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 Section: Chapter 1. PROJECT PURPOSE AND NEED
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Comment or Question:

P-1030-001

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.

P-1030-002

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.

P-1030-003

Another, much bigger issue looms:

What happens to state sovereignty with this proposal?

P-1030-004

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.

P-1030-005

The development of residential and commercial properties in North Clackamas County

P-1030-001

Thank you for your comments regarding TriMet and your experience with a telephone poll.

P-1030-002

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. As jurisdictions on both sides of the river seek to encourage non-auto travel, tolls are not anticipated for bikes, pedestrians, and transit users. Lastly, CRC assumes funds allocated to other projects and purposes would remain dedicated to those projects and purposes.

P-1030-003

In 2006, WSDOT and ODOT agreed to a goal of equally contributing to the costs of the environmental process needed to reach a Record of Decision. This goal was agreed to in recognition that this project would contribute to the economic and freight mobility needs of both states and would include transit, highway and bridge improvements in both states. Though it is WSDOT and ODOT's shared goal to keep the project as close to equally funded as possible, it is understood that at any moment in time the total funds provided by WSDOT and ODOT may not be equal, owing primarily to the fact that each state's legislature operates on its own schedule and federal earmarks dedicated to this project are of unequal amounts and have been earmarked at different times.

- P-1030-005** 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).
- P-1030-006** 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.

Both states are working cooperatively toward funding and designing the project. Both states are also partnering with the Federal Transit Administration and the Federal Highway Administration. There will be no impact to state sovereignty as a result of these partnerships.

P-1030-004

The project staff has no information on the City of Vancouver Council's position on union labor.

The City Council has made many efforts to support the redevelopment of downtown, allocating money to numerous infrastructure projects, partnering with developers on parking facilities, providing incentives, and assigning both planning and economic development staff to the downtown.

P-1030-005

Thank you for taking the time to submit your comments on the I-5 CRC DEIS. Tri-Met is one of many organizations in support of this project. Their involvement is critically important so that the final design of the light rail and bus systems are efficient and effective.

P-1030-006

The poll conducted in 2008 was to gauge public perception of the use of light rail in the Portland and Vancouver area. This was not a poll conducted or funded by the Columbia River Crossing project. TriMet and Metro are important partners to the bi-state CRC project. TriMet currently owns and operates over 50 miles of light rail track in the Portland metro area. The light rail system in Vancouver will connect directly to the regional system already in place allowing riders to travel without a transfer from Vancouver to downtown Portland and beyond. Metro is the metropolitan planning organization for the Portland metro area. As such,

it is responsible to adopt a Regional Transportation Plan (RTP) to prioritize regional transportation projects and be eligible for state and federal funding. The CRC project is included in the RTP for both Metro and the SW Washington Regional Transportation Council.