


From: NoEmailProvided@columbiarivercrossing.org
To: [Draft EIS Feedback;](#)
CC:
Subject: DEIS Document Viewer Feedback 
Date: Thursday, June 12, 2008 9:03:35 AM
Attachments:

From: James Riggs
Zip Code: 97223
Address: 10655 SW 75th ave
City: Metzger (Tigard)
State: Or
E-Mail:
Section: Chapter 1. PROJECT PURPOSE AND NEED
Page: 1-1

Comment or Question:

I received a call from one of your public pollsters earlier this week, asking for my opinion. I made some comparisons of the old light rail system that was in effect, until Rose City Transit and Western Stage Lines, who were in turn forced out by Tri Met. (the last happened while I was overseas, defending our country) For the past 38 years, I have say, service has never been as good, as either of those private bus lines, which weren't as good as the old trolley cars that were built right here in Oregon. In fact we had the very best light rail system in the entire country until they were forced out of business. I was summarily disconnected by this rude person, which ended any further conversation. In my opinion, Tri-Met is attempting to be too many things to too many people, without "delivering the goods" as well as either of the old systems of mass transit we used to enjoy.

The new bridge proposal is just another political boondoggle, aimed at stealing more money from the taxpayers, within the three counties of Oregon. Nowhere in the proposal do I see funding by the people of Washington State.

Another, much bigger issue looms:

What happens to state sovereignty with this proposal?

Redevelopment of downtown Vancouver has been repeatedly stifled by the current attitude of the City Council of Vancouver, because of their anti-Union attitude, which surely will increase the cost of any proposed bridge construction.

The development of residential and commercial properties in North Clackamas County

indicate the Glen Jackson (I-205) bridge is far more than just an downtown to downtown bypass route (as is currently portrayed in Tri-Met's Capital Projects proposal).

It also seems Tri-Met is taking an active part in promoting the construction of this proposed interstate bridge.

Tri-Met Taxpayer's monies are paying for this promotion, isn't it? (I have the distinct impression the pollster asking the questions is a tri-met employee)

I have a suggestion: Get off that high horse of bureaucracy your dirty organization has finagled from the people, and start serving the public within the restricted parameters of the public service granted to Tri Met.

The Residents of Vancouver can address their own transportation issues, without interference from Tri-Met, since it is not within the jurisdiction of Tri Met and Metro.