

**P-0644-001**

See response to comment P-0653-002.

P-0644-002

See response to comment P-0653-002.

From: [Campbell, Pat](#)
To: [Destin Young; Columbia River Crossing;](#)
CC:
Subject: RE: Support a Climate Smart Columbia River Crossing
Date: Wednesday, May 28, 2008 10:06:50 AM
Attachments:

**Destin,
 I'm forwarding your comments to CRC. - Pat**

From: Destin Young [mailto:pyrogen@mac.com]
 Sent: Tue 5/27/2008 12:13 PM
 To: Campbell, Pat
 Cc: vancouver_city_council@clfutur.org; clark_county_commission@clfutur.org
 Subject: Re: Support a Climate Smart Columbia River Crossing

Specifically:

- P-0644-001** -We should increase public transit and pedestrian traffic and repair existing vehicle infrastructure ie roads and bridges.
- P-0644-002** -Increasing lanes and through fare traffic only supports more vehicular traffic creating a larger problem of traffic and pollution in the future, while destroying the surrounding neighborhoods with over-flow traffic. -viable solutions would be implementing tolls on existing bridges to both raise revenue for bridge repair and road maintenance and effectively lower vehicular traffic and projected future traffic. By encouraging mass public transit and pedestrian traffic one could effectively diminish traffic and reduce the future repair overhead of existing infrastructure.
- In summary encouraging more traffic in now way solves the traffic problem but rather encourages more traffic and pollution. Focusing on Toll bridges is a preferred method of raising bridge repair funds rather than building a monolithic freeway bridge that taps public resources that could be better spent making meaningful reductions in traffic and pollution.

Respectively,

Destin Young

On May 27, 2008, at 12:00 PM, Campbell, Pat wrote:

**Mr. Young,
You are speaking in generalities. In your mind
what are the specifics?
Thanks in advance,
Pat Campbell, Vancouver City Council**

From: Destin Young [<mailto:pyrogen@mac.com>]
Sent: Tue 5/27/2008 11:30 AM
To: vancouver_city_council@clfuture.org;
clark_county_commission@clfuture.org
Subject: Support a Climate Smart Columbia River Crossing

Dear Elected Official

The I-5 Columbia River Crossing is our region's biggest public works project in history. The way we move forward on this project will impact our region for generations to come.

I believe that the Columbia River Crossing project (CRC) must be part of our climate change solution. The Portland metropolitan area is known nationally for our forward thinking land use and transportation planning. We should seize this moment and capitalize on our sustainability know-how and be at the forefront of determining how to make transportation projects part of the global warming solution. There is no better place to begin this challenging work than with the mother of all transportation projects - the CRC.

The way the project is currently designed will leave us unprepared for the future, while draining \$4 billion of our limited public resources

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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.

While there was no standard threshold or standardized methodology for estimating GHG emissions when the DEIS was being developed, the project team worked with federal and state agencies to develop an appropriate analysis methodology that would allow disclosure of impacts and a comparison of alternatives. Chapter 3 (Section 3.19) of the DEIS summarized the results of GHG emissions and climate change analysis conducted for the DEIS alternatives. Further detail was included in the Energy Technical Report that was released along with the DEIS. Following the public comment period on the DEIS, the Metro Council and Portland City Council requested the CRC project team secure independent review of the GHG evaluation conducted for the DEIS. The "Columbia River Crossing Greenhouse Gas Emission Analysis Expert Review Panel Report" (January 8, 2009) describes the activities and findings of the independent review panel. The panel concluded that the GHG evaluation methods and the findings in the DEIS were valid and reasonable. They also found that the findings were likely conservative, and that the LPA would likely reduce GHG emissions even more than estimated in the DEIS. The GHG and climate change analysis in Chapter 3 (Section 3.19) of the FEIS updates the analysis that was in DEIS, but the basic conclusion that the LPA would have lower emissions than No-Build Alternative remains unchanged.

The CRC project embodies nearly all of the Governor's Climate Change Integration Group's recommendations for planning transportation

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from other important transportation projects. Right now the project will increase global warming pollution, harm people's health, and undermine our region's vision of a sustainable economy.

Please ensure our public dollars are spent wisely by NOT supporting the current Columbia River Crossing project. Instead, please support reconfiguring the project to reduce the growth of driving in the future and help us meet our global warming reduction goals.

Respectfully,

Destin Young

projects to reduce GHG emissions. These recommendations include highway tolling, relieving chronic highway bottlenecks, increasing transit, and increasing pedestrian and bicycle facilities. Meeting the legislative goal to reduce future statewide emissions below 1990 levels will require numerous actions in all sectors. There is no requirement or expectation in law or policy that any single action by itself should or can have the effect of reducing future emissions below existing emissions. Such broad reductions can only result from a wide variety of actions. As stated in the DEIS, the preferred alternative by itself would reduce GHG emissions compared to No-Build Alternative. This helps move GHG emissions in the right direction, and when combined with other actions, can play an integral role in helping the state meet its overall greenhouse gas reduction goals.