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COLUMBIA RIVER CROSSING DRAFT EIS
PUBLIC HEARING

WEDNESDAY, MAY 28, 2008

RED LION HOTEL
VANCOUVER, WASHINGTON

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1 staff making all the decisions.

2 The NEPA process is meant to stop and
3 reflect. All over the country, it does
4 that several times. There is absolutely
5 no shame and nothing wrong with stopping
6 and doing this and taking a look at it.

7 The idea that we are going to get the
8 Government -- our Government -- to follow
9 the law by producing a lawsuit is totally
10 beneath us. We do not need our dirty
11 laundry nationally washed.

12 HAL DENERINK: Thank you. Jon.

13 JON HAUGEN: Good evening. My name
14 is Jon Haugen, H-a-u-g-e-n, and I reside
15 at 13502 Northwest 49th Avenue in
16 Vancouver, Washington. I've read the
17 Columbia River Crossing Draft
18 Environmental Impact Statement.



19 It seems that three years ago and
20 80 million dollars ago, the Planners were
21 told to produce a document to support
22 building -- to support spending 4.1
23 billion dollars to replace six lanes of
24 traffic with six lanes of traffic with
25 light rail.

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1 COURT REPORTER: Can you slow down
2 please.

3 JON HAUGEN: Absolutely. Thank
4 you. That document has been produced.
5 Spend 4.1 billion dollars to replace six
6 lanes of traffic with six lanes of traffic
7 with light rail.

8 There are several fatal flaws in the
9 Draft Environmental Statement. The
10 replacement bridge for the Burlington
11 Northern Santa Fe rail bridge built in
12 1908 -- once again, 1908, 100 years ago --
13 was not considered. Because of this
14 oversight, the supplemental bridge options
15 are invalid.

16 The supplemental bridge leaving the
17 current I-5 bridge, but restriping six
18 lanes of traffic to four lanes of traffic
19 invalidates any meaningful traffic
20 reduction comparisons for the new bridge.

21 I have testified and advocate
22 building an eight mile elevated highway
23 between SR-500 in Vancouver and I-84 in
24 Portland with no other exits. This
25 expressway with four lanes would relieve

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1 I-5 congestion by adding 66 percent more
2 lanes.

3 Light rail, I'm opposed to this. At
4 250 million dollars per mile, serving only
5 downtown Vancouver, it is too expensive
6 and too limited.

7 I have testified and advocate using
8 heavy rail, not light rail -- a third rail
9 line across a new rail bridge connecting
10 Kelso to Downtown Portland with stops in
11 Kalama, Woodland, Ridgefield and Vancouver
12 and then nonstop to Downtown Portland.

13 This idea would increase commerce.
14 On existing rails, we could have a route
15 from Washougal and Camas to Vancouver and
16 then to Downtown Portland and a third
17 route from Battle Ground to Vancouver and
18 then to Downtown Portland.

19 We have talked about the current I-5
20 bridges being siesmatically (sic) unsafe.
21 They are old bridges. The northbound lane
22 was built 91 years ago. The southbound
23 lane was built 50 years ago.

24 If we are really serious about
25 short-term ideas, then we should ban all

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1 trucks from these two lanes until a new
2 bridge is built. This, of course, would
3 be unacceptable. That is why it's not
4 been proposed.

5 In my way of thinking, the Federal
6 Government owes this area a supplemental
7 bridge that they would pay for. We paid
8 for one of the structures currently in
9 place. The Federal Government should pay
10 for a new supplemental bridge.

11 I thank you for your time.

12 HAL DENERINK: Thank you. Okay.
13 At this point, I'd like to bring up a new
14 crew for this table. Thank you, folks.
15 Okay. The next three are Ed Barnes, Jared
16 Ross and Dave Ritchey.

17 As far as I am concerned, you can.

18 Okay. Paul Edgar.

19 PAUL EDGAR: My name is Paul
20 Edgar. I am from 211 5th Avenue, Oregon
21 City.

22 The I-5 corridor, as we now know it
23 through Portland, is broken. Just
24 replacing the interstate bridges does not
25 solve the problem of Terwilliger Curves,

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CERTIFICATE OF REPORTER

STATE OF WASHINGTON)
County of Clark)

I, Cathy S. Taylor, a notary public for the State of Washington do hereby certify that I transcribed to the best of my ability said proceedings written by me in machine shorthand and thereafter reduced to typewriting; and that the foregoing transcript constitutes a full, true and accurate record of said proceedings and of the whole thereof.

Witness my hand and notarial seal
this 16th day of June, 2008.

Cathy S. Taylor, RPR, CSR
Notary Public for the State of Washington
My Commission expires April 15, 2009