

**From:** [wallace.deb@leg.wa.gov](mailto:wallace.deb@leg.wa.gov)  
**To:** [Columbia River Crossing](#);  
**CC:**  
**Subject:** Comment from CRC DraftEIS Comments Page  
**Date:** Friday, June 27, 2008 2:43:13 PM  
**Attachments:**

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Home Zip Code: 98684

Work Zip Code: 98684

Person:

Works in the project area  
Commutes through the project area  
Other - Clark County Legislator

Person commutes in the travel area via:

Car or Truck



1. In Support of the following bridge options:  
Replacement Bridge
  
2. In Support of the following High Capacity Transit options:  
Bus Rapid Transit between Vancouver and Portland  
Light Rail between Vancouver and Portland
  
3. Support of Bus Rapid Transit or Light Rail by location:  
Lincoln Terminus: No  
Kiggins Bowl Terminus: No  
Mill Plain (MOS) Terminus: No  
Clark College (MOS) Terminus: Yes

Contact Information:

First Name: Deb

Last Name: Wallace

Title: Representative

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Address: 108 SE 124th AVE.

Vancouver, WA 98684

Comments:

Dear Columbia River Crossing Task Force members,

Thank you for your work on the Columbia River Crossing project on behalf of our region. As State Representative for the 17th Legislative District, which includes East Vancouver and parts of Battle Ground, Ridgefield, Brush Prairie and unincorporated Clark County, I have been working to encourage residents in East Clark County to weigh in on the project. This July marks an important milestone for the Columbia River Crossing project. After years of planning and designing, the project team will decide on a design option for construction, including transit options.

The federal government requires all freeway expansion projects to include increased public transit of some type and with the rising cost of gasoline effective transit makes sense. The Columbia River Crossing project has considered rapid bus built on its own dedicated lane and light rail as the two most promising options.

Whichever option is chosen, it must have the ability to serve more than just the I-5 corridor. Light rail is too expensive to build throughout Clark County (as we do not have the population base to meet federal funding requirements), but by choosing a transit option that expands only a short distance into Clark County, the Columbia River Crossing project could leverage existing regional resources by connecting to the 44-mile Max light rail system.

I can only support a light rail or bus rapid connection if it travels through downtown Vancouver to a new park-and-ride east of I-5 at Clark College near Fourth Plain Blvd. This end point would connect to the C-TRAN route #4 Fourth Plain, a route that boasts C-TRAN's highest ridership with a current daily ridership of 5,378. This terminus would also provide an opportunity to connect to I-205 commuters and East Clark County residents.

The point is to help more people get where they need to go in a timely and cost effective manner. C-TRAN needs to expand its existing bus system to support these commuters since light rail or bus rapid transit will only go just beyond the I-5 bridge. We need an enhanced park-and-ride system along I-205 north to Battle Ground and east to Washougal. Currently, still-expanding north and East Clark County is vastly underserved by transit, and connecting travelers to any new system must be part of the conversation. Funding is limited so we must maximize our transportation investment to get the most bang for our buck.

I am certainly available at your convenience to discuss this issue further.

Sincerely,

Deb Wallace  
State Representative  
17th Legislative District