

IBR COMMENTS:

This project has several key elements that **MUST BE CHANGED** in order to serve the majority of the people.

1. It must have enough lanes to serve for the next 100 years.

That is probably FIVE lanes plus breakdown lanes.

2. It must NOT TOWER OVER VANCOUVER 90 ft in the air.

The lowest cost will likely be a low level bascule bridge with river channel and railroad bridge changes to reduce number of lifts to a few per month.

3. Its cost must be reasonable.

IBR flyer, titled “Interstate Bridge Replacement Program Cost Breakdown”, shows that a fully connected complete bridge should be about \$2 Billion. It says:

The Replacement Bridge and Approaches cost estimate includes 100% of the cost of the bridge across the river (including shared use path and the transit share of the bridge structure), as well as bridge approaches and removal of the existing bridge.

And gives a cost range of \$1.64 - \$2.45 billion. By extending the existing bus rapid transit to the Expo Center, instead of the presumed, light rail element, the total cost would, almost certainly be under the TWO BILLION, an amount already allocated to the IBR by Oregon + Washington. **This provides a bridge with ALL REQUIRED ELEMENTS (bike, pedestrian, automobile, and bus transit) that can be built with already allocated money WITHOUT TOLLS.**

4. Tolls are not acceptable to most people.

One IBR chart shows peak period tolls at \$4.70 per crossing which is \$9.40 per day, or \$2350/year for commuters. One CRC document says the tolls may be doubled if required for more money. That would be \$4700/year just to get to work. Transit is not an option for most people because transit cannot reach most are jobs in under a one hour commute.

5. Light rail IS NOT REQUIRED TO MEET THE Purpose & Need.

The purpose and need statement does not mention light rail, only transit. Bus rapid transit is the ONLY RATIONAL choice since the transit component must serve Clark County and ONLY BRT already does this and does not require expansive park & ride buildings.

This project incorporates at least two outright LIES INTO ITS BASE ASSUMPTIONS (one implicit and one explicit).

1. Contrary of frequent claims of anti-car advocates, it is actually well proven that we can “build our way out of congestion”

One example is Tampa which added lanes and made a 30 minute trip into 10 minutes

“Prior to opening our express lanes, the average 10-mile trip in the morning peak-hour took over thirty minutes. Since we opened for interim operations, we have achieved a 50% split in the peak-hours between our new Reversible Express Lanes and our existing expressway lanes. This has resulted in a complete balancing of our traffic between our upper and lower lanes with no congestion for any of our customers and an average trip time of 10 minutes for the 10 miles for everyone. The express lanes are already handling enough traffic volume in our morning peak hours to equal having an extra lane constructed on our Interstate into downtown Tampa (about 2,000 per lane per hour).”
Martin Stone, Ph.D., AICP Director of Planning Tampa-Hillsborough County Expressway Authority <http://www.honolulutraffic.com/StoneTampa.pdf>

2. There is ZERO evidence that cutting Oregon/Washington CO2 will have any measurable effect on climate.

This is because China & India are responsible for so much of the world CO2 emissions that states like Oregon & Washington’s emissions are insignificant by comparison and thus will not have any detectable change.

Further there is mounting evidence that CO2 has only a small effect on climate as recently found by Norway:

Statistics Norway, the government agency that produces official statistics for that country, released a report last month titled *“To what extent are temperature levels changing due to greenhouse gas emissions?”* The report concludes:
“[T]he results imply that the effect of man-made CO2 emissions does not appear to be sufficiently strong to cause systematic changes in the pattern of the temperature fluctuations. In other words, our analysis indicates that with the current level of knowledge, it seems impossible to determine how much of the temperature increase is due to emissions of CO2.”

From: <https://www.powerlineblog.com/archives/2023/10/another-nail-in-the-global-warming-coffin.php>

Thank You
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