



From: woods@bookinggroup.com
To: [Columbia River Crossing](#)
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Wednesday, June 18, 2008 11:19:35 AM
Attachments:

Home Zip Code: 97205
 Work Zip Code: 97205

Person:

- Lives in the project area
- Works in the project area
- Owns a business in the project area
- Commutes through the project area

Person commutes in the travel area via:
 Car or Truck

- A-004-001**
1. In Support of the following bridge options:
 Replacement 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: Unsure
 Kiggins Bowl Terminus: Unsure
 Mill Plain (MOS) Terminus: Unsure
 Clark College (MOS) Terminus: Unsure

Contact Information:

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 Last Name: Woods
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 Portland, OR 97205

A-004-001

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.

Comments:
June 18, 2008

- A-004-002** As chair of the Commercial Real Estate Economic Coalition (CREEC) and past-president of the Commercial Association of Realtors (CAR), I am writing in support of Alternative 3 of the Columbia River Crossing (CRC) Project, which calls for the complete replacement of the existing Interstate-5 (I-5) bridges and the addition of Light Rail.
- A-004-003** CREEC is a coalition of 12 companies, organizations and trade associations involved in the sales, development and management of retail, office, industrial and institutional properties. The coalition supports a thoughtful, common-sense approach to development that balances transportation, economic and environmental objectives.
- A-004-004** For the past few years, CREEC has monitored the progress of the CRC project and supported local actions that recognize the vital role an efficient transportation system plays in the economic health of the region, state and nation. Extending along the entire length of the West Coast, I-5 is a critical trade corridor stretching from British Columbia to Baja, California, thus, connecting the U.S. with its two major trading partners, Canada and Mexico. From a national perspective, the U.S. Department of Transportation has designated I-5 as one of six Corridors of the Future, thereby recognizing its critical importance in the transportation network and to the U.S. economy. With that, the region and state's economic success depends on trade. Without a strong transportation system with adequate capacity to move people and goods quickly and efficiently, our economy will suffer. A new bridge would relieve congestion to keep goods moving as well as improve access to vital ports, highways and labor markets.
- A-004-005** CREEC strongly supports Alternative 3, the replacement of the existing bridges with a single bridge and Light Rail, as presented in the Draft Environmental Impact Statement (DEIS).
- A-004-006** Additionally, CREEC supports the opportunity for meaningful public involvement by citizens of the regional community. Thus, we recommend Alternative 3 based on the following:
- A-004-007** Jobs and Freight Mobility
- An efficient transportation infrastructure system in the Portland Metro area is essential for trade, commerce and economic development. Failure to invest adequately in transportation improvements will result in a potential business loss of 6,500 jobs and \$844 million annually by 2025.
 - Despite our region's focus on encouraging the development of a strong local economy, we need to recognize that we operate in a global marketplace. The CRC Alternative 3 will enable Oregon and Washington companies to remain globally competitive; this

A-004-002

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-004-003

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

A-004-004

Please see response to comment A-004-001

A-004-005

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-004-006

Over the course of the CRC project, a public involvement program has been used to educate and involve stakeholders and the public in order for them to become active participants in shaping the CRC project. At the time of DEIS publication, the project team had participated in over 350 public events, giving over 10,000 people a face-to-face opportunity to learn about the project and provide meaningful input. In order to encourage the highest levels of attendance as possible, most meetings scheduled by the project team were on weekday evenings or weekends during the day. Meetings have been held primarily within the project area to ensure proximity to those potentially most affected by the project. In addition to public events, the program also enabled significant involvement for those who are unable to attend meetings through an

- A-004-007** | success translates into a healthy economy and adequate jobs for the region's citizens.
- The congestion on the I-5 crossing is a major deterrent to business expansion, job growth and commerce. Specifically, congestion at the I-5 Bridge Influence Area caused an estimated 644,000 hours of delay for trucks each year, which not only imposed significant additional costs on businesses, but earned the Interstate Bridge the dubious honor of being one of the worst impediments to freight mobility in the United States .
- A-004-008** | Environmental Benefits
- Alternative 3 will contribute to the reduction in transportation emissions with a decrease in vehicle idling time, rapid transit and vastly improved bicycle and pedestrian options. By increasing commuter options, future demand can be accommodated through these multi-modal options, thereby reducing congestion, and ensuring a smoother flow of trucks and reduced commute times. In fact, the replacement bridge with Light Rail will reduce vehicle miles traveled (VMT) by the year 2030.
- A-004-009** | •The CRC Project does not propose to be a solution to global warming. Rather it is a beginning to a long-term solution to the very real issue of climate change. The replacement bridge will not worsen the region's environmental conditions and is a carbon-neutral project, exceeding the environmental standards of any bridge built in the United States. The use of wind and solar energy, recycled materials and green guidelines during construction, stormwater treatment and improved fish habitat will combine with cutting edge design to reflect the region's commitment to a green and sustainable future.
- A-004-010** | For all of the foregoing reasons, CREEC supports Alternative 3 to the CRC Task Force. Thank you.
- Respectfully submitted,
- Michael Tharp, Chair
- CREEC Board of Directors: Certified Commercial Investment Member %^a Commercial Association of Realtors %^a Integrated Corporate Property Services %^a International Council of Shopping Centers %^a National Association of Industrial and Office Properties %^a Olson Engineering %^a Oregon Association of Realtors %^a Portland Metropolitan Building Owners and Managers Association %^a Providence Health & Services %^a Retail Task Force %^a Schnitzer Steel %^a Society of Industrial and Office Realtors %^a

extensive website and project update notifications. Prior to publication of the DEIS, property owners potentially affected by project alternatives were notified directly via mail, and six meetings specifically focused on potential right-of-way needs were held in September of 2007.

Extensive outreach has been conducted through distribution of written information in hard copy and electronic form, including comment forms, the creation of a project web site, and outreach to local and regional media. When the DEIS was published, the project's database, used to encourage participation in public events and involve the broader community, had grown to over 3,000 e-mail addresses and over 10,000 postal mailing addresses. Through implementation of the public involvement program, over 3,000 public comments were received before publication of the DEIS and over 1,600 comments were received during the 60-day DEIS comment period. In addition, since the DEIS comment period there have been numerous community meetings, open houses, and public hearings by project sponsors, providing more opportunities for public input and comment. See Appendix B of the FEIS for a broader discussion of the public involvement program, including a list of public involvement events that have occurred related to this project.

A-004-007

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

A-004-008

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A-004-009

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A-004-010

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