



**From:** [Don Benton](#)  
**To:** [Columbia River Crossing](#)  
**CC:** ["Don Benton"; "Lohr, Brian"](#)  
**Subject:** Official comment to the EIS  
**Date:** Monday, June 30, 2008 8:24:23 PM  
**Attachments:**

**S-004-001** | I would like this statement on the record for the EIShearing:

The density, current or projected, does not justify the cost of a light rail system across the river between Portland and Vancouver. It will never be efficient in moving more people than through lanes on the road will be. No modern (last 15 years) light rail system ever has, even in much denser regions. Bus rapid transit is what works and works best. Especially when population density levels will never reach the necessary level to make light rail efficient. It is also the most flexible as needs change over time. It will be a monumental waste of public funding (tax dollars) for a false promise of congestion relief when additional busses and lanes will do so much more to move people and freight quickly through the region (especially freight).

Light rail ignores the importance of freight mobility as there will be no benefit to the highway system from the construction of light rail and trucks use the highway system. We need a bridge, but not with light rail as the mass transit component. Dedicated bus lanes are less costly and more flexible. This, with additional lanes for auto and truck traffic on the bridge as well as on both North and South approaches to the bridge, will dramatically increase traffic flow and freight mobility.

Please do not fall for the false promises of light rail.

Sincerely,

Don Benton  
 State Senator  
 Vancouver, WA  
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### S-004-001

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 light rail to Clark College as the project's preferred transit mode. These sponsor agencies, which include the Vancouver City Council, Portland City Council, C-TRAN Board, TriMet Board, RTC Board and Metro Council considered the DEIS analysis, public comment, and a recommendation from the CRC Task Force (a broad group of stakeholders representative of the range of interests affected by the project - see the DEIS Public Involvement Appendix for more information regarding the CRC Task Force) before voting on the LPA.

As illustrated in the DEIS, and summarized in Exhibit 29 (page S-33) of the Executive Summary, light rail would better serve transit riders than bus rapid transit (BRT) within the CRC project area. Light rail would carry more passengers across the river during the PM peak, result in more people choosing to take transit, faster travel times through the project area, fewer potential noise impacts, and lower costs per incremental rider than BRT. Additionally, light rail is more likely to attract desirable development on Hayden Island and in downtown Vancouver, which is consistent with local land use plans.