

From: [marie darrig](#)  
 To: [Columbia River Crossing](#);  
 CC:  
 Subject: No new bridge  
 Date: Monday, June 30, 2008 1:37:15 PM  
 Attachments:

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- P-0517-001** | I am against building a new I-5 road bridge across the Columbia River. Listed are a few of the many reasons.
- P-0517-002** | 1. We can not build ourselves out of traffic congestion.  
 2. It will increase the amount of green house gasses.  
 3. Faulty criteria was used in the decision making prodeess. Many current and future factors were ignored including new development, the cost of fuel, and the amount of pollution.
- P-0517-003** | 4. Poor livibility of those near the new structure.
- P-0517-004** | 5. Freight should move on the railroads not the roads. If more freight capacity is needed, build more railroads. They are the most efficient and safest way to move frieght.
- P-0517-005** | What should be done is, improve the flow of the roads on eaither side of the exisitng bridge and bring the bridge up to sesimic standards. If a new bridge is build it must be for light rail, foot traffic and bicycles.
- P-0517-006** | The plan for a new 4 billion dollare bridge is a 21st centruy version of 'WPPSS' debace. If a new interstate bridge is approved, it must be completey paid for by federal funds, not tolls and local taxes.

Sincerely,  
 Marie K Darrig

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### P-0517-001

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-0517-002

The LPA includes light rail transit, bicycle and pedestrian improvements and a new highway toll, as well as highway capacity and safety improvements. The induced growth analysis (summarized in Chapter 3 [Section 3.4] of the FEIS and detailed in the Indirect Effects Technical Report) indicates that the likelihood of substantial induced traffic and sprawl from the CRC project is very low. In fact, because of its location in an already urbanized area, the inclusion of new tolls that manage demand, the inclusion of new light rail, and the active regulation of

growth management in the region, the CRC project will likely reinforce the region's goals of concentrating development in regional centers, reinforcing existing corridors, and promoting transit and pedestrian friendly development and development patterns. The analysis of greenhouse gas (GHG) emissions indicates that GHG emissions from roadways would increase as population increases but that the LPA would be expected to reduce greenhouse gas emissions compared to the No-Build Alternative (see FEIS Chapter 3 [Section 3.19] and the Energy Technical Report).

Significant increases in oil prices can have both short term and long term effects on travel behavior. In the short term, the options for responding to rising gas prices are more limited, and include driving less and/or changing from driving to walking, biking or transit for at least some trips. When gasoline prices increased in 2008, transit use increased and off-peak highway travel decreased. Peak period highway travel changed little.

Over the long term, there are more options for adjusting to changes in gasoline prices, besides changing driving behavior. Technological advances and legislative mandates can increase fuel efficiency standards in the long term. In turn, as older vehicles wear out, more consumers can replace them with more fuel efficient vehicles. Automobile manufacturers are developing and will continue to develop new vehicle and engine technologies that require much less, or even no, petroleum-based fuels. This trend is already happening as evidenced by the growing popularity of gasoline-electric hybrid and small electric vehicles.

**P-0517-003**

As Chapter 3 (Sections 3.10 and 3.11) of the DEIS described, and as Chapter 3 (Sections 3.10 and 3.11) of the FEIS further elaborated, noise and air emission levels will improve for communities and most

households along I-5. Air quality will be improved in large part by measures unassociated with the CRC project, such as regulated improvements in vehicle fuel emissions and in cleaner gasoline and diesel. Highway noise mitigation proposed for the CRC project would result in fewer noise impacts in the future with the project than there are today. There will be some locations where noise impacts cannot be mitigated. It is also true that with the introduction of light rail, better bicycle facilities, and a toll, the Average Daily Trips over the bridge will be reduced from the levels expected under the No-Build Alternative. The livability of residents along I-5 will also be improved as a result of greater personal mobility, an improved transit network, an improved network for walking and biking, less traffic cutting through neighborhoods, and the subsequent job creation that is expected to occur as a result of this major investment.

**P-0517-004**

According to the Feasibility of Diverting Truck Freight to Rail in the Columbia River Corridor Technical Memorandum produced by CRC project staff in April 2006, trains cannot move smaller loads as cost-effectively as trucks and may even be more costly for shipping distances under 500 miles. This is a key point, as the average trip distance by truck in the Portland/Vancouver region is 199 miles. While there are certainly some commodities that could shift from truck to rail in the region, it is probably a very minimal amount, probably not part of a consistent and regular shipment schedule, and would not significantly ease congestion along I-5 in the project area.

Additionally, the Vancouver-Portland region is the "last mile" for 85 percent of the freight traveling in the region. That is, goods are produced, assembled, and/or delivered within the region, and the overwhelming majority of the local shippers and customers are not located on a rail spur or within a rail/intermodal terminal. Even if there was a targeted effort to use railroads more frequently, the goods would

need to travel by truck on regional roads and freeways to arrive at rail terminals. In fact, most of the goods produced or received from the rail system must drive those goods by truck to or from the rail lines; and, increased rail service would likely lead to greater use of trucks for this very reason.

**P-0517-005**

Please see the FEIS, Chapter 2 (Sections 2.6 and 2.7), for key findings supporting selection of the LPA, and for a description of the process followed to consider and evaluate a wide variety of alternatives and options.

**P-0517-006**

The Columbia River Crossing project is not simply a bridge project. The CRC project includes the replacement of the existing I-5 bridge over the Columbia River, improvements at seven interchanges over five miles of I-5, and the extension of light rail from Portland to Vancouver. The projected cost to construct this large and complex project are presented in Chapter 4 of the FEIS, and are estimated in year of expenditure dollars to account for inflation. The estimated cost to construct this project could be covered by a variety of sources. While a small portion of this cost is expected to be covered by local and state funds, federal funds and toll revenues are expected to cover the majority of the capital costs.

Regarding tolling, it was evaluated in the DEIS 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 of the facility.