

PUBLIC COMMENTS FOR IBR COMMUNITY BENEFITS ADVISORY GROUP

Received between January 23, 2025 and February 20, 2025

Comment Received: 1/23/2025

From: Carmen Painter

Email Subject: CBAG Public Comment

Attachment Included: No

Hello,

I recently discovered the IBR organization through an email from Worsksource. While I hope to find a position with IBR in the future, I was pleased to find I can stay up to date through the recorded and/or live meetings and even participate via comments.

And - I have a comment concerning the plantings and vegetation, art and education.

I believe the bridge is an incredible opportunity both literally and metaphorically, to bridge communities, bridge the past and the present to the future - and do it through the gardens and art in concert with the architecture and landscaping.

And by involving the community, by inviting them to participate either individually or through groups in the planning process for those designated planting and art spaces will give them a sense of pride, participation and responsibility (hopefully for the upkeep). This could/should be voluntary as well.

In providing species, historical or other educational identification - there is a limitless amount of information that can be associated with a QR code. This could be provided in addition to a name or picture tag.

Regards,
Carmen Painter
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360-907-9687

Comment Received: 2/18/2025

From: Terry Phillips

Email Subject: A Bridge to NO WHERE and worse

Attachment Included: No

STOP Wasting Taxpayer money on pie-in-the sky planning with no foundation other than 1.6 BIK-LONS from taxpayers/commuters for a bottleneck freeway to nowhere.

[TOP Property Group, Inc.](#)

[310 West 11th Street](#)

[Vancouver, WA 98660](#)

[360-798-1020](#)

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Community Benefits Advisory Group Public Comment”

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Comment Received: 2/20/2025

From: Paul O. Edgar

Email Subject: Community Benefits Advisory Group, Public Comment”

Attachment Included: No

A door opened into the new value structure and mindset of the U.S. Department of Transportation, under the Trump Administration.

This ruling and statement provides a view with what happened, where the Federal Department of Transportation terminated the previous FHWA approval of did—congestion pricing scheme that was meant to reduce vehicle traffic entering into New York City. Apparently a significant part of the revenues gained were to go to funding mass transit with high operating costs in collection.

The Tolling Plan had been approved and was operational with congestion pricing of vehicles going into New York City. The new Secretary of Transportation, Sean Duffy had an important statement announcing the termination did-congestion pricing, and New York is appealing this cancellation:

"New York State's congestion pricing plan is a slap in the face to working class Americans and small business owners," Duffy said in a statement on Wednesday. "Commuters using the highway system to enter New York City have already financed the construction and improvement of these highways through the payment of gas taxes and other taxes. But now the toll program leaves drivers without any free highway alternative, and instead, takes more money from working people to pay for a transit system and not highways. It's backwards and unfair."

The head of the Metropolitan Transportation Authority, which manages the city's subways as well as bridges and commuter rails, said it is challenging the reversal in federal court. The toll revenues gained from the tolls collected are not to fund highway or bridge improvements.

"Today, the MTA filed papers in federal court to ensure that the highly successful program -- which has already dramatically reduced congestion, bringing reduced traffic and faster travel times, while increasing speeds for buses and emergency vehicles -- will continue notwithstanding this baseless effort to snatch those benefits away from the millions of mass transit users, pedestrians and, especially, the drivers who come to the Manhattan Central Business District," MTA Chair and CEO Janno Lieber said in a statement.

Duffy's statement is what opponents of extending TriMet's MAX Light Rail Transit have been saying for three years. Extending, TriMet's MAX based Light Rail Transit into Clark County, WA cannot be

justified based on unsustainable ridership numbers. The changes that have occurred in the last five years with dramatic reductions of employment that previously was reachable by TriMet "Fixed Rail" MAX LRT no-longer appears to exist.

What is reflected in TriMet's Performance Reports and current C-Tran Ridership numbers of commuters traveling into Portland, OR no-longer justify the approximate \$3 billion in additional cost within the IBR Program Plan. It becomes obvious, that Toll Revenue gained from vehicle tolls will not be allowed to be used to back fill the unfunded cost to include TriMet's MAX Light Rail Transit costs with any Vehicle Toll Revenue.

It also appears problematic that previous funding understandings from the Federal Transit Authority to partially fund TriMet's MAX Light Rail Transit, inclusion in the IBR Program Plan, may no-longer exist. The 2019 to 2024 TriMet MAX Light Rail Transit ridership has dropped significantly and stabilized with what is now unsustainable ridership numbers. C-Tran ridership of numbers reflect much of what TriMet is experiencing. Operating Cost Funding to sustain a mass transit system with limited revenues, within a "Benefit Analysis" where the cost of operation requires going to the public new higher taxes, will not be approved by the public in a vote.

It is reasonable under the conditions that exist today, to immediately suspend all planning and associated expense to include TriMet's MAX Light Rail Transit within the IBR Program Plan. ODOT and WSDOT don't want to be like New York did not address the financial impact of pricing. The streets of New York have far less traffic, when people cannot afford the Toll Cost, and Mass Transit is an unacceptable alternative. The full economic impact has yet to be reported on the effect in Manhattan Central Business District with less activity and how this hurt the low and middle income worker and small businesses!

Paul Edgar, a previous commuter between Hazel Dell and NW Portland who commuted on that route for 16 years. Transit had no possibilities of ever working for me, my family, and my neighbors.