


From: [Bruce W. Anderson](#) 

To: [Columbia River Crossing](#)

CC:

Subject: Bridge Tolls First

Date: Wednesday, May 28, 2008 9:45:09 AM

Attachments:

P-0498-001 I am in agreement with the metro council members proposing a toll on the current bridge with a waiting period prior to building anything. I believe that if we build it, they (the cars) will come - continuing to proliferate and pollute. I believe that driving individual cars to commute to work must give into mass transit, that trucking long distances must give in to regional economies. I see our current relationship to cars as a bad habit viewed as a necessity but which in fact is a convenience. But when looked at closely is really just a preference most people develop without ever even trying an alternative. I know Portland can do better, can Clark County?

P-0498-002 A 6 billion dollar bridge, to me, is a waste of precious public funds. We have so many more pressing needs to address; healthcare, global warming, education.

Thanks you,

Bruce Anderson
SE Portland

P-0498-001

Modeling has indicated that tolling I-5 without making the improvements that are part of the CRC project would not meet the project's purpose and need. This does not mean that some form of tolling prior to constructing CRC couldn't be implemented. The ultimate decision on any tolling options must be made by both the Washington and Oregon Transportation Commissions.

As described in Chapter 3, Section 3.4 of the DEIS and in Appendix A: Indirect Effects: Induced Growth of the CRC Land Use Technical Report (2008), highway capacity improvements and access improvements can induce development in suburban and rural areas that were not previously served, or were greatly underserved, by highway access. The DEIS outlines a comprehensive analysis of the potential induced growth effects that could be expected from the CRC project. A review of national research on induced growth indicates that there are six factors that tend to be associated with highway projects that induce sprawl. These are discussed in Indirect Effects Technical Report. Based on the CRC project team's comparison of those national research findings to CRC's travel demand modeling, Metro's 2001 land use / transportation modeling, and a review of Clark County, City of Vancouver, City of Portland and Metro land use planning and growth management regulations, the DEIS and the FEIS conclude that the likelihood of substantial induced sprawl from the CRC project is very low. In fact, because of its location in an already urbanized area, the inclusion of new tolls that manage demand, the inclusion of new light rail, and the active regulation of growth management in the region, 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 October, 2008, the project convened a panel of national experts to review the travel demand model methodology and conclusions, including a land use evaluation. The panel unanimously concluded that CRC's methods and

the conclusions were valid and reasonable. Specifically, the panel noted that CRC would “have a low impact to induce growth...because the project is located in a mature urban area,” and that it would “contribute to a better jobs housing balance in Clark County...a positive outcome of the project”. These results are summarized in the “Columbia River Crossing Travel Demand Model Review Report“(November 25, 2008) available by contacting the CRC project office.

For a more detailed discussion regarding potential indirect land use changes as a result of the CRC project, including the likely land use changes associated with the introduction of light rail, please see Chapter 3 (Section 3.4) of the FEIS.

P-0498-002

The Columbia River Crossing project is neither a \$6 billion dollar project nor is it simply a bridge project. The CRC project includes the replacement of the existing I-5 bridge over the Columbia River, improvements at seven interchanges over five miles of I-5, and the extension of light rail from Portland to Vancouver. The projected cost to construct this large and complex project are presented in Chapter 4 of the FEIS, and are estimated in year of expenditure dollars to account for inflation. The estimated cost to construct this project could be covered by a variety of sources. While a small portion of this cost is expected to be covered by local and state funds, federal funds and toll revenues are expected to cover the majority of the capital costs.

Regarding competing priorities, 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.

CRC assumes funds allocated to other projects would remain dedicated to those projects, and anticipates needing to find new funds to finance the project. Funding for the project will come from a variety of sources including federal grants that would not be available to other transportation projects in the region. In addition, it is assumed that the replacement bridge will be tolled. Please refer to Chapter 4 of the FEIS for a description of the current plans for funding construction and operation of the LPA.