

From: NoEmailProvided@columbiarivercrossing.org
To: [Columbia River Crossing](#)
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Tuesday, June 03, 2008 6:25:26 PM
Attachments:



Home Zip Code: 97407
 Work Zip Code: 97420

Person:

Person commutes in the travel area via:

- P-0850-001**
1. In Support of the following bridge options:
 2. In Support of the following High Capacity Transit options:
 3. Support of Bus Rapid Transit or Light Rail by location:
 Lincoln Terminus: No Opinion
 Kiggins Bowl Terminus: No Opinion
 Mill Plain (MOS) Terminus: No Opinion
 Clark College (MOS) Terminus: No Opinion

Contact Information:

First Name:
 Last Name:
 Title:
 E-Mail:
 Address:

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Comments:

- P-0850-002**
- we must take the time to research viable alternatives to costly answers which do not address the overall global issues that we now face... smaller, simple projects that may provide answers are in need, not huge, costly ineffeciant projects that use up revenues which could be better used in smaller measures...a little can go a very long way if used effectively.... we waste natural resources and \$ more than any other country i can think of at present... it's time we stopped and set an intelligent example for the rest of the world so

P-0850-001

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-0850-002

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

P-0850-002 | we don't appear so blind and ignorant in the face of global crisis

pedestrian facilities, and vulnerability to failure in an earthquake.

The evaluation of the five alternatives in the DEIS was preceded by an evaluation and screening of a wide array of possible solutions to the CRC project's Purpose and Need statement. Chapter 2 of the DEIS (Section 2.5) explains how the project's Sponsoring Agencies generated ideas and solicited the public, stakeholders, other agencies, and tribes for ideas on how to meet the Purpose and Need. This effort produced a long list of potential solutions, many of which were non-auto oriented options such as various transit modes and techniques for operating the existing highway system more efficiently without any capital investment. After identifying this wide array of options, the project evaluated whether and how they met the project's Purpose and Need, and found that in order for an alternative to meet the six "needs" included in the Purpose and Need (described in Chapter 1 of the DEIS), it had to provide at least some measure of capital improvements to I-5 in the project area. Alternatives that did not include such improvements in the highway generally did not adequately address the seismic vulnerability of the existing I-5 bridges, traffic congestion on I-5, or the existing safety problems caused by sub-standard design of the highway in this corridor. The DEIS evaluated alternatives with more demand management (higher toll) and increased transit service with less investment in highway infrastructure improvements (Alternatives 4 and 5). This analysis found that a more balanced investment in highway and transit, as represented by Alternatives 2 and 3, performed best.

While there was no standard threshold or standardized methodology for estimating greenhouse gas 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. The DEIS, Chapter 3, Section 3.19.8, 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 CRC project team was requested by the Metro Council and Portland City Council to 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, remains unchanged.

Based on the 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 crossing, 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 GHG emissions.