



**From:** [DT2006@comcast.net](mailto:DT2006@comcast.net)  
**To:** [Columbia River Crossing](#)  
**CC:**  
**Subject:** Comment from CRC DraftEIS Comments Page  
**Date:** Wednesday, May 28, 2008 7:50:21 AM  
**Attachments:**

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Home Zip Code: 98685  
 Work Zip Code: 98632

Person:  
 Lives in the project area

Person commutes in the travel area via:  
 Car or Truck

**P-0640-001**

1. In Support of the following bridge options:  
 Replacement Bridge
2. In Support of the following High Capacity Transit options:  
 Bus Rapid Transit between Vancouver and Portland
3. Support of Bus Rapid Transit or Light Rail by location:  
 Lincoln Terminus: Yes  
 Kiggins Bowl Terminus: Yes  
 Mill Plain (MOS) Terminus: Yes  
 Clark College (MOS) Terminus: Yes

Contact Information:  
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 Last Name: taylor  
 Title:  
 E-Mail: [DT2006@comcast.net](mailto:DT2006@comcast.net)  
 Address: 10907 NW 9th  
 Vancouver, wa 98685

## Comments:

**P-0640-002**

I am a citizen of Vancouver and fully support a new bridge. A new bridge has the smallest environmental impact on our region over the next 50 plus years. Please do not

**P-0640-001**

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-0640-002**

Thank you for your comment. 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.

- P-0640-002** listen to the environmental terrorist that sit on the Metro Council. Carlotta Collette, Carl Hosticka and Robert Liberty clearly have no ability to see the big picture and understand the importance of a new bridge. It will lead to an improved community, improved boat traffic, improved freight traffic, improved auto traffic, improved pedestrian traffic, which will do nothing but benefit the entire region plus over 50 plus years this is the most
- P-0640-003** "GREEN" thing to do. I will even support it if it includes light rail.....which is the most costly transportation there is, buses are far less expensive.

Thanks  
Dustin Taylor

**P-0640-003**

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.