



**From:** [wterrytanner@gmail.com](mailto:wterrytanner@gmail.com)  
**To:** [Columbia River Crossing](#);  
**CC:**  
**Subject:** Comment from CRC DraftEIS Comments Page  
**Date:** Thursday, May 29, 2008 10:43:47 PM  
**Attachments:**

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Home Zip Code: 98606

Work Zip Code: 97210

Person:

Commutes through the project area

Person commutes in the travel area via:

Car or Truck

1. In Support of the following bridge options:

No Opinion

2. In Support of the following High Capacity Transit options:

No Opinion

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:

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Last Name: Tanner

Title: Project Manager

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Brush Prairie, WA 98606

Comments:

At the public meeting 5/28/08 one man mentioned an option of heavy rail instead of light. He pointed out that it would use existing rail lines which could extend way beyond the

reach of the light rail proposal because there are already tracks that go to the north part of the county to Woodland and beyond, to and beyond Battle Ground and east to Camas and Washougal. Considering these right of ways already exist, have you studied the feasibility of this option, and if so, why was it ruled out?

How much does light rail really cost? Some comments were made about its cost never being made up by its ridership. Is that true?

Another comment was made that for number of people being drawn to light rail you could buy each one a new car. Is that true?

Comment was that this is already the case in Portland with Max. Since there is experience with ridership in Portland, and no doubt you have statistics measuring the number of people riding Max who would otherwise drive, what is the evidence that light rail makes sense economically?