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From: nancy@nancyphillipsdesign.com
To: Columbia River Crossing;
CC:
Subject: Comment from CRC Submit Comments Page
Date: Saturday, June 14, 2008 3:49:43 PM
Attachments:

From: Richard Brown
E-Mail: nancy@nancyphillipsdesign.com
Comment or Question:

P-1080-001 As designed, the relatively low, sleek looking, 12-lane bridge is perfect. It will greatly enhance traffic across the river, and that is its primary function. It will not over power the landscape. It will minimize change to adjacent properties and even allow Pearson Air Park to stay in place.

Please do not come under the spell of some who might wish to spend even more money that we do not have to build what I've heard called an "aesthetic" or "grandiose" version of an I-5 bridge. By "aesthetic" the desire seems to be for a taller, more obtrusive bridge alternative.

P-1080-002 What would the bridge cost without light rail? Whatever it costs, wouldn't using an equal to Increase the number of buses that operate on alternative fuels result in moving people closer to where they want to be than a fixed rail line. Fixed rail will also require more land devoted to house the cars that folks often drive to and from light rail stations.

P-1080-003 Build a bridge soon. Spend no more money than must be spent. Existing I-5 bridges are the most ridiculous affront to north-south traffic on the entire west coast of the

P-1080-004 Americas. Adding tolls will only make it even worse.

P-1080-001

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

P-1080-002

The capital cost of the transit element of the LPA is estimated to be between $787 and $910 million.

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-1080-003

It is important that a project, such as CRC, provide ample opportunity for input from a diverse constituency of stakeholders and jurisdictions, and that it follow a process that complies with all federal, state and local legal

requirements. The project sponsors intent is to progress at a deliberate pace to ensure that we meet public interests, meet the transportation needs, address the quality of local communities and the environment, and be financially and fiscally responsible. Following publication of the FEIS, there will be a record of decision. If that decision is to move forward with one of the build alternatives, then the sponsors will progress into final engineering, finance plan implementation, and then construction.

P-1080-004

Tolling was evaluated in the DEIS and FEIS, 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 life of the facility. When the existing I-5 northbound bridge was built in 1917, it was paid for with a toll. The southbound I-5 bridge, built in 1958, was also funded partially by tolls. In 2008, the Washington legislature passed enabling language for tolling on I-5, provided that each facility is later authorized under specific legislation. Once authorized by the legislature, the Washington Transportation Commission has the authority to set the toll rates. In Oregon, and the Oregon Transportation Commission has the authority to toll a facility and to set the toll rates.