From: stephen_on@hotmail.com
To: Columbia River Crossing;
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Monday, June 23, 2008 11:47:17 AM
Attachments:

Home Zip Code: 97227
Work Zip Code:

Person:
Lives in the project area
Commutes through the project area

Person commutes in the travel area via:
Bicycle
Bus
Car or Truck
Walk

P-1176-001

1. In Support of the following bridge options:
Do Nothing

2. In Support of the following High Capacity Transit options:
Do Not Add HCT

3. Support of Bus Rapid Transit or Light Rail by location:
Lincoln Terminus: No Opinion
Kiggins Bowl Terminus: No Opinion
Mill Plain (MOS) Terminus: No Opinion
Clark College (MOS) Terminus: No Opinion

Contact Information:
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Portland, OR 97227

P-1176-001

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:

P-1176-002 I see few benefits for my community and me with this, the largest undertaking in the region's history. As I understand the proposal more than $4 billion will be paid off by a fuel tax, tolls, or some debt instrument most likely a tax. All of this in the face of a faltering economy, a mortgage crisis, rising unemployment, inflation and huge personal debts that average persons like me are just beginning to feel. Certainly this is no time to exacerbate the situation by piling on more debt! I suggest that existing projections based on VMT's be modified downward and inflation and the cost of borrowed money revised upward to reflect our real situation.

P-1176-002

As the only continuous north-south Interstate on the West Coast connecting the Canadian and Mexican borders, I-5 is vital to the local, regional, and national economy. The I-5 crossing also provides the primary transportation link between Vancouver and Portland, and the only direct connection between the downtown areas of these cities. As described in the DEIS, serious problems face this important crossing, including growing congestion, impaired freight movement, limited public transit options, high auto accident rates, substandard bicycle and pedestrian facilities, and vulnerability to failure in an earthquake. The fact that other important issues face our communities does not diminish the importance of addressing the problems plaguing the I-5 crossing.

Regarding cost estimating, in 2002, WSDOT introduced a rigorous process of determining cost and schedule estimates, the Cost Estimate Validation Process (CEVP), to help deliver major projects. A key difference between conventional estimating and CEVP is the expression of project cost and schedule as a range rather than as a single number. Providing cost information as a range accounts for risk factors that might otherwise cause costs to balloon over time. The cost information is given for the year of expenditure and includes everything, even “unknown” issues that may arise. CEVP is a construction cost estimate tool and does not estimate long-term operations and maintenance costs. CEVP has been successful enough in determining accurate costs that states across the country are using it as a model. WSDOT now mandates all projects over $25 million use the process. Chapter 4 of the DEIS, and the Cost Risk Assessment included as an appendix to the DEIS, include information about how costs were estimated for the DEIS. See Chapter 4 of the FEIS for more discussion on how project costs were estimated in the CEVP that was conducted following publication of the DEIS.

Regarding traffic forecasts, those reported in the DEIS and used to inform decisions on a locally preferred alternative were derived from

adopted regional employment and population forecasts and state-of-the-art modeling and evaluation conducted by Metro, RTC and the project team, and reviewed by all project sponsor agencies as well as FTA and FHWA. In addition, an independent panel of traffic modeling experts was convened in October 2008 to review the modeling methods and findings. These experts concluded that the project's approach to estimating future travel demand was reasonable and that it relied on accepted practices employed in metropolitan regions throughout the country. These findings are summarized in the “Columbia River Crossing Travel Demand Model Review Report” (November 25, 2008) available through the CRC project office. This independent review confirmed the approach CRC modeling used to address multiple variables that can affect travel demand, including gasoline prices, tolling, travel demand measures and induced development.