

Subj: Further comments on Evaluation Criteria for HCT
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I am concerned about the scope of the "Evaluation Criteria" when we go forward with the HCT study.

Is our task as a committee to develop a whole transportation system for Vancouver and Clark County? Or is our task to just improve the system we have now? I am hoping when we have arrived at our committee's conclusion we will have provided a transportation plan which can be planned, built and expanded for the next 50 to 100 years.

The Evaluation Criteria reviews existing transit riders. In my profession I use Amtrak but C-TRAN has no service to the Vancouver Station. In my opinion the short corridor from Vancouver downtown to Amtrak station is an important corridor which would not be evaluated in the present Evaluation Criteria but it presents a future passenger corridor.

The I-205 is an auto corridor with limited C-TRAN service. MAX is extending along I-205 to Clackamas Town Center; are we, as a committee, evaluating the impact this Light Rail line will have on I-205 with our present Evaluation Criteria?

The Chelachie Prairie Rail Line to Battle Ground is owned by Clark County. This taxpayer owned asset should be evaluated due to low cost to develop as a Light Rail and Diesel Multiple Unit corridor. C-TRAN could very efficiently feed buses to this corridor on frequent service lines to more than half the residents of Clark County.

The committee is using the eight year old Population Census of 2000. In the last eight years much has changed in Clark County. I believe the county building permits trends would give the committee more up-to-date assessment of the future population expansion of Clark County.

David L. Rowe, HCT Study Member

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