

From: [Main Street Day Spa](#)
To: [Columbia River Crossing](#)
CC:
Subject: bridge and light-rail
Date: Monday, June 30, 2008 7:52:51 PM
Attachments:

- P-0742-001** | I am in agreement to replace the bridge including the light-rail system option.
- P-0742-002** | I request that there be very little impact on the Uptown portion of Vancouver. This area is already suffering because of increased gas and food prices.
- P-0742-003** | I need to study the partner list for this project. Since the I-5 corridor is such an important transportation artery on the west coast, have all of the potential funding partners been identified? Have we opened up a dialogue with California, Canada and Mexico along with the Indian Nations depending on tourists for their casinos? I do not want to see the residents of Clark County be burdened with the majority of the cost and maintenance.
- P-0742-004** | With this project, has local (inside Vancouver city) transportation been included? In other words, once people have disembarked from the light-rail, will they be able to reach all areas of the downtown (including our businesses in Uptown) cheaply? Uptown is not really within walking distance from Esther Short park.
- P-0742-005** | I noticed while watching the council meeting tonight, statistics from other cities considering this type of project, unfortunately does not address the high cost of fuel. In the past, mass transportation (the inconvenience of it all for commuters) was not so much less than using your own car.
- P-0742-006** | If light rail was close by, I would use it to go to Portland or to go to the Vancouver Mall especially if the cost of this mode of transportation.
- P-0742-007** | However, if this transportation cannot support itself, then I will have to pass on the light-rail but will continue supporting the replacement bridge.

Sincerely,



P-0742-001

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 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.

P-0742-002

The LPA includes extending light rail from the Expo Center MAX Station in Portland to a station and park and ride at Clark College in Vancouver. It does not propose extending light rail at this time to Uptown Vancouver.

P-0742-003

Please refer to Chapter 4 of the FEIS for a description of the current plans for funding construction and operation of the LPA. This discussion

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provides an updated assessment of likely funding sources for this project, though it is not common practice to receive funding commitments prior to completion of the alternative selection process. As described in the FEIS, project funding is expected to come from a variety of local, state, and federal sources, with federal funding and tolls providing substantial revenue for the construction. As Oregon and Washington businesses and residents will benefit from the project's multi-modal improvements, both states have been identified as contributors to the project. As jurisdictions on both sides of the river seek to encourage non-auto travel, tolls are not anticipated for bikes, pedestrians, and transit users. Lastly, CRC assumes funds allocated to other projects and purposes would remain dedicated to those projects and purposes.

P-0742-004

The CRC Project is focused on providing a high-capacity transit option through downtown Vancouver to Clark College. RTC has completed a High-Capacity Transit System Study which recommends specific high-capacity transit improvements, including light rail, bus rapid transit and bus service improvements that will best serve Clark County residents in the mid-term (by 2030) and long-term (beyond 2030). To view their Final HCT System Study, visit RTC's website at www.rtc.wa.gov. Though these recommendations are designed to connect with CRC transit improvements, they are not part of the CRC project.

P-0742-005

Significant increases in oil prices can have both short term and long term effects on travel behavior. In the short term, the options for responding to rising gas prices are more limited, and include driving less and/or changing from driving to walking, biking or transit for at least some trips. During recent increases in gasoline prices transit use increased and off-peak highway travel decreased. Peak period highway travel changed little.

Over the long term, there are more options for adjusting to changes in gasoline prices, besides changing driving behavior. Technological advances and legislative mandates can increase fuel efficiency standards in the long term. In turn, as older vehicles wear out, more consumers can replace them with more fuel efficient vehicles. Automobile manufacturers are developing and will continue to develop new vehicle and engine technologies that require much less, or even no, petroleum-based fuels. This trend is already happening as evidenced by the growing popularity of gasoline-electric hybrid and small electric vehicles.

P-0742-006

Thank you for your comment. One goal of the light rail component of the CRC project is to make light rail convenient for as many potential riders as possible.

P-0742-007

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.