5 to 28 minutes. For example, a transit trip between Hayden Island and Vancouver would save an estimated 5 minutes, while a trip between Pioneer Square and Clark College would save 28 minutes (dropping from 72 minutes with the No-Build Alternative to 44 minutes with the LPA). Transit reliability between major origins and destinations is higher due to the availability of light rail that travels in an exclusive guideway.

Three park and rides would be built with the LPA: Clark College, Mill Plain, and SR 14.

For more information please see FEIS Chapter 3 (Section 3.1).

P-0497-004

Thank you for your comment. The CRC project is committed to improving transit and vehicular traffic in the project area.

P-0497-005

In 2006, the project had developed a schematic design which did not allow for a precise cost estimate. Best available information was used at each project stage. Later in project development, the project team was able to develop more detailed cost estimating and conduct advanced risk analysis. Since 2002, WSDOT has been developing a process of determining cost and schedule estimates, the Cost Estimate Validation Process® (CEVP®), to help deliver major projects. Compared to conventional cost estimating, CEVP® is a risk-based estimating process, iterative in nature, and represents a “snapshot in time” for that project under the conditions known at that time. CEVP® is the expression of project cost and schedule as a range rather than as a single number. Providing cost information as a range accounts for risk factors that might otherwise cause costs to balloon over time. The cost information is given for the year of expenditure and addresses even “unknown” issues that may arise. CEVP® is a construction cost estimate tool and does not estimate long-term operations and maintenance costs. WSDOT now mandates all projects over $25 million use the process. Chapter 4 of the DEIS, and the Cost Risk Assessment included as an appendix to the DEIS, include information about how costs were estimated for the DEIS. See Chapter 4 of the FEIS for more discussion on how project costs were estimated in the CEVP® that was conducted following publication of the DEIS.