

Columbia River
 CROSSING
 Draft Environmental Impact Statement
 Comment Form

The Columbia River Crossing project welcomes your comments on the findings of the Draft Environmental Impact Statement or any other aspect of the project or process. Please fill out this form and use additional sheets of paper if necessary. Give this form to project staff or return to the project office.

TELL US ABOUT YOURSELF

What is your home zip code? 98642 Work zip code? _____

Do you: (check all that apply)

- Live in the project area?
 Work in the project area?
 Own a business in the project area?

- Commute through the project area?
 Other _____

How do you regularly travel in the project area: (check all that apply)

- Bicycle?
 Car or Truck?
 Other _____
- Bus?
 Walk?

Comments:

P-0551-001 Toll is a bad idea. Very bad now; somewhat bad after new bridge.

1. Toll will move congestion to Glen Jackson (I205) bridge.
2. Extra travel to avoid the toll will greatly increase air pollution in environmentally sensitive Columbia River low lands.
3. Toll unfairly punishes those who cannot detour to I205 bridge: people who live/work on Hayden Island, Delta Park, NW Portland and St. Johns.
4. Slowing and stopping for congested toll booths will worsen air pollution in downtown Vancouver.
5. If toll is small (50¢) it will not raise significant revenue. If it is large (\$2.00), even more motorists/truckers will detour to evade it.
6. Toll may constitute unconstitutional restraint of trade between states and, constitutional or not, will in fact restrain commerce between Ore. and Washington.

1. WHICH BRIDGE OPTION DO YOU SUPPORT? (please check any that you would support)

- P-0551-002 Replace the existing bridges
- Supplement the existing bridges with a new structure
- Do nothing—make no changes to the existing bridges
- No opinion

- over -

P-0551-001

Tolling I-205 is not part of this project, but could be implemented separately if Oregon and Washington, in partnership with the Federal Highway Administration, determine it is needed to advance regional transportation objectives.

Traffic modeling indicates that tolling I-5, but not I-205, would divert some traffic to I-205. However, under existing and No-build conditions, trips already, and would continue to, divert to I-205 because of the unreliability and congestion in the I-5 corridor. With the CRC improvements to I-5, many of those diverted trips would shift back to I-5 because it would be a shorter and more reliable trip than I-205. Tolling the I-5 crossing causes some trips to shift to I-205 in order to avoid the toll. Thus the net difference in the number of trips crossing on I-205 is only slightly higher with the CRC project as without it. Chapter 3 (Section 3.1) of the DEIS discusses the effects of the project on traffic levels in the I-5 and I-205 corridors.

As discussed in Chapter 3 (Section 3.5) of the DEIS, tolling could impact low-income or minority populations by introducing a new expense that could be proportionally a greater share of total income for low-income individuals, requiring that all users obtain transponders for electronic toll collection, and instituting a new tolling system that could be confusing or difficult to communicate to individuals with limited English proficiency. However, without a toll, the project likely could not be funded, the new capacity on the bridge would be filled faster, and transit ridership would be lower. Including a toll would reduce congestion, improve travel times, and would result in a slight improvement in air quality by reducing emissions, which would benefit all users.

See Chapter 3 (Section 3.5) of the DEIS and Chapter 3 (Section 3.5) of the FEIS for a description of all benefits of the project, including tolling, to environmental justice (EJ) populations. Proposed measures to reduce

2. WHAT HIGH CAPACITY TRANSIT MODE DO YOU SUPPORT? (please check any that you would support)

- P-0551-002** Bus rapid transit between Vancouver and Portland
- Light rail between Vancouver and Portland
- Do not add high capacity transit between Vancouver and Portland
- No opinion

3. WOULD YOU SUPPORT BRINGING BUS RAPID TRANSIT OR LIGHT RAIL TO THE FOLLOWING LOCATIONS? (please check any that you would support)

	Yes	No	Unsure	No Opinion
Salmon Creek - yes				
Lincoln Terminus (39th and Main)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Kiggins Bowl Terminus (I-5 and 45th)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Clark College MOS Terminus	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Mill Plain MOS Terminus (15th and Main)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

DO YOU WANT TO STAY INVOLVED IN THE PROJECT? | Optional

YES NO Would you like to be added to the project mailing list?

Name (First & Last Name, Organization)

Robert Collins

Address (Street, City, State, Zip)

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E-mail (enter address to receive monthly electronic updates)

robertnpabbi@hotmail.com

Thank you!

Give this form to project staff or return to the project office:

Postal Mail

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Fax

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DraftEISfeedback@columbiarivercrossing.org

Submit Online Comments

www.ColumbiaRiverCrossing.org

Draft EIS information

www.columbiarivercrossing.org/CurrentTopics/
DraftEIS.aspx

Comments must be postmarked by July 1, 2008



Handout 050808

the potential impacts to low-income or minority residents as a result of instituting a toll are listed in Chapter 3 (Section 3.5) of the FEIS and in the EJ technical report. Potential impacts to EJ populations would be offset by the provision of new transit options in the project corridor.

Details and policies for the tolling system will be decided by the transportation commissions and legislatures of both states. However, the project has proposed and assumed that an electronic tolling system will be used. Electronic tolling collection (ETC) is a cashless toll collection system using the latest electronic technology. ETC promotes free-flowing traffic by eliminating the need for toll booths and allowing all vehicles to pay a toll without stopping. ETC systems in use today allow drivers to purchase an inexpensive, credit card sized transponder that is placed on the inside windshield of their car. When driving through the toll collection point, radio equipment above the road scans the transponder and deducts the toll from the user's account. User accounts could be linked to a credit or debit card, or they could be prepaid.

Infrequent travelers without a transponder would be charged via a video camera that can quickly scan and photograph license plates. A bill for the cost of the toll and a processing fee can be sent to the registered vehicle owner.

All personal information necessary to use the ETC system would be maintained by the State DOT, as is now being done with WSDOT's Good To Go! Program that is collecting tolls for facilities such as the Tacoma Narrows bridge. The use of this information, like all personal information provided to the state, will follow state privacy guidelines. The constitutionality of tolling is not in question, and tolls are already in place on similar facilities in Washington and elsewhere.

The economics technical analysis and outreach to business groups actually show a positive impact from tolls, as they improve travel times

and reliability. The authority to toll the I-5 crossing is set by federal and state laws. Federal statutes permit a toll-free bridge on an interstate highway to be converted to a tolled facility following the reconstruction or replacement of the bridge, and the CRC project would meet these conditions. Prior to tolling I-5, Washington and Oregon departments of transportation (WSDOT and ODOT) would have to enter into a toll agreement with the U.S. Department of Transportation (USDOT). State legislation from 2008 in Washington permits WSDOT to toll I-5 provided that the tolling of the facility is first authorized by the Washington legislature. Once authorized by the legislature, the Washington Transportation Commission has the authority to set the toll rates. In Oregon, the Oregon Transportation Commission has the authority to toll a facility and to set the toll rates. It is anticipated that prior to tolling I-5, ODOT and WSDOT would enter into a bi-state tolling agreement to establish a cooperative process for imposing tolls, set toll rates, and guide the use of toll revenues.

P-0551-002

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.