

From: customerservpro@hotmail.com
To: [Columbia River Crossing](#)
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Sunday, June 29, 2008 11:07:52 AM
Attachments:

Home Zip Code: 97213
 Work Zip Code: several

Person:
 Other - have business arrangements on both sides of the river

Person commutes in the travel area via:
 Car or Truck

P-0505-001

1. In Support of the following bridge options:
 Supplemental Bridge
 No Opinion
2. In Support of the following High Capacity Transit options:
 No Opinion
3. Support of Bus Rapid Transit or Light Rail by location:
 Lincoln Terminus: No Opinion
 Kiggins Bowl Terminus: No Opinion
 Mill Plain (MOS) Terminus: No Opinion
 Clark College (MOS) Terminus: No Opinion

Contact Information:
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Comments:

P-0505-002 Interstate commerce on the on the I-5 Columbia River Crossing bridge is not just about

P-0505-001

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-0505-002

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

- P-0505-002** big trucks carrying freight. It is about small businesses too such as service techs that cross the river to make service calls. It is about manufacturing representatives and sales people that make premise sales calls on both sides of the river. It is about retail sales as an example where Hayden Island residents shop in Vancouver. Interstate commerce is also about that SUV loaded with merchandise for a trade or retail show at the Expo Center. It is about multi-day exhibitors at the Expo Center having overnight accommodations in Vancouver and eating at downtown Vancouver restaurants.
- P-0505-003** How will this all change with the proposed bridge tolls for motor vehicles? Will small businesses no longer serve the other side of the river? Fuel costs are already creating a negative impact as it applies to doing business at Expo Center shows. How will tolls impact both doing business at the Expo Center and renting the Expo Center complex? With tolls, will small downtown Vancouver businesses and restaurants suffer due to less people going there from both Oregon and doing business there from the Expo Center shows? How will tolls affect the attendance from Oregon residents at Clark County ground events? Where is the economic impact statement for small businesses? Why isn't this being discussed? The political dragnet for motorists paid tolls is all about dictatorial control and emptying the wallets of commuters who travel to their by motor vehicle, but the negative affects motorist only tolling will undoubtedly negatively affect small business too.
- With the sky rocketing costs of motor fuels, NO outdated, dictatorial and subsidized incentives are needed to promote alternative forms of transport. A real bridge in a reality check world necessitates an equitable cost sharing financing plan with transit users and bicyclists paying a proportionate share of bridge costs for the infrastructure they use.
- P-0505-004**

P-0505-003

This issue was addressed as part of the economics analysis and is described in detail in the Economics Technical Report. This report, and Chapter 3 (Section 3.4) of the DEIS, note that the increased costs incurred because of tolls would generally be offset by the improved travel options and travel times. Under existing and No Build Alternative conditions, congestion delays and high crash rates have significant costs for local businesses and travelers; improving these conditions is one of the purposes of the project.

Tolls could discourage home-based shopping trips from Clark County to points in northern Oregon, such as Hayden Island and Airport Way. However, the variable-rate toll structure that was evaluated in the DEIS allows for different rates to be charged by time of day. Therefore, discretionary trips, such as those between Oregon and Washington for retail purposes, could be taken in off-peak hours when toll rates are at their lowest, reducing the effect of the tolls on these types of trips. Also, CRC would provide improved transit connections between Clark County and Oregon, offering travelers a toll-free alternative for reaching destinations across the river.

P-0505-004

Please refer to Chapter 4 of the FEIS for a description of the current plans for funding construction and operation of the LPA. This discussion provides an updated assessment of likely funding sources for this project, though it is not common practice to receive funding commitments prior to completion of the alternative selection process. As described in the FEIS, project funding is expected to come from a variety of local, state, and federal sources, with federal funding and tolls providing substantial revenue for the construction. As Oregon and Washington businesses and residents will benefit from the project's multi-modal improvements, both states have been identified as contributors to the project. As jurisdictions on both sides of the river

seek to encourage non-auto travel, tolls are not anticipated for bikes, pedestrians, and transit users. Lastly, CRC assumes funds allocated to other projects and purposes would remain dedicated to those projects and purposes.