


From: [Stephanie](#) 

To: [Columbia River Crossing;](#)

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Subject: I-5 Bridge with Light Rail Proposal

Date: Tuesday, July 01, 2008 5:29:12 PM

Attachments:

I want this email to be included with all correspondence on the above mentioned Columbia River (I-5) Crossing to the Federal Transportation Administration for their review. Thank you.

1. The basic congestion problem from Vancouver, WA to south of Portland, OR on the I-5 corridor are two bottlenecks of 2-lane highway. One at Delta Park in Oregon and the second at the Rose Quarter area near downtown Portland, Oregon.
2. We can build a 12 lane bridge or a 20 lane bridge and the bottlenecks will remain the same.
3. Oregon has told us no light rail, no bridge. This is because they are afraid a bus rapid transit will reduce their Max ridership from Washington residents.
4. Oregon appears to not be ready to pony-up their share of the costs of this project.
5. The estimated ridership for light rail from Vancouver/Clark County WA is extremely low. My guess would be not more than 2000 per day, each way. This is out of a population of over 160,000 in the City of Vancouver.
6. The light rail terminus will be at Clark College in Vancouver on the city's west side and is only 1.5 miles from the end of Max at the Expo Center in OR.
7. The 1.5mile track from the Expo Center to Clark College is an ineffective way to serve the congestion problem as outlined in the DEIS report.
8. The majority of residents in the City of Vancouver and Clark County have no reasonable access to get to the light rail terminus at Clark College.
9. The financing for this behemoth project has not been clearly defined to the public by any group associated with this project. When asking about financing, "we don't know yet" would be the answer.
10. It appears that tolls are going to end up being the major portion of

money to finance this project.

11. Tolls will be a fluid source of income to the project and raised at the drop of the hat when bridge crossings decline due to the increases on already high tolls.

12. A toll will be placed on the I-205 bridge in east Vancouver to subsidize the I-5 construction due to lack of Federal, State and local funding for this project.

13. Light rail systems all over this country have failed due to lack of ridership and poor planning and understanding of the problems needing correction. The consequences are that many, many cities are deeply in debt to the tune of millions of dollars. The residents are stuck paying off these failed light rail projects.

14. This CRC report is another example of poor planning. We know it's Oregon that has the issue, but our people from Washington are too timid or want the bridge and light rail too badly to take a proper stand for the people.

15. I understand there is a movement afoot at our State Legislature to enact new legislation to circumvent a vote of the people on the maintenance and operational expenses associated with this project. In other words, whatever lack of funds from the Feds and State, the local people will foot the bill. Never mind if we can afford it or not, the emperor wants you to see his new clothes and he's as naked as a jaybird!

16. The light rail was voted down in 1995 by the voters in Vancouver.

17. The people MUST BE ALLOWED TO VOTE on this project.

18. It will do no good to build when people can't afford to cross the river or support the operational costs if our sales tax, property taxes, various licenses, user fees, tolls, assessments go up to support a 4.2 to 6 billion dollar project.

19. We are a small community. We're happy the way we are.

20. We need to fall back and regroup until Portland decides what to do with THEIR bottleneck!!!

In my estimation, it is a sad state of affairs when the will of the people is circumvented by the few in power. Trust me when I say that selfish endeavors, for whatever reason, eventually pay a price in politics. Nothing is forever. We speak through our votes.

Thank you for your consideration to my issues.

Stephanie Turlay

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