

I GAVE THIS TESTIMONY TO THE BATTLE GROUND CITY
COUNCIL MEETING 5/5/14

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I'd like to talk about the new bus C-tran wants to buy and use on the 4th plain corridor. BRT It is an articulating bus, meaning it is like two buses fastened together, end to end, and hinged in the center. Fourth plain is at capacity with it's current system of buses. This bus moves almost twice the number of passengers, still using only one driver.

Now,... the staff of the C-tran board has worked hard to secure a federal grant to pay for most of this bus system. This "in progress" federal grant will pay for approximately 80% of this bus system. Also, the State of Washington will pick up 5% to 7% of this BRT system. So, that is 85% to 87% of the cost of this bus system to be paid for by grants!

What C-tran does for the City of Vancouver, does effect us here, in Battle Ground. As others have pointed out, a good transit system adds to the health of a city. That being all the cities it serves, and all the cities being served are part of the larger network. Battle Ground does not operate in a vacuum. Battle Ground is part of the whole network of C-tran routes. I don't think there are very many people that get on a bus in Battle Ground, ride around for a while, and get off that bus still in Battle Ground, never leaving the city. There is a good chance they will travel on 4th plain during their ride. So, what happens in one part of the bus network does effect us all.

A good transit system can help the economy of our city. Most of all, a good transit system can and will help the people who need it, the people who rely on it.

So,..when you have an opportunity to voice your opinion of the C-tran bus rapid transit system, please consider what I have said, and support the BRT.

Submitted to RTC
By Lee Jensen
5/6/14



Washington State Legislature

April 24, 2014

Honorable colleagues:

We are forming a new bi-partisan, Bi-State Bridge Coalition (BBC) to address transportation corridors between the states of Oregon and Washington and specific to the regions of Southwest Washington and the Portland Metro area.

Please join the new BBC. Our first meeting is on Wed., May 28th from 11am to 1pm. Lunch will be provided. This private meeting will be held at Holland Partners, 1111 Main Street, Suite Suite 500, Vancouver, WA 98660.

Throughout this process, we hope to identify a multi-phase plan that would improve freight mobility and relieve traffic congestion. This coalition would identify solutions to meet with our citizens' approval and our region's needs.

Using a well thought-out matrix, our goal is to reach consensus on a plan that would meet with broad approval from citizens on both sides of the river and would address important transportation needs for generations to come.

We also believe more studies are not the answer. We have the data needed to identify solutions. Numerous agencies, including the Southwest Washington Regional Transportation Council, have authored studies. We will make these studies available at our first meeting to be scheduled in downtown Vancouver, Washington in May. Specific details will follow.

Please respond to this email or contact one of our offices to let us know you are interested in participating in the BBC and that you will be joining us on Wednesday, May 28th at 11am in Vancouver.

Sincerely,

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*Submitted to RTC
By Ed Barnes
5/6/14*

Columbia River Crossing Issues

- Ann, Don, Liz and Orcutt broke faith with all the people of Southwest Washington who elect them to know and act in the best interest of our regional economy.
- Who will ever trust their judgment in the future? They squandered the \$ 450 million that both States of Oregon and Washington were responsible for that had been agreed to by both States. They also gave up the \$400 million Federal Appropriation Money for I-5 and the \$ 850 million mass transit federal funds earmarked for the I-5, mass transit and the Interstate Bridge.
- When other Washington legislators, who had responsibility for funding their own regional high priority transportation projects, learned that Southwestern Washington legislators were willing to forgo funds earmarked for the I-5 Bridge, what were they to do? Join in voting down the bridge funds and bringing those dollars home to their own projects. Our own representative sold out Southwest Washington interests. That is, they gave up federal dollars that may never be returned. They gave up a large portion of the Washington State transportation funding to others.
- Presently, our regional transportation package goes begging, while we fund, to a much greater extent, transportation projects in other parts of the state.
- The I-5 Bridge represented thousands of jobs, now lost.
- Nationally, infrastructure projects will likely exhaust a diminishing amount of federal funding.
- Our own legislators also threw away the huge investment in time (10 – 15 years) our local leaders spent examining bridge plans and making decisions on behalf of all of us, without understanding the earlier planners' investment or the basis for compromises that were made with Oregon and area local governments.
- With half-truths and flimsy statements about other fanciful bridges over the river, they led their constituents to believe the I-5 crossing could somehow be scuttled, and replaced by nothing more than wishes.
- Unless what was once the Columbia River Crossing can be salvaged in some form, and the funds applied to a bridge that can meet near term needs, Southwest Washington and Northwest Oregon will pay a huge economic price at the expense of shallow political rhetoric intoned by three or four local Washington legislators.
- Those legislators may well be found to have been dancing to the siren song of a single wealthy county commissioner, David Madore. That so many will suffer so a few politicians may prosper is sad indeed.

*Submitted to RTC
By Ed Barnes
5/6/14*