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Columbia River Crossing

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P-0842-001

R.E. Public Comment on Draft CRC EIS  
\* 3 options ① Leave I-5 Bridge Alone  
and build a new Bridge East of Current  
90 & 50 year old Twin spans and run  
Bus Rapid Transit BRT, and Congestion  
Market Pricing Tolling, won't work  
because Washington State Local Match  
funds is going to have to be from Light  
Rail Transit Funds LRT, ② Same as  
option ① except that it would include  
a LRT into Clark County, the LRT  
would provide Local Funding Match  
for Clark County from grants.  
③ Would replace the Twin Bridges  
with a New Bridge ~~to~~ 2 or 3 decks  
with 5 lanes of Traffic each way  
and a LRT & BRT Capacity, and 4  
Lanes of ~~edges~~ Variable Rate  
Congestion Pricing for High Capacity  
Transit HCT, for Local Fund Match!!  
grants the Best of the 3 options  
clear grants C-MAC, LRT grants, BRT grants & tolls.

P-0842-002

P-0842-003

P-0842-004

P-0842-005

**P-0842-001**

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-0842-002**

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

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P-0842-006

\* Now The 3 options were all for the current transportation corridor and right of way and pre-determined by local commercial stake holders with vested interest, there were 2 other options but neither lined with the commercial interest or had the pipe line to Federal grants and CMAA C-Mac (Clean Air Grants) and Trip Reduction Grants.

\* The 2 options were take the bridge west either to the rail road tracks or all the way out to the convergence of the Willamette R. and Columbia River beyond Vancouver Lake then by Pass Portland going directly into Washington County to Hillsboro and then south re merging with I-5 at Woodburn. The By Pass Bridge was surveyed and would of been 100% Federally paid for & cost 220 Million and opened between 1989 and 1994 8 lanes wide.

P-0842-007

\* The Funding for the Bridge CRC is 1/3 Federal, 1/3 State, 1/3 Local, it is amazing since Oregon has agreed to pay a pro-rated share share to help local Washington governments meet their 1/3 of the Federal Match, Not without ill feelings about Clark County Residents paying at least a 1/3 of Oregon's Income Tax.

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.

**P-0842-003**

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.

**P-0842-004**

Thank you for your comment. See discussion of the LPA, above.

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P-0842-007

\* This CRC project should be paid for totally by the Federal government.

\* This CRC Project is not a Local, regional problem but a National federal Problem the I-5 Twin spans are a Navigational Hazzard and a Traffic Hazard with Bridge Lifts, and 100 year old Lift span Jams and used (wrecked) up Lift Machinery, a flight Path Hazard for in come-ing Commercial flights.

P-0842-008

\* The I-5 Bridge and the I-205 Bridge are at a East-West ~~and~~ I-84 301 and North South I-5 99 Hwy (N) Highway Bottle Neck, and up sp Noth South Rail Road Bottle Neck, and a BN up sp Bottle Neck, and a Rail Road North South under Capacity Right of Way and a 1000 yards From the I-5 Bridge 2 Main ~~Trac~~ Line Railway Tracks Rail way Bridges that are over 100 years old that are wore out and have to be opened for Inland Water way Barge Traffic and Hobby Sail Boats.

\* Every Year ~~the~~ There are Land slides and floods and Acts of Nature that close down the I-5 Freight Corridor and shared Main Line up sp Tracks 15 Right of Way for a least Two to Three weeks a year from BC to Calif.

P-0842-005

Please see the response to comment P-0842-002, above.

P-0842-006

The evaluation of the five alternatives in the DEIS was preceded by an evaluation and screening of a wide array of possible solutions to the CRC project's Purpose and Need statement. Chapter 2 of the DEIS (Section 2.5) and Chapter 2 (Section 2.7) of the FEIS explain how the project's Sponsoring Agencies solicited the public, stakeholders, other agencies, and tribes for ideas on how to meet the Purpose and Need. This effort produced a long list of potential solutions, such as a possible third transportation corridor across the Columbia River, alternative transit modes, and techniques for operating the existing highway system more efficiently. After identifying this wide array of options, the project evaluated whether and how they met the project's Purpose and Need, and found that alternatives that do not include improvements to the existing I-5 facility generally do not address the seismic vulnerability of the existing I-5 bridges, traffic congestion on I-5, or the existing safety problems caused by sub-standard design of I-5. Traffic modeling showed that even significant investment in improving transit options in the corridor or building a third corridor was not enough to alleviate future traffic demand and existing safety hazards on I-5. It is important to note that transit and river crossing components were not eliminated simply because they could not accommodate future vehicular trips. For example, both light rail and tolling help to decrease vehicular demand. See Chapter 2 (Section 2.7) of the FEIS for more discussion on the screening process used to develop project alternatives.

P-0842-007

Please see the response to comment P-0842-002, above.

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P-0842-009

\* The CRC Project will be a economic incentive to the tune of 4.2 Billion Dollars and with inflation it's going to cost a lot more than was estimated 4 or 5 months ago, The Economic Multiplier effect is 9 to 1, the Economy is going to grind to dead halt for the next 3 or 4 years and the Metro Area is gonna need the that this project the CRC Bridge. The CRC Project will if this DEIS gets passed out from the independent CRC over site Committee and passed thru the RTC onto the Federal Safety Lu Federal funding People for incorporation into the next 6 year federal Highway projects funding, and will if passed provide 9 to 10 years of work for 2,000 skilled & semi skilled Laborers at least 50,000 Dollars a year from 2009 or 2010 till 2018-2019, and 1/5 of the Project will go for Intellectual Property services, engineering Design, Right of way purchases, Geological testing and services, under writing services, inspections, and Audits. (These numbers are off the top of my head but they are in the ball park of what it will cost and the break ~~of~~ out of the Ratio's on a project of this type & size), I am a balance sheet Reader, it's what I took in College

Least each

Denmark  
open water  
Malmo  
Sweden

P-0842-010

toen  
2000

\* The Danes & Swedes built a Bridge the One Sund Bridge (Arco Sound Bridge) 5 Km, 4 Lanes 2 decks, 1 Auto, 1 Rail, Cost 4.2 Euro's built by Consortium

P-0842-008

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

P-0842-009

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

P-0842-010

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

P-0842-011

Comment noted. Please see the response to comment P-0842-002, above.

mlk HofS

P-0842-011

\* There is a backlog of Projects that need addressed the entire Length of the I-5 Corridor, Channel dredging, navigational improvements, there is need for 2 Interstates & 2 Rail Road Corridors from San Diego, to Vancouver B.C., ~~2~~ That's 1 more Interstate Highway, 1 more Main line set of Rail Road Tracks and 1 new East Coast West Coast Main line set of Rail Road Tracks operated by a competitor to UPS, the competitor being CP & BN. There is need for Harbor & Port improvements from San Diego to Vancouver B.C. and Air Port improvements at just about every Major Air port on the West Coast in Both Air Freight Terminal and Passenger processing & screening.

\* There is a under the radar move to create 3 federally funded privately Owned & Operated & Policed NAFTA Highway Corridors for freight hauled by Mexican Trucking Companies. The Washington State Legislature drafted the template to build a Eastern Washington leg of one of those highways, a template to finance and enable it's construction, if ~~the~~ this plan for the 3 highways were implemented it would break the Federal Highway Trust Fund and the Washington State High Fund.