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**Subject:** Input  
**Date:** Thursday, June 12, 2008 8:41:10 AM  
**Attachments:**

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Project members,

**P-1027-001** I have submitted a number of comments in the past and it continues to concern me that not enough has been discussed or disclosed about who has the final "word" on the approval of this project and who or how the project will be paid for. Yes, I do see some figures and text about Federal, State, Local funds and tolling, but no where in your documents to see anything discussing voter approval on all or part of the project. Whether the funds come from the Federal, State or Local government, ultimately the citizenry will pay the bill.

**P-1027-002** In a climate where voters everywhere are concerned and questioning how their dollars are being spent, this issue is even greater in the City of Vancouver where the Vancouver Mayor and City Council have continued to make questionable investment, revenue and expense decisions. A prime example are decisions to "give away" the City's assets so "certain" developments can begin and/or be built in the downtown area of the City of Vancouver only. Yes, there have been a "few" parks built in the other parts of the City, but one can't help but wonder if this to "appease" the citizens rather than truly consider the needs of the entire City.

During the time that the CRC Project has been in existence, the City of Vancouver has continued to grow through annexation and, because of the annexations, the new and old citizens for the City have seen their taxes continue to grow. However, the areas of the City East of the downtown Vancouver area are suffering. One example is City streets are breaking down. Residential neighborhoods are seeing large weed filled cracks in their streets. As a Clark County/City of Vancouver resident in the same home for 29 years, the streets in my neighborhood have been "sealed" twice during the time. During a lengthy construction project that took about 3 years to complete, Burton Road/28th Street (25th Street off Andresen Road to NE 112th Ave.), my neighborhood streets were used by large construction vehicles/trucks with the promise by City Staff that our streets would receive the maintenance necessary to repair the damage and wear made by the construction equipment. THAT HAS NEVER HAPPEND!

### P-1027-001

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 the 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.

Regarding decision-making, there will not be a public vote on construction of the various CRC project elements. However, the CRC project is a public transit, highway and bridge project. As a public project, it must be approved and funded by the decisions of elected officials who are themselves directly elected by voters. 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-1027-002

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

**P-1027-002** | This is only one small example of the type of "promises" that have been made to City County residents in SW Washington. With this history in mind, it is in the best interests of the Columbia River Project and the future of SW Washington and Washington State to bring the approval of the Project, with all costs, to the ballot. I am fearful that if this does not happen future needs of the City of Vancouver, Clark County, SW Washington and Washington State, specifically, may feel negative "fallout" for a long time to come.

Thank you for the opportunity to offer input.

Sincerely,  
Lavetta Gustafson

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### **P-1027-003**

The Columbia River Crossing project includes the replacement of the existing I-5 bridge over the Columbia River, improvements at seven interchanges over five 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. The estimated cost to construct this project could be covered by a variety of sources. While a small portion of this cost is expected to be covered by local and state funds, federal funds and toll revenues are expected to cover the majority of the capital costs.

There will not be a public vote on construction of the various CRC project elements. However, as a public project, it must be approved and funded by the decisions of elected officials who are themselves directly elected by voters. 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 pursuing a public vote.