



From: [M Starr](#)
To: [Columbia River Crossing](#)
CC:
Subject: EIS feedback
Date: Monday, June 23, 2008 11:28:49 PM
Attachments:

June 21, 2008

Columbia River Crossing
 700 Washington St., Suite 300
 Vancouver, WA 98663

Dear CRC :

- P-0217-001** | It is so important that you consider and weigh very carefully the Light-Rail decision on any Columbia River crossing. Light-Rail (were it to be built) would be completely outdated when finished. It is too slow and the cost is too expensive per rider. Light-rail is not flexible enough to meet the majority of the needs of Clark County.
- P-0217-002** | As you know all businesses in Clark County would have to pay an employee tax for light-rail...have the business owners been informed of the cost of what that tax will be? Have you considered the amount it would cost for security? It would be several million dollars per year for security alone. We have a huge gang problem now – do you want a greater gang problem by the easy access of light-rail?
- P-0217-003** |
- P-0217-004** | When Washington residents work in Oregon they pay well over \$100 million in taxes to Oregon, yet Oregon residents don't want to pay tax in Washington and are not taxed on items purchased in Washington State. Oregon must be expected to pay and share 50 percent of the expense of a new bridge. Washington residents and officials – Clark County in particular - seem to be expected to do whatever Portland area officials want them to do. It is time to stand up to them and realize that they do not have workable ideas or solutions for Clark County as they are not even able to

P-0217-001

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.

P-0217-002

Long-term operation and maintenance of the new light rail line will be funded through C-TRAN and TriMet. For its share of the operations and maintenance funding, C-TRAN plans on having a public vote.

P-0217-003

Safety and security are high priorities for C-Tran and TriMet. Though studies show that crime rates at transit stations are directly linked to the amount of crime in the surrounding neighborhoods, CRC, C-TRAN and TriMet are partnering with local jurisdictions, police and neighborhoods to design, implement and operate a safe and secure transit system. The

P-0217-004 | work out their own traffic solutions

P-0217-005 | While putting the pilings in for the new bridge – there will be hazardous sediment that will come up and go into Vancouver Lake via the flushing channel. What are the safeguards to keep this from taking place?

P-0217-006 | The law requires a vote of the people of Clark County for any light-rail project – because of the disaster created with Seattle area light-rail. This law should not and cannot be ignored by Clark County and City of Vancouver officials.

Sincerely,

Carol Panfilio

project team has developed a Safety and Security Management Plan for the transit component of the project, which outlines a variety of potential safety measures. These measures include working with local governments to develop supportive land-uses near transit stations; enforcing fare payment; installing closed-circuit TV at light rail stations, park and rides, and on trains; and patrolling stations and trains by Transit security and local police officers. For more information about how safety and security associated with light rail is being addressed by the CRC project, see Chapter 3 (Section 3.1) of the FEIS.

P-0217-004

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 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.

P-0217-005

The project team has developed a Biological Assessment and numerous related technical studies to make sure that we can minimize all of the potential adverse impacts to water quality. The studies have included models of hydro acoustic impacts, studies of sediment contaminants and mobility, etc. Please refer to Chapter 3 of the FEIS for natural resource related impacts. Also, the Water Quality Technical Report (included as an appendix to the FEIS) will have more detailed information.

P-0217-006

There will not be a public vote on construction of the various CRC project elements. However, as a public project, it must be approved and funded by the decisions of elected officials who are themselves directly elected by voters. Long-term operation and maintenance of the new light rail line will be funded through C-TRAN and TriMet. For its share of the operations and maintenance funding, C-TRAN plans on pursuing a public vote.