



## Frito-Lay, Inc.

Date: June 30, 2008

Columbia River Crossing  
700 Washington Street  
Suite 300  
Vancouver, WA 98660

Dear CRC Member,

- B-042-001** My name is Chuck Lederer, Distribution Manager for the Frito-Lay, Inc Vancouver plant. As a member of the West Vancouver Freight Alliance our company employs 525 local residents who Produce, Warehouse and Distribute Frito-Lay branded snacks throughout the Pacific Northwest. Our plant and sales teams make up an important part of our region's economy.
- B-042-002** I am writing to you to express Frito-Lays support of the I5 Bridge Replacement Project. Our business relies heavily on access to the I5 corridor and safe and efficient passage over the I5 Bridge. The daily delays and safety hazards that exist on the bridge today are a concern for our business and our 60 over-the-road drivers.
- B-042-003** We support three through lanes with three auxiliary lanes to address the existing capacity issues. These lanes will improve both travel time and safety through this corridor.
- B-042-004** We support a High Capacity Transit solution with the least impact to the flow of freight from West Vancouver to I5. Intersections and I5 ramps should allow for proper turning radius and clearance for tractors pulling two trailers.
- B-042-005**

Thank you for considering these comments as you determine a locally preferred alternative.

Sincerely,

Chuck Lederer  
Distribution Manager  
(360) 737-3002

4808 NW FRUIT VALLEY RD. • VANCOUVER, WA 98660 • (360) 737-3000

### B-042-001

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



### B-042-002

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.

### B-042-003

Following the selection of the LPA in July of 2008, the CRC Project Sponsors Council (PSC) was developed to provide recommendations to the project on a variety of issues, including the number of add/drop lanes over the river crossing. Over the course of several months, PSC was

provided with operational characteristics and potential environmental impacts of 8-, 10-, and 12-lane options. These technical evaluation criteria included, but were not limited to, traffic safety, congestion, traffic diversion onto local streets and I-205, regional vehicle miles travelled, transit ridership, regional economic impact, effects to neighborhoods, and protected species and habitats. In addition to the technical information, PSC received input from CRC advisory groups and reviewed public comment submitted to the project and obtained during two public Q&A sessions in January 2009 regarding the number of lanes decision, as well as hearings conducted by Portland City Council and by Metro Council. In August 2010, the PSC voted unanimously to recommend that the replacement bridges be constructed with 10 lanes and full shoulders. For more information regarding the number of lanes decision making process, see Chapter 2 (Section 2.7) of the FEIS.

The proposed new lanes are add/drop lanes (i.e., lanes that connect two or more interchanges), which are used to alleviate safety issues associated with the closely spaced interchanges in the project area, and accommodate the 68 to 75% of traffic that enters and/or exits I-5 within two miles of the Columbia River.

#### **B-042-004**

Following the close of the 60-day DEIS public comment period in July 2008, the CRC project's six local sponsor agencies selected light rail to Clark College as the project's preferred transit mode. These sponsor agencies, which include the Vancouver City Council, Portland City Council, C-TRAN Board, TriMet Board, RTC Board and Metro Council considered the DEIS analysis, public comment, and a recommendation from the CRC Task Force (a broad group of stakeholders representative of the range of interests affected by the project - see the DEIS Public Involvement Appendix for more information regarding the CRC Task Force) before voting on the LPA.

As illustrated in the DEIS, and summarized in Exhibit 29 (page S-33) of the Executive Summary, light rail would better serve transit riders than bus rapid transit (BRT) within the CRC project area. Light rail would carry more passengers across the river during the PM peak, result in more people choosing to take transit, faster travel times through the project area, fewer potential noise impacts, and lower costs per incremental rider than BRT. Additionally, light rail is more likely to attract desirable development on Hayden Island and in downtown Vancouver, which is consistent with local land use plans.

**B-042-005**

All intersections and interchanges in the CRC project will be designed to accommodate the largest trucks on the road today.