

In my submission I urged you to "Go Big" by linking the I-5 Bridge Replacement to construction of the Rose Quarter Project and the Northern Connector. Whether you think my idea of an opening bridge has merit or not, **please** ensure that the south end of the bridge has somewhere to deliver the vehicles that it will certainly bring from Clark County. The Northern Connector would be that pipeline.

"Inaccuracies" in John Ley's Testimony

In all three columns of the PEMCO survey, the totals obviously exceed 100%. The "Total" total is 124%; the "WA" total is 125%; and the "OR" total is (not surprisingly) 123%. Perhaps Boeing built MCAS with pilots who are addition-challenged in mind.

In the section headed "The CRC traffic data", John quotes a source who claims that by extrapolating current trends he predicts that "the I-5 corridor would need **9 lanes in each direction by 2060**" [emphasis in original]. I am put in mind of the old saying "When something simply cannot go on forever it will stop". Since there is no way that there will ever be thirteen lanes in each direction across the Columbia River (these predicted nine and the existing four on I-205), growth in the population of Clark County will ease and even cease. For many making the trek the "better schools" and no tax on spousal income will pale before the daily misery of schlepping to and from work.

And so far as transit's stagnant mode share, when ramp meters are activated and bus-on-shoulder operations begin, the buses will be better able to compete with private cars on a time basis. More people will choose them. And a reminder: it's the express system we're talking about here. It covers roughly 60% of its operating cost from the farebox.

Better, Clark County might develop its own workplaces and depend less on commuting to Oregon.

In the section on the I-5 Rose Quarter Project, he abuses you by saying "If you're not going to demand more through lanes at the Rose Quarter, then you're not serious about what the data shows is needed to reduce I-5 congestion." Are you serious custodians of the public weal, ladies and gentlemen? John Ley appears to doubt that.

He then goes on to "Whatabout" the seismic risk to Portland's various bridges, many of which have the deadly blot of failure on his map. I guess the fact that we apparently can't fix all the bridges at once means we shouldn't fix any at all. At least to John.

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