



From: [Tracy Fowell](#)
 To: [Columbia River Crossing:](#)
 CC:
 Subject: lightrail line idea to include buses from the weird and wacky
 Date: Monday, June 30, 2008 6:08:26 PM
 Attachments:

P-0747-001

Go to a retro idea... electric buses... have the lightrail crossing be used by lightrail and electric busses, obvious signal issues... The idea is to promote vehicles that produce less greenhouse gasses. The urban transportation system should be included in this... We could have a dual use crossing here by designing for lightrail and busses. Either the bridge designed for buses/lightrail or the buses to use the train tracks by ramping down onto the tracks to an internal rail wheel and ramp back up off the tracks. This might make it easier to pass the Washington voters if a bus option went over this section of bridge too... Don't know...

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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.

As described Chapter 3 (Section 3.1) of the DEIS, the operations and maintenance (O&M) costs associated with light rail would be less than those associated with bus rapid transit, largely because light rail operates on electricity while bus rapid transit 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 C-TRAN's share of the operations and maintenance funding, it plans on having a public vote. 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.