	0237	3 E	of 2
		Columbia River Draft Environmental Impact Statement CROSSING Comment Form	
		The Columbia River Crossing project welcomes your comments on the findings of the Draft Environmental Impact Statement or any other aspect of the project or process. Please fill out this form and use additional sheets of paper if necessary. Give this form to project staff or return to the project office.	
		TELL US ABOUT YOURSELF	
		What is your home zip code? 97239 Work zip code?	
		Do you: (check all that apply) Live in the project area? Work in the project area? Own a business in the project area? Other How do you regularly travel in the project area: (check all that apply) Bicycle? Bus? Car or Truck? Walk? Other	
P-	0668-	Comments: -001 Light rail has higher capital costs but cheaper granting costs with increases in the prizes this difference could mean own greater BRT costs in ture LPT is protected made of transit.	
p.	0668-	-002 The lively termine is shorter and changer to build while mouth.	
		more buisacreer at first has larger open lead at Terminus which has development potential as Transit Oriental Development. With slightly lower opening costs this is prefered alignment terminus.	
		AUTO-OLO SINDERANDO COMPANDO C	
		atti targeri,	
P-	0668-	1. WHICH BRIDGE OPTION DO YOU SUPPORT? (please check any that you would support) O03 Replace the existing bridges	
		Supplement the existing bridges with a new structure	
		□ Do nothing—make no changes to the existing bridges □ No opinion	
		- over	-

P-0668-001

As described in Chapter 3 (Section 3.1) of the DEIS, the operations and maintenance (O&M) costs associated with light rail (LRT) would be less than those associated with bus rapid transit (BRT), largely because LRT operates on electricity while BRT is dependent on the volatile fuel market. LRT costs approximately \$3.50, or 31%, less than BRT, per incremental rider when comparing both capital and operating costs.

Long-term operation and maintenance of the new light rail line will be funded through C-TRAN and TriMet. For more information on how O&M costs will be shared between TriMet and C-TRAN, and how C-TRAN may finance these additional costs, please see Chapter 4 of the FEIS.

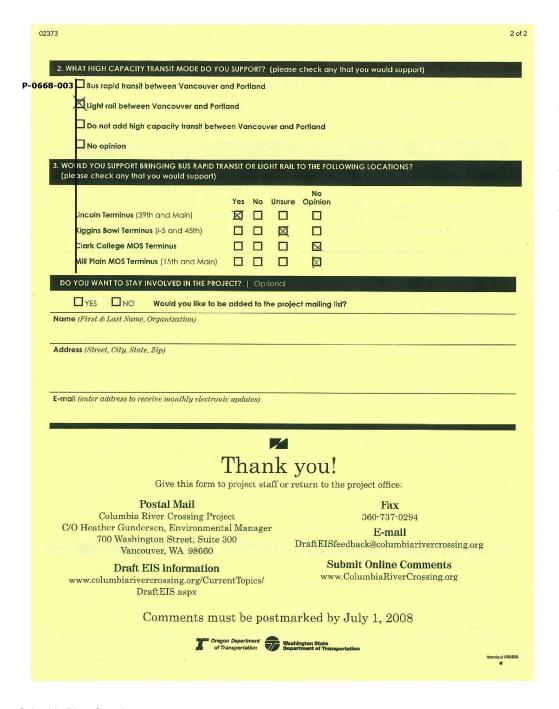
P-0668-002

The Clark College transit terminus was chosen by project sponsors as part of the LPA in July 2008, as it was deemed to most effectively balance the cost of the project and the projected community benefits.

RTC's Clark County High Capacity Transit System Study, published in December of 2008, analyzed specific high-capacity transit improvements that could connect with existing and future transit facilities and be extended throughout Clark County To view their Final HCT System Study, visit RTC's website at www.rtc.wa.gov.

P-0668-003

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.