



From: [Tina Katica](#)
To: [Columbia River Crossing](#)
CC:
Subject: Columbia River crossing: "yes" to the bridge and to light rail
Date: Monday, June 02, 2008 8:31:03 PM
Attachments:

TO: The Columbia River Crossing task force

- P-0863-001** I am writing as a fifth generation Washingtonian, a 35-year Vancouver resident, and a veteran of 24 years of commuting from Vancouver to Portland for both work and pleasure.
- I have used Portland light rail, and have long hoped it will one day extend north across the Columbia River. I voted in favor of light rail ten years ago, and am still a strong proponent. I believe Clark County residents will eventually embrace light rail as a transit alternative to automobile travel as it becomes more available and convenient. Further, light rail will help provide some reduction of carbon emissions as well as congestion relief. I favor a new bridge with six through-lanes, and additional lanes for light rail, pedestrian, and bicycles.
- P-0863-002** I am in favor of a toll, but feel it should be shared between the I-405 and I-5 corridors, and should be imposed for peak-hour travel. A toll on I-5 alone will re-route large volumes of traffic to I-205, and will adversely affect the east/west corridor of I-84 as well as the north/south I-205 route. I also feel that tolls should be waived or reduced for alternative-fuel vehicles. This is a practice in some southern-California counties, and has helped create an additional incentive for people to choose lower-emission alternatives.
- P-0863-003**
- P-0863-004**
- P-0863-005** I believe Washington State and Clark County should work together to create additional incentives for business to locate in Clark County, increasing employment opportunities north of the Columbia, thus reducing the need for county residents to drive to

P-0863-001

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-0863-002

Traffic modeling indicates that tolling I-5, but not I-205, would divert some traffic to I-205 although most trips would remain on I-5. However, under existing conditions, trips already divert to I-205 and would continue to do so under No-Build because of the unreliability of, and congestion in, the I-5 corridor. With the CRC improvements to I-5, many of those diverted trips would shift to I-5 because it would be a shorter and more reliable trip than I-205. Tolling the I-5 crossing causes some trips to shift to I-205 in order to avoid the toll. The net difference in the number of

P-0863-005 jobs across the river.

All of this will require long-term planning and cooperation, courage from our community, regional, and national leaders, and willingness from all of us to become part of the solution.

Regards,

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trips crossing on I-205 is only slightly higher with the CRC project than without it.

With few exceptions, federal statutes do not permit tolling of an existing interstate highway without associated improvements. FHWA does have pilot programs that allow state departments of transportation to apply for the approval to toll a facility. The project sponsors are not proposing to toll the I-205 crossing as part of the CRC project. It is possible that a toll could be placed on the I-205 crossing in the future separate from the CRC project. Section 3.1 of the DEIS and FEIS discusses the effects of the project on traffic levels in the I-5 and I-205 corridors.

In addition, tolling prior to or during construction can be used to manage demand and begin collecting the revenue. This is not currently proposed but could be implemented if approved.

P-0863-003

The CRC project proposes to include a variable rate toll. The goal of variable-rate tolling is to reduce congestion and maximize the flow of traffic through this corridor. With a variable rate toll, a lower toll is charged when traffic demand is lower and a higher toll is charged when the corridor is at its highest demand. Because a toll is charged by time of day, variable-rate tolling gives travelers an incentive to change travel times, reduce optional trips, take an alternate route, or choose transit as an alternative to driving alone. Experiences in other cities in the U.S. and around the world have shown that these fees can help reduce congestion and improve the performance of the roadway.

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Details of the tolling system are still being refined as the project development enters the final design stage. It is currently not anticipated that transit users, bicyclists or pedestrians will pay a toll. Additionally, certain toll discounts or waivers for other groups have been and will

continue to be considered. The ultimate decision on any tolling options will be made by both the Washington and Oregon Transportation Commissions.

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The construction of the CRC project is not intended to be a substitute for creating jobs in Clark County. The project's improvements for freight, reliability and transit access are expected to stimulate economic activity and job growth. The economic analysis indicates that job growth in Vancouver and at the Port of Vancouver will benefit from the project. The construction of the project itself will also provide jobs to workers in Clark County. Vancouver, Clark County, the Columbia River Economic Development Council, and other organizations work together to increase the jobs to population ratio in Clark County.