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Gordon Pryor
 1923-1963

Columbia River Crossing

June 3, 2008

Columbia River Crossing
 700 Washington St. Suite 300
 Vancouver, WA 98660



Attn: Heather Gundersen

B-025-001

Greetings! I am responding to the article that appeared in "The Oregonian" newspaper on May 27, 2008. I have been a long time crosser of the Columbia River. I remember the building of the second span in 1958 and the horrible mess of paying the toll upon each crossing, at first in both directions and then in only one direction. We crossed frequently enough to purchase the toll tokens at a discount.

B-025-002

What I see as the real problem is the "bottle-neck" at the Delta Park area. It has always been this way and why they haven't double decked it at that point remains a mystery. I have lived most of my life in Washington State and can say that light rail is not a welcome option in Washington. The real reason is that we feel there is a lot of corruption involved with the construction of light rail. Other cities in the United States install light rail for a lot less than Hoffman Construction installs it, sometimes at five times less money. Light rail now costs the taxpayer \$5 for each light rail rider. Had Portland invested in bus infrastructure instead of light rail, they could have had a user friendly bus system, with buses running at ten minute intervals on each major street. Hoffman Construction, the real villain in this scenario is lining their pockets with money at our expense.

B-025-003

4.2 billion dollars is a lot of money. It is not "free" money dropping from out of the sky; it is coming out of our pockets. Most people have no idea how much money just one billion dollars is. If you spent \$1,000 a day, how long would it take to spend one billion dollars? Go ahead, take a guess. I will bet that you are not even close. One billion is a thousand million, so it would actually take one million days, right? One million days divided by 365 days a year results in 2,740 years to spend one billion dollars at the rate of one thousand dollars a day. At 4.2 billion, you could spend 4,200 dollars a day for over 2,700 years. At just \$1,000 a day almost anyone would have trouble spending it in two years' time (\$730,000). It is something to think about before throwing money at a problem that may not have an easy solution.

B-025-004

B-025-001

Thank you for taking the time to submit your comments on the I-5 CRC DEIS.

B-025-002

The Oregon Department of Transportation (ODOT) completed Phase I construction of the I-5 Delta Park widening project in fall 2010. Phase I of the project involved widening I-5 and lengthening the entrance and exit ramps at Victory Boulevard and Columbia Boulevard. Phase II involves improving local streets and will begin when funding is secured. Phase I of the Delta Park project widened the current 2-lane segment of southbound I-5 to 3 lanes.

B-025-003

Light rail has been endorsed by every local Sponsoring Agency (Vancouver City Council, C-TRAN, RTC, Portland City Council, TriMet, and Metro), whose boards are comprised of the elected leadership of the region.

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

B-025-005

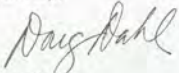
I am a problem solver. What I see is a big push for more light rail construction. To date, not one light rail line has been cost effective. Nor will they be in the future. They are a boon to Hoffman Construction and some politicians receiving kick-backs from Hoffman Construction. Years ago I worked on a project of supplying structural steel for Hoffman Construction to build the "Coffee Creek" prison in Wilsonville. I have direct experience working with Hoffman Construction, so I know what I am talking about.

B-025-006

There is an easy solution to the traffic problem, for isn't that what we are actually talking about? Have you ever noticed how there are little traffic problems or tie-ups on the days that government workers have a holiday that we private citizens do not have? Since government workers and employees are actually "our" servants, (isn't that why we pay taxes), it makes sense to me to simply have all government employees work a split shift. Some would go to work 5 AM to 2 PM and the others would go 10 AM to 7 PM allowing us access to government services without having to take time off our work schedule to do so. Wow! Actual government service. With a split schedule, the government employees would be at work during the normal lunch hour, again allowing us access for government service. Right now government employees have better job salaries, better work conditions, better pension plans and give up nothing for these benefits, at our expense. Having government employees work a split work schedule would free up traffic congestion and reduce the need for a 4.2 billion dollar Columbia River Crossing. This is a pretty simple solution. I am sure that most government employees would not be happy with this scenario, but we must face the truth, they are OUR employees, aren't we their bosses? Let's put the right shoe on the right foot. Isn't it worth a try? 4.2 billion on one hand, split work schedule on the other. It would cost NOTHING to try this for awhile. It may work; at least it is a new idea. This is what I do, come up with simple solutions to big problems. Has anyone suggested this? No, I didn't think so; it is too radical and actually makes sense. Maybe for the first time we would actually get something for the tax dollars that we are already spending.

I am available for comment or discussion, thank you for your time.

Sincerely,



Doug Dahl
Project Facilitator

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.

B-025-004

The Columbia River Crossing project includes the replacement of the existing I-5 bridge over the Columbia River, improvements at seven interchanges over 5 miles of I-5, and the extension of light rail from Portland to Vancouver. The projected cost to construct this large and complex project are presented in Chapter 4 of the FEIS, and are estimated in year of expenditure dollars to account for inflation. Multiple sources will help fund construction of the project – the federal government, State of Oregon, State of Washington, and tolling the I-5 Bridge.

B-025-005

Following the close of the 60-day DEIS public comment period in July 2008, the CRC project's six local sponsor agencies selected light rail to Clark College as the project's preferred transit mode. These sponsor agencies, which include the Vancouver City Council, Portland City Council, C-TRAN Board, TriMet Board, RTC Board and Metro Council considered the DEIS analysis, public comment, and a recommendation from the CRC Task Force (a broad group of stakeholders representative of the range of interests affected by the project - see the DEIS Public Involvement Appendix for more information regarding the CRC Task Force) before voting on the LPA.

As illustrated in the DEIS, and summarized in Exhibit 29 (page S-33) of the Executive Summary, light rail would better serve transit riders than

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B-025-007

2008 – 2009 PROJECT LIST

1. GOLD RECOVERY PROJECT
2. 16 FOOT WOODEN BOAT MANUFACTURE
3. STEVIA RESEARCH AND GROWING PLANTS FOR STUDY
4. ORGANIC LAVENDER PLANTATION
5. VIBRATORY MILL PROPOSAL FOR SUGAR COMPANIES
6. ACTIVATED CARBON FACILITY - UPDATE PROPOSAL
7. ETHANOL FROM MICRO - BREWERY WASTE PROPOSAL
8. EMBALMING MACHINE: DESIGN AND FABRICATION
9. ALCOHOL TURBINE ENGINE: RESEARCH TO FABRICATION
10. BLAST-FURNACE CEMENT MANUFACTURE

WHAT'S ON YOUR PLATE?

bus rapid transit (BRT) within the CRC project area. Light rail would carry more passengers across the river during the PM peak, result in more people choosing to take transit, faster travel times through the project area, fewer potential noise impacts, and lower costs per incremental rider than BRT. Additionally, light rail is more likely to attract desirable development on Hayden Island and in downtown Vancouver, which is consistent with local land use plans.

B-025-006

This is a creative suggestion, but by itself would not solve the many problems this project seeks to address. Seismic vulnerability, poor bicycle and pedestrian facilities and connections, poor transit mobility ridership, and substandard highway design features would all still exist with this proposal alone. However, alternative work schedules are an important tool for managing travel demand. The CRC project has considered a variety of transportation demand management (TDM) measures to complement the infrastructure improvements. See Chapter 2 of this FEIS for a description of the TDM measures currently proposed as part of this project.

B-025-007

Thank you for taking the time to submit your comments on the I-5 CRC DEIS.

B-025-008

Thank you for taking the time to submit your comments on the I-5 CRC DEIS.

B-025-008**LAMENT FOR IGNACIO SANCHEZ MEJIAS**

*At five in the afternoon.
It was exactly five in the
afternoon.
A boy brought the white
sheet
at five in the afternoon.
A frail of lime ready
prepared
at five in the afternoon.
The rest was death, and
death alone
at five in the afternoon.*

*The wind carried away the
cottonwool
at five in the afternoon.
And the oxide scattered
crystal and nickel
at five in the afternoon.
Now the dove and the
leopard wrestle
at five in the afternoon.
And a thigh with a
desolate horn
at five in the afternoon.
The bass-string struck up
at five in the afternoon.
Arsenic bells and smoke
at five in the afternoon.
Groups of silence in the
corners
at five in the afternoon.
And the bull alone with a
high heart!
At five in the afternoon.
When the sweat of snow
was coming
at five in the afternoon,
when the bull ring was
covered in iodine*

*at five in the afternoon.
Death laid eggs in the
wound
at five in the afternoon.
At five in the afternoon.
Exactly at five o'clock in
the afternoon.
.
A coffin on wheels in his
bed
at five in the afternoon.
Bones and flutes resound
in his ears
at five in the afternoon.
Now the bull was
bellowing through his
forehead
at five in the afternoon.
The room was iridescent
with agony
at five in the afternoon.
In the distance the
gangrene now comes
at five in the afternoon.
Horn of the lily through
green groins
at five in the afternoon.
The wounds were burning
like suns
at five in the afternoon,
and the crowd was
breaking the windows
at five in the afternoon.
At five in the afternoon.
Ah, that fatal five in the
afternoon!
It was five by all the
clocks!
It was five in the shade of
the afternoon!*

Federico Garcia Lorca