

Hines, Maurice

From: Michael Szporluk [mszporluk@yahoo.com]
Sent: Monday, October 24, 2011 6:32 PM
To: Columbia River Crossing
Subject: CRC feedback

To whom it may concern,

P-094-001 I understand that residents have until midnight tonight to provide feedback on the CRC as part of the EIS process.

I am an Portland Oregon resident who strongly opposes the CRC construction project as outlined by the project team.

There are environmental and financial reasons for my opposition.

First, even if constructed, it would not resolve the problem it is intended to resolve. it will encourage more use of the freeway, thereby shifting congestion into the rose quarter.

P-094-002 Second, by encouraging more use of the freeway, we will raise emissions, rendering it more difficult if not impossible to meet our climate goals.

P-094-003 Third, the financing isn't in place to complete the project, and given the state of the economy, it is unlikely that the Feds will have the funds the states of Oregon and Washington are relying on.

P-094-004 Fourth, there are significantly cheaper and better alternatives that have not been explored sufficiently.

I'm a registered voter and tax payer -- and do not want to see my money to go to such a project. Its time to put the CRC project to rest. If you go forward with the project, you're only setting the residents of Oregon and Washington back.

regards,

Michael Szporluk
Portland, Oregon

P-094-001

The proposed new add/drop lanes (i.e., lanes that connect two or more interchanges) are used to alleviate safety issues associated with the closely spaced interchanges in the project area and are not designed to increase capacity generally on I-5. 68% to 75% of I-5 traffic in the project area enters and/or exits I-5 within the CRC project area, and these add/drop lanes provide space for this traffic to do so without disrupting cars and trucks traveling to destinations further north and south of the project area. The project does not propose to add lanes north or south of the project limits.

The DEIS evaluation found that the project, with a toll and light rail, would actually reduce the total daily volume of traffic using the I-5 and I-205 river crossings by approximately 3%. The FEIS analysis of the project has been updated to include an evaluation of how the CRC project would affect Vehicle Miles Traveled (VMT) (see Chapter 3, Section 3.1). Rather than inducing sprawl, the CRC project will likely reinforce the region's goals of concentrating development in regional centers, reinforcing existing corridors, and promoting transit and pedestrian friendly development and development patterns. In 2010, Metro ran the MetroScope model (an integrated land use and transportation model) to forecast growth associated with transportation improvements of a 12-lane river crossing and light rail to Clark College. The model showed only minimal changes in employment location and housing demand compared to the No-Build. For more information see FEIS Chapter 3, Section 3.4.

P-094-002

Based on modeling and analysis, the CRC LPA is expected to significantly increase transit ridership and reduce the number of vehicles crossing the river. This shift toward transit, reduction in auto crossings, reduced congestion, removal of bridge lifts, and lower accident rates are all factors that contribute to lower CO₂ emissions with the project than

without it.

These factors will also make it easier for the region to meet goals for reducing greenhouse gas (GHG) emissions. Chapter 3 (Section 3.19) of the FEIS summarizes the results of GHG emissions and climate change analysis conducted for the alternatives.

P-094-003

A project almost never has the funds for construction during the decision making process and environmental analysis. It is the Record of Decision that completes the environmental phase and positions the project to receive funding for construction. 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.

P-094-004

The alternatives evaluation and screening process, described in Chapter 2 of the FEIS, considered a wide range of alternatives. Proposals that arose after the DEIS was developed were also considered. The rationale for the Selected Alternative is described in the ROD and in Chapter 2 of the FEIS.