

Hines, Maurice

From: rswaren2002@comcast.net
Sent: Monday, October 24, 2011 3:35 PM
To: Columbia River Crossing
Subject: CRC project

- P-093-001** | I don't think the CRC project is, at all, appropriate, for our region for the following reasons
1. The claim for 25-30,000 jobs is wildly inflated having worked in heavy construction for most of my career I would wager that a lot of jobs will go to out of state contractors and to their regular workforces which are looking for new jobs. Furthermore, even in the spinoff there would not be anything close to 25,000 and those would be TEMPORARY.
- P-093-002** | 2. The CRC project, by removing businesses presently in its path will TAKE AWAY several hundred PERMANENT FULL TIME JOBS.
- P-093-003** | 3. The long term financing for this project is very unclear. What impact will tolling have on the local economy? What will tolls actually cost before the project is paid off! Will local government intend to use future tolls for other projects?
- P-093-004** | 4. When all is said and done, we still only have two access routes across the Columbia. Meanwhile we are in the middle of a growing transportation corridor, the Interstate 5 system. Other cities and states rely on the I-5 for their own economy and people and goods must move through here on their way elsewhere.. Trying to limit Columbia crossings to only two is economically RISKY. The only similar analogy is in Memphis TN which has two crossings of the Mississippi River, yet a suburb only one tenth the size of Clark Co. Washington.
- OVERALL, THE CRC IS A VERY BAD PLAN.
- Ron Swaren

P-093-001

The job estimations were developed using standard methodologies, which were reviewed by staff in all sponsoring agencies.

P-093-002

The LPA will displace businesses, as addressed in FEIS Section 3.3 Property Acquisitions and Displacement, and in the Property Acquisitions and Displacement Technical Report. These displacements will affect businesses with employees, as addressed in FEIS Section 3.4 Land Use and Economics, and in the Economics Technical Report. However, the displacement of businesses and jobs will be offset to some degree by the project creating or sustaining jobs over the life of the project.

P-093-003

The issue of economic impacts was addressed as part of the economics analysis and is described in detail in the Economics Technical Report. This report, and Chapter 3 (Section 3.4) of the FEIS, note that the increased costs incurred because of tolls would generally be offset by the improved travel options and travel times. Under existing and No Build Alternative conditions, congestion delays and high crash rates have significant costs for local businesses and travelers; improving these conditions is one of the purposes of the project.

Tolls could discourage home-based shopping trips from Clark County to points in northern Oregon, such as Hayden Island and Airport Way. However, the variable-rate toll structure that was evaluated in the DEIS allows for different rates to be charged by time of day. Therefore, discretionary trips, such as those between Oregon and Washington for retail purposes, could be taken in off-peak hours when toll rates are at their lowest, reducing the effect of the tolls on these types of trips. Also, CRC would provide improved transit connections between Clark County and Oregon, offering travelers a toll-free alternative for reaching destinations across the river.

Tolling I-205 or any other facility is not part of this project, but could be implemented separately. With few exceptions, federal statutes do not permit tolling of an existing interstate highway without associated improvements. FHWA does have pilot programs that allow state departments of transportation to apply for approval to toll a facility. Local and State governments are struggling to fund needed infrastructure improvements and maintenance. Tolls, user fees, and other systems that require "users" to pay additional costs are likely to become increasingly common.

P-093-004

While a third crossing would provide some benefits, and several new crossing options were considered in the CRC alternatives analysis and screening, none of them would adequately address the fundamental needs that have been identified for this project, as discussed in Chapter 2 of the FEIS.