

Hines, Maurice

From: Dan Coursey [ascente@comcast.net]
Sent: Sunday, October 23, 2011 9:35 PM
To: Columbia River Crossing
Subject: CRC Project Feedback -- NO ON LIGHT RAIL

Dear Sirs:

P-049-001 You are trying to shove Light Rail down the throats of Clark County, even though we have been exceedingly clear in telling you we don't want it here. Three times Clark county has voted this down and here you are trying to make and end-run around us by manipulating some of the local politicians.

Those politicians are going to pay a price at the voting booth for what they are doing. We have a long memory.

P-049-002 In the meantime, when Initiative 1125 (tolling prohibitions) pass in Washington State you can be assured you were responsible. Also when Proposition-1 in Clark County, for increasing the tax rate for C-Tran bus transit fails miserably, you again can be assured you were responsible. We continue to petition our Federal representatives and State representatives to deny any funding for the CRC as long as it includes Light Rail. We don't like bullies in Clark county.

Sincerely,

Daniel and Margaret Coursey
4842 Dr Eldridge Drive
Washougal, Washington

P-049-001

Light rail has been endorsed by every local Sponsoring Agency (Vancouver City Council, C-TRAN, RTC, Portland City Council, TriMet, and Metro), whose boards include elected leadership from throughout the area.

Annual light rail passenger trips crossing the I-5 bridge in 2030 are projected to be 6.1 million, with daily ridership around 18,700. The travel time for the morning commute by light rail between downtown Vancouver and Pioneer Square in downtown Portland will be approximately 34 minutes. Light rail would travel on a dedicated right-of-way, with more reliable travel times than auto drivers dealing with unpredictable road conditions, traffic congestion, and parking challenges.

The CRC project planning for light rail incorporates and supports the principles of the Vancouver's City Center Vision Plan. Downtown Vancouver has seen recent growth in higher density mixed use projects from three to 12 stories in height. In addition, another 4,000 downtown condominiums are proposed or pending as part of new developments. The core of Vancouver has, along with many of the larger corridors such as Fourth Plain Blvd, medium to high density residential development and an urban mix of uses. Transit demand in these areas is quite high, and ridership will increase with the introduction of light rail.

Long-term operation and maintenance of the new light rail line will be funded through C-TRAN and TriMet. For its share of the operations and maintenance funding, C-TRAN plans on having a public vote.

P-049-002

The tolling initiative failed and the Transit funding proposition passed.