

AUG 06 2019

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**To:** DL, RTC Feedback General Delivery  
**Subject:** Feedback - Board Meeting Public Comments  
**Date:** Monday, August 05, 2019 1:36:22 PM

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Thank you for your feedback! The information you provided was:

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We need to have additional Columbia River bridges. Not only is population growing fast in the area, freight traffic is predicted to increase by 75 percent by 2030. We have already seen rapid growth in Clark County with much of that commuting to Washington Co. in Oregon. I believe that the Camas Washougal area will have rapid growth in the next few decades and there are already some significant changes underway. Getting into Oregon shouldn't be limited to only I-5 and I-205.

Ron Swaren

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Members of the RTC Board,

I have taken the time to read the 2017 Congestion Management Process Report. The Bi-State, stated both the I-5 and I-205 bridges have significant congestion in three corridors during the morning commute.

I-5 South: Main Street to Jantzen Beach

I-205 South: SR-500 to Airport Way

SR-14 Central: 192<sup>nd</sup> Avenue to I-205

Without additional improvements, both Columbia River bridges are at capacity in peak periods. The data indicates that both I-5 and I-205 bridges and associated interchanges are choke points, as traffic slows upstream from each bridge during morning and evening peak periods.

The Citizens want congestion relief. A 3<sup>rd</sup> Bridge Now, 4<sup>th</sup> bridge on the East side of I-205 first, while you plan the I-5 bridge.

People are not going to stop driving cars!

Your RTP Report for 2019 states local transportation elements of the Comprehensive Plans for Clark County includes recommendations for active transportation modes. Reducing reliance on automobiles is dependent on this region developing adequate sidewalks and bikeways to access activity centers and to allow people to safely and easily get to the C-TRAN transit system. The development of non-motorized transportation modes is a strategy that can maximize the capacity of the existing transportation system.

No mention of more bridges across the Columbia River.

Your citizens are rising up calling for 2 more bridges to be built across the Columbia Now!

Pat Anderson

To the RTC board:

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In 2008, the CTRAN board and RTC adopted light rail for the proposed I-5 toll bridge subject to a public vote on light rail. Light rail adds \$ billions to the cost of a bridge, so tolls have been proposed to pay for it.

In Seattle, a 1-way 520 bridge toll on cars in peak traffic is \$6.30 pay by mail, less for the electronic surveillance.

How much of the tolls is paid to the tolling company? As high as 50%?

The Bridge of the Gods at Cascade locks is just \$1 one way if a coupon book is purchased. \$2 regular price. No other east side bridges between there and I-205.

In 2012, CTRAN finally held the promised vote on light rail, which was rejected in every city in Clark County, and the county area allowed to vote. In 2013, a county-wide advisory vote on light-rail was held, and 68.39% of voters agreed that a public vote on light rail should be held BEFORE spending billions of taxpayer \$ to start light rail in Clark County.

Arrogantly, the CTRAN board majority in 2013 ignored the public votes against light rail, revoked the 2011 Policy PBD-015 to prevent CTRAN from funding light rail, and authorized a contract with Oregon TriMet for light-rail by a single vote.

Please do not bring light rail to Clark County against citizen votes. CTRAN bus ridership has declined, rosy predictions for ridership have not come true. Buses are more flexible in size and route, and are eligible for federal funding.

"CRC Deputy Director Kris Strickler said cost was a driving force behind presenting five different alternatives in the DEIS, **some of which offered bus rapid transit instead of light rail.**" At that time, cost was a factor," Strickler said. "It was a driver in the discussion." ' <http://couv.com/issues/crc-too-expensive-oregon>

Cost should always be a factor in public spending choices. Will RTC invest in roads for all, including buses, freight, commercial, emergency and commuter traffic?

Or fixed, gold plated light rail for a tiny fraction of all commuters, 1-3%, which doesn't serve any freight, commercial or emergency vehicle needs.

I support the Western By-pass Port to Port new bridge over the Columbia River that has been discussed for decades. Building a Third Bridge Now first would alleviate congestion on an eventual I-5 bridge replacement, no light rail required.

Submitted by **Margaret Tweet**, Clark County resident, for the record 8-6-2019

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Good evening,

My name is Lindsay Berschauer and I'm the President of Leona Consulting Company in Oregon. I'm also a candidate for Yamhill County Commission. I've been working on transportation policy in Oregon for almost a decade, starting most notably with the CRC. I was instrumental in facilitating a stronger public process with more transparency about the project. Ultimately, Washington residents demanded the same and the project failed after wasting millions of our tax dollars.

I'm here tonight because there is a similar project under consideration with the proposal of light rail tunnels under the Willamette River costing upwards of 2 billion dollars. Without getting into the specifics of that proposal, I would like to offer a perspective on what's happening in Oregon regarding transportation.

We are woefully lacking in road infrastructure investments. We haven't had a significant investment in new infrastructure since I 205 and that was 40 years ago. Oregon has critical needs like a Westside Bypass to alleviate the absolute gridlock that Washington County is facing. We need to fix the Abernathy Bridge and widen I 205, those projects are long overdue. We need a third bridge over the Columbia River on the East side to alleviate increased truck traffic that was displaced by the Port.

In my county, we need to complete the Newberg Dundee Bypass that as it stands now, is funneling traffic into the French Prairie farm roads and causing fatal accidents each week. One of those roads has been deemed "Death Road". Our county delegates fought hard this past legislative session to secure \$150 Million in funding so we could chase a federal match, only to see all of the proposed funding removed from the final budget. Unfortunately for now, Death Road will remain Death Road.

Oregon taxpayers are waking up to the fact that elected leaders are systematically prioritizing mass transit projects in the downtown Portland core, over common sense road projects desperately needed in the rest of the state.

Initiative Petition 10 was filed after the Oregon Legislature approved in 2017 tolling on existing freeways to pay for things like light rail. This initiative states that any tolls set up on existing freeways require a majority vote of approval from Oregon citizens. It also states that a vote of the people is not required if the toll or fee revenue goes specifically to fund NEW freeway infrastructure.

I will tell you that groups like TimberUnity, now with almost 60 thousand members statewide and growing, and many members are from the trucking community, they are actively supporting this petition and gathering thousands of signatures and they have almost a year to get that done and on the ballot.

The vast majority of people choose point to point modes of transportation. A myopic focus on light rail transportation does not reflect the needs of residents in our respective states. You saw this play out with the CRC. If this Commission starts to make light rail tunnels a priority over new road projects, I predict you will see the same reaction. Thank you.

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**Testimony at the August 6, 2019 RTC Meeting****Ann Donnelly**

4305 Oregon Drive

Vancouver WA 98661

My advice to this study is to include a third bridge among the highest ranked and most urgent scenarios that you analyze. The need for a third crossing of the Columbia was supported by a 1977-79 Washington legislature study indicating that the I-5 corridor would be overloaded by 2000; then in 1988, a traffic study showed that the I-205 bridge had exceeded the 2000 forecast, and concluded there would be benefits to not one but two new bridge crossings, one west of I-5 and one east of I-205.

These past studies, and their support for additional crossing(s), have been proven correct. One has only to look at the current congestion on both I-205 and I-5 over a number of hours per day, not just the morning commute and evening commute, to realize that at least one new crossing is needed as soon as can be efficiently studied, decided upon, funded and built. Projecting growth of our region into the future just adds additional urgency and certainty that the need is there.

This recommendation does not preclude other solutions. Modeling of projected traffic growth over time should be used to select the portfolio of alternatives – such as Express buses - that balances effective congestion relief with cost. But other solutions should be in addition to, not instead of, a third bridge. Modeling should be performed by an independent third-party expert without political bias.

We should not be discouraged from initiating the needed third crossing by the argument that “it will take 40 years” to build a 3<sup>rd</sup> bridge. That time frame seems unreasonable in today’s technology-rich age, and with so many experienced contractors ready to do the work. However, it will take years, so the sooner we decide on the best route, the sooner we can get started. Delaying further is putting our region’s future generations at risk.