



From: NoEmailProvided@columbiarivercrossing.org
To: [Columbia River Crossing](#)
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Wednesday, June 25, 2008 10:13:00 AM
Attachments:

Home Zip Code: 98604
 Work Zip Code: 97208

Person:

Lives in the project area
 Works in the project area
 Commutes through the project area

Person commutes in the travel area via:
 Car or Truck

- P-0194-001**
1. In Support of the following bridge options:
 Supplemental Bridge
 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
 Kiggins Bowl Terminus: No
 Mill Plain (MOS) Terminus: No
 Clark College (MOS) Terminus: No

Contact Information:

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 Last Name: sabrowski
 Title:
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 Address: PO BOX 1110
 Battleground , wa 98604

Comments:

P-0194-001

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-0194-002** Supplement the existing bridge with a Trucks only bridge with a special lane along I-5 in the heavy traffic areas. One of the biggest traffic problems we have in Portland along I-5 during rush hour is the amount of large trucks we have. Much of this new bridge is being funded by the Government. The remaining balance could be pd by the truckers or the companies they work for and yes even the everyday commuters such as my self could pay a .50 cent p/day toll. With 30,000 commuters each day thats \$15,000.00 p/day for the average 21 day work day, 300k p/mo and 3.6 million in 1 yr just in a 50 cent a day toll
- P-0194-003**
- P-0194-004**

P-0194-002

Representatives of the Vancouver-Portland metropolitan area's freight industry served on the CRC project's Freight Working Group. The Freight Working Group worked with the project team to determine how best to accommodate freight needs in the crossing project. The Freight Working Group and project team analyzed a number of ideas, including truck-only lanes in the project area. It was determined that truck-only lanes tend to primarily benefit trucks traveling long distances. For truck-only lanes covering relatively short distances, the maneuvers required to enter and exit the truck-only lane limits their usefulness. Several of the regions major truck freight generators are accessed to and from I-5 in the project area, such as the Port of Vancouver, the Port of Portland, and the Columbia Corridor. Truck-only lanes would not effectively benefit trucks traveling to and from these destinations, whether these lanes are located on the I-5 roadway or on an I-5 bridge. Rather than creating truck-only lanes, the CRC project will benefit truck freight through such actions as reducing congestion and redesigning interchanges so they are easier and safer for trucks to use.

P-0194-003

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 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-0194-004

Details of the tolling system, including cost of the toll, are still being refined as the project enters the final design stage. For toll rate assumptions included in the evaluation of the LPA, please see Chapter 2 of the FEIS.