



From: [Charlie](#)
To: [Columbia River Crossing](#)
CC:
Subject: Against Light Rail Option
Date: Monday, June 30, 2008 4:18:40 PM
Attachments:

To Who It May Concern

P-0785-001 | What a waste of taxpayer money! 50 million and counting. Light rail won't resolve
P-0785-002 | congestion and is too costly to build and maintain. It would be better to take the
P-0785-003 | money for light rail and build another bridge based on the population it would
P-0785-004 | serve. A better way to build any future bridge would be to get public input first
 since the public would be paying either directly or indirectly with the cost and
 maintenance.

Please acknowledge receipt of this message.

Sincerely,

Charles Stemper
 Vancouver, Washington
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P-0785-001

Light rail is supported by numerous local and state transportation and community plans. It has been proven to provide superior performance to alternative transit systems and will help to stimulate economic development.

P-0785-002

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, which is expected no earlier than fall 2010. 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-0785-003

As described in Chapter 1 of the DEIS, the project's Purpose and Need reflects "previous planning studies, solicitation of public input, and coordination with stakeholder groups." This outreach, and prior planning studies, identified improving transit service along the I-5 corridor as an important element of this project. This need is included in the project's Purpose and Need. As such, any alternative (except No-Build) evaluated in the DEIS must address this need to improve transit service.

P-0785-004

Over the course of the CRC project, a public involvement program has been used to educate and involve stakeholders and the public in order for them to become active participants in shaping the CRC project. At the time of DEIS publication, the project team had participated in over 350 public events, giving over 10,000 people a face-to-face opportunity to learn about the project and provide meaningful input. In order to encourage the highest levels of attendance as possible, most meetings scheduled by the project team were on weekday evenings or weekends during the day. Meetings have been held primarily within the project area to ensure proximity to those potentially most affected by the project. In addition to public events, the program also enabled significant involvement for those who are unable to attend meetings through an extensive website and project update notifications. Prior to publication of

the DEIS, property owners potentially affected by project alternatives were notified directly via mail, and six meetings specifically focused on potential right-of-way needs were held in September of 2007.

Extensive outreach has been conducted through distribution of written information in hard copy and electronic form, including comment forms, the creation of a project web site, and outreach to local and regional media. When the DEIS was published, the project's database, used to encourage participation in public events and involve the broader community, had grown to over 3,000 e-mail addresses and over 10,000 postal mailing addresses. Through implementation of the public involvement program, over 3,000 public comments were received before publication of the DEIS and over 1,600 comments were received during the 60-day DEIS comment period. In addition, since the DEIS comment period there have been numerous community meetings, open houses, and public hearings by project sponsors, providing more opportunities for public input and comment. See Appendix B of the FEIS for a broader discussion of the public involvement program, including a list of public involvement events that have occurred related to this project.