

MEETING MINUTES

Project Name: CRC **Project No.:** 2733012004
Location: Clark County **Meeting Date:** June 24, 2008 **Time:**
Minutes by: Katie Clements
Attendees: **Company:**

Subject: **CRC Task Force Public Meeting: Hearing Testimony**


Henry Hewitt: I'm Henry Hewitt, one of the co-chairs of the Columbia River Crossing Task Force and Hal, the other co-chair, agreed early on that we would alternate who was going to chair which meetings and we would alternate meetings between Oregon and Washington but as it's turned out, the last several meetings have been in Washington. He told me it was my turn to chair the meeting so here I am. I'd like to welcome everybody and we do know that there's some problem on the I-5 highway on the Oregon side that's causing traffic delays and that people will probably be late in arriving, particularly those people coming from that direction. The reason for getting started is that at about 4:15 Gov. Gregoire is gonna call in and has a few words that she'd like to give with respect to the project and where we are and I think we at least want to be attentive for that for those of us that are here. In the meantime we'll get started with some of the formalities. Please turn off your cell phones. I've turned mine off and it tends to cause disruption with the technology if we leave the cell phones on. As always, our meeting tonight will be broadcast on CVTV and in Portland on the community media. You can watch the Task Force meetings on the internet through the link to the project (LINK). We have materials that have been distributed and we have a lot of paper tonight. Hopefully everyone either has a copy or can share with somebody who does. By way of background, we began this process in I think the February timeframe of 2006. I was asked to be co-chair and was told it would be a year and a half or two years of meetings, once a quarter. Well here we are more than 3 years later and my notes tell me this is the 23rd meeting, so that's more frequently than quarterly and longer than 2 years. Tonight we will hear a project update, get public input received on the DEIS, there will be time for public comments

We have people signed up and once again I would ask that you to be as brief as you can be and in any event we'll cut you off or have you close down at about 3 minutes so that we can get all the people that we have signed up in the allotted time and excuse me if I mispronounce names. The first person we have is Steve Citron.

Steve Citron: Thank you. My name is Steve Citron and I am a Vancouver resident. I am a PhD Engineer and a fellow of the Society of Automotive Engineers. I am concerned and my comments reflect an interest in congestion over the new bridge compared to the No Build option. So, very simply, one of the statements from CRC is that

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of what is the I-5 corridor. There have been several promising, viable alternatives thrown out by your staff because they said it was not in the I-5 corridor including a supplemental arterial bridge and I have citations in the document that was passed around. I hope it got all the way around, I made 40 copies. If you didn't get it, talk to somebody next to you. This bridge was cast out partly because for the reason that it was not in the I-5 corridor. That is just... A corridor is something more than the pavement on I-5, so check back at those options that were removed from further consideration because you'll see them in a number of places. So again I ask you to stop this process, and to call for a supplemental DEIS to deal with the issues raised, not only by us but by the other local jurisdictions that have already spoken before you move forward. You do not have to meet the August 15 deadline.

Bill Hidden: My great-grandfather supported the first bridge in the 1800s and finally in 1917 it got built. I am a property owner, I live in the area and I will be greatly affected by this process but I want to tell you that I am in support of a replacement bridge and I commend your work. Thank . I am sending a letter regarding the EIS and how it affects my property and a few minor shortcomings. Hopefully, you will be able to address those and correct them but move ahead. Thank you.

Larry Epstein representing Diversified Marine: After providing public testimony, this commenter specifically stated that their testimony was intended for the Task Force only, and requested that their comments not be considered to be formal comments on the Draft EIS.

David Rowe: I live in Battle Ground, Washington. I do not want to pay a \$2 toll to cross the Columbia. I have been working in Gresham and driving 60 miles a day. My gas alone is 2 gallons per day which computes to about 1,000 gallons per year. Today I will be paying almost \$5k per year and with the proposed toll that would add almost another \$1k per year. As a taxpayer and a father, I do not want to give my kids such burden to pay for a \$4 billion bridge. Do not build such an expensive bridge. I believe the light rail connection is important but look at other options other than highway expansion. There are other options other than the 12 lane bridge and that is to expand rail transportation. On June 17, Amtrak finished an 11 mile project. They replaced a rail bridge between Boston and New Haven which crossed the Thames River plus they upgraded 11 miles of track. This whole project cost \$83 million, that's spelled with an M. The Northern Santa Fe Railroad bridge could be upgraded to a 3 track bridge. That inexpensive project could provide a corridor for high-speed trains from Portland to Seattle with 1.5 hour travel time plus it would provide a corridor for commuter trains from Vancouver, Ridgefield, La Center, Battle Ground, Camas and Washougal. Do not more pollution to our area with more cars.

Beth Cortorolo: I am President of the Greater Vancouver Chamber of Commerce. The Chamber has been engaged in the work of the Task Force since its inception in 2005. After reviewing the findings of the team and other research, our board has voted to support the alternative of the replacement bridge with light rail. We recognize that this will mean a tremendous investment along the vital I-5 corridor. We would of course as we move forward like to see costs to businesses and the public minimized but we also asked the question: what's the cost of doing nothing? We think the answer, in terms of more restrictions on freight mobility and further traffic congestion is simply not acceptable. Thank you very much for your work on the project and for your time today.