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**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**

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**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 23<sup>rd</sup> 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

Meeting Minutes (continued)

**N-012-001** **Roger Staver:** I'm here today as the Chair of the Hayden Island Neighborhood Network, specifically the area of High Noon. I do also have a letter I'd like to leave for the record. High Noon is probably going to be the most affected neighborhood of this project. The better part of the bridge footings will be in our neighborhood and we're going to have to deal with this for as long as the project goes on. In spite of that, representing virtually the entire residential population and many small businesses, High Noon's members and board have voted to support this project on at least 2 occasions. We support the replacement bridge with light rail with the light rail being as close to the new bridge as possible. On Hayden Island we don't have medical facilities, we don't have a lot of the amenities as Ed Garen already mentioned. If there is a problem on the freeway, we can't get people off the island or emergency services to the island quickly. Our concept plan is based on the CRC project going forward. We've spent over a year putting our concept plan together and it has a great deal to do with CRC which is very important to us, important to the island, and to the surrounding areas. CRC represents not just a single solution to a single problem but multiple solutions to a myriad of problems. It covers over 5 miles of freeway. If you try to just solve part of the problem, you're not going to reach the goal that was intended. It needs to have all of the problems solved for all of the problems to be fixed. It isn't a project, it's an opportunity. High Noon is eager to see CRC proceed. We want to see it go forward with as little delay as possible and thank all of you for all the hard work you've done and have been happy to have our members support you in very way we could.

**Peg Johnson:** I am a board member of the Janzten Beach Floating Home Moorage who I am representing today. Our moorage is the one that is most impacted on Hayden Island. We're right across from the Expo Center and we've been following this project since it started. I want to make sure the Task Force is clear that we do support Alternative 3. For selfish reasons we feel this has the lowest impact on us but we also feel it is a good combination of light rail and highway improvements. Even though we have worked closely with the CRC over the last few years, we also have 2 members on the CEJG and we've hosted CRC delegations to our moorage. We have basically been shocked at the short shrift we've been given in the DEIS and I want to bring that to your attention. Throughout the DEIS graphics and narrative, the floating home community which bears the biggest impact of anything on the OR side, our value and presence as housing stock has been underreported. We want to remind this group that floating homes, even though they are not real property, they are actually personal property, but they still provide actual houses that people live in and are actually a priority housing stock with both Metro and the City of Portland saying they want to see people live densely as we do. We also live in an industrial area, an area impacted by the airport flight path, the existing I-5, the existing railroad, and a lot of marine industrial uses. We think we're pretty valuable and we're disappointed that the impact of this project is not portrayed accurately in the DEIS. So I wanted to make sure that you realize that there are actual homes affected in Hayden Island, not just parking lots and other infrastructure. In addition to the fact that our configurations are not shown on graphics we have high concerned which we are expressing in our letter to the Task Force about noise analysis and the lack of attention to noise propagation as it varies according to river levels, there is no river level information corresponding to where measurements were taken (river higher = noisier). We want to work with you about this and want to make sure you know that we exist: we're valid housing, we're real people and we have lived in the middle of this intolerable situation for years. We look forward to a solution being implemented and we don't want to be forgotten in the process.

**Pam Ferguson:** I have proudly been watching this Task Force and the project team over the last 3 years do a fantastic job. Even though Hayden Island does not have a neighborhood representative on the Task Force we that Walter for watching out for us. I represent the other form of alternative housing on the island: the manufacture home community. I want to give Peg kudos for saying what she did and we need to pay more attention to alternative forms of housing. I represent about 440 home owners and 150 RVers in the park. Some of these residents have lived here 35 years. We are a diverse and opinionated community of low-income, senior citizens,

**N-012-001**

Preferences for specific alternatives or options, as expressed in comments received before and after the issuance of the DEIS, were shared with local sponsor agencies to inform decision making. Following the close of the 60-day DEIS public comment period in July 2008, the CRC project's six local sponsor agencies selected a replacement I-5 bridge with light rail to Clark College as the project's Locally Preferred Alternative (LPA). These sponsor agencies, which include the Portland City Council, Vancouver City Council, TriMet Board, C-TRAN Board, Metro Council, RTC Board, considered the DEIS analysis, public comment, and a recommendation from the CRC Task Force when voting on the LPA.

With the LPA, new bridges will replace the existing Interstate Bridges to carry I-5 traffic, light rail, pedestrians and bicyclists across the Columbia River. Light rail will extend from the Expo Center MAX Station in Portland to a station and park and ride at Clark College in Vancouver. Pedestrians and bicyclists would travel along a wider and safer path than exists today.

For a more detailed description of highway, transit, and bicycle and pedestrian improvements associated with the LPA, see Chapter 2 of the FEIS.

**N-012-002**

Thank you for taking the time to submit your comments on the I-5 CRC DEIS. We have benefited from close coordination with Hayden Island residents and business owners. The Hayden Island Plan has been reviewed in detail and has been used in the refinement of design elements.

**N-012-003**

See discussion above regarding the Locally Preferred Alternative.



RECEIVED  
JUN 24 2008  
Columbia River Crossing

June 24, 2008



Task Force  
Columbia River Crossing  
700 Washington Street, Suite 300  
Vancouver, WA 98660

Dear Task Force Members:

**N-012-004** This letter is written to outline the position of HINooN, the Hayden Island Neighborhood Network, relative to the CRC project. This neighborhood association represents the bulk of residents and many small businesses on Hayden Island. HINooN's Board and many of its members have participated in meetings, seminars, charrettes, open houses and hearings. We have become well informed on the issues that CRC might present, as well as the problems that it is intended to solve.

**N-012-005** In January of 2008, HINooN's Board of Directors and HINooN members voted full support of the REPLACEMENT BRIDGE WITH LIGHT RAIL. In May, through follow-up email polling, our Board again gave full support to this project. The success of our recently drafted Hayden Island Plan is dependent upon the replacement bridge project.

Our reasoning is sound. Existing impediments to East-West travel on The Island will be resolved. Current traffic problems on I-5 coupled with these impediments make public safety on Hayden Island marginal or substandard during many hours every day. There are no medical facilities on The Island. Even a minor disaster could cost many lives due solely to the inability to secure timely emergency response or transport. We add hours a week to our travel times to get to and from work, or even get around just outside our area.

This is *not* a new bridge or road project. It is a project that vastly improves over five miles (Columbia Blvd to SR 500) of an existing freeway. The CRC project creates efficient exiting and entry systems where hazards and bottlenecks exist now. Ramps are greatly extended allowing for better queuing of waiting traffic. The improvements offered by CRC are extensive and absolutely necessary.

CRC does not just benefit Hayden Island. It removes bottlenecks on a major *existing* transportation corridor and offers improvements that will be felt in commerce, transportation, shipping and pedestrian and bicycle traffic movement. And it is not a single solution to a single problem. It is multiple solutions that work together to solve a myriad of problems. If we don't solve all the problems, we don't achieve the goal.

HINooN supports the Replacement Bridge with Light Rail, the rail orientation being the closest location adjacent to the new bridge. This is one of those rare times when an opportunity is presented to accommodate long-term future requirements while fixing already insurmountable problems that become worse by the month. HINooN hopes to see this badly needed project proceed with the least delays possible.

Sincerely,

Roger Staver, President  
HINooN

2209 N. Schofield Street, Portland, Oregon 97217 <http://www.haydenisland.us/cms>

Regarding schedule, it is important that a project, such as CRC, provide ample opportunity for input from a diverse constituency of stakeholders and jurisdictions, and that it follow a process that complies with all federal, state and local legal requirements. The project sponsors' intent is to progress at a deliberate pace to ensure that we meet public interests, meet the transportation needs, address the quality of local communities and the environment, and be fiscally responsible. Following publication of the FEIS, there will be a federal Record of Decision. If that decision is to move forward with LPA, then the sponsors will progress into final engineering, finance plan implementation, and construction.

#### **N-012-004**

Thank you for taking the time to submit your comments on the I-5 CRC DEIS.

#### **N-012-005**

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