

00001

- 1
- 2
- 3
- 4
- 5
- 6
- 7
- 8
- 9
- 10
- 11
- 12
- 13
- 14
- 15
- 16
- 17
- 18
- 19
- 20
- 21
- 22
- 23
- 24
- 25

COLUMBIA RIVER CROSSING DRAFT EIS
PUBLIC HEARING

WEDNESDAY, MAY 28, 2008

RED LION HOTEL
VANCOUVER, WASHINGTON

P-0815-001

There will not be a public vote on construction of the various CRC project elements. However, as a public project, it must be approved and funded by the decisions of elected officials who are themselves directly elected by voters. Long-term operation and maintenance of the new light rail line will be funded through C-TRAN and TriMet. For its share of the operations and maintenance funding, C-TRAN plans on pursuing a public vote.

00052

1 am I going to get my goods and products to
2 market and how are my employees going to
3 get to work and back home in a timely
4 fashion to their families.

5 Some folks have spoke tonight about
6 possibly retrofitting the existing
7 bridges, seismic upgrades. I don't care
8 how much lipstick you put on those two
9 bridges, you are still stuck with two draw
10 bridges on the I-5 corridor.

11 It's the main artery on the west
12 coast from Canada to Mexico. And to have
13 draw bridges in this day and age on that
14 artery is ludicrous to have people backed
15 up for hours at a time when those bridge
16 lifts are going on.

17 So we hope that the replacement
18 bridge with light rail is the project that
19 is chosen and moves forward so that our
20 region and our citizens can continue to
21 prosper.

22 Thank you very much.

23 HAL DINGERINK: Thank you, John.

24 Now John Felton.

25 JOHN FELTON: Good evening, my



P-0815-001

00053

P-0815-001 1 name is John Felton. I live here in
2 Vancouver.
3 In February of 1995, the citizens of
4 Clark County voted against light rail.
5 Ever since that time, developers, real
6 estate speculators, lobbyists and
7 politicians funded by them have made it a
8 goal to keep light rail from the public
9 vote. Why? What do you have to hide?

P-0815-002 10 While the CRC claims to have obeyed
11 the public process, seldom have you ever
12 shown a willingness to truly embrace and
13 value the thoughts of citizens who you
14 claim to serve. Your public comment
15 periods over the last several years have
16 been laughable. How do you expect people
17 who work for a living to attend public
18 comment periods that run from 8:00 to
19 9:00 a.m. or from 4:00 to 5:00 p.m. on
20 weekdays?

P-0815-003 21 Your divisive and manipulative style
22 of project management has only further
23 alienated the population you were
24 chartered to serve. If one of your goals
25 was to widen the gap between the public

P-0815-002

Significant work has gone into developing the CRC project, including an ongoing public involvement effort. The public involvement program includes numerous advisory groups to ensure the values and interests of the community are reflected in project decisions. These groups include representatives of public agencies, businesses, civic organizations, neighborhoods and freight, commuter and environmental groups. Feedback from the general public and advisory groups has been generally supportive of the project, including support for the transit, bicycle, pedestrian, highway, interchange, and financing elements of the project. See Chapter 2 (Section 2.7) of the FEIS for more discussion on the process used to develop project alternatives and select a Locally Preferred Alternative.

P-0815-003

Multiple methods have been used to engage the public so as to address the needs of a wide variety of people and the project decision-making process. Public feedback has helped guide the outreach effort. Examples include workshops with facilitated small-group discussions, open houses where participants can talk one-on-one with staff, public hearings, presentations and discussion at community and neighborhood-sponsored meetings, often at the group's request, and advisory group meetings where CRC seeks recommendations from a citizen committee. These events and meetings have taken place at a variety of locations, days of the week and times of the day to meet the needs of the entire community. For more information on the project's public outreach, please see Appendix B of the FEIS.

P-0815-004

As mentioned above, significant public support has been expressed for the CRC project.

00054

P-0815-004

1 and those who serve it, congratulations,
2 you really succeeded there.

P-0815-005

3 If you really want to be successful
4 with this Columbia River Crossing project,
5 then you must fully embrace the public and
6 let them show you the way. Allow them to
7 publically vote on your project choices.

8 Serving elected special interest
9 groups will not work. The citizens of
10 this community are smarter than you think.
11 Typically they like to be left alone and
12 mind their own business. However, try to
13 pull a fast one over on them and they will
14 come after you. The collection of pitch
15 forks and farm implements out there in the
16 lobby there prove that.

P-0815-006

17 Now let me make myself clear. We do
18 not want a project of any sort that
19 includes light rail. We do not want a
20 project of any sort that includes light
21 rail. We do not want a project of any
22 sort that includes light rail. We do not
23 want a project of any sort that includes
24 light rail. We do not want a project of
25 any sort that includes light rail.

P-0815-005

There will not be a public vote on construction of the various CRC project elements. However, as a public project, it must be approved and funded by the decisions of elected officials who are themselves directly elected by voters. Long-term operation and maintenance of the new light rail line will be funded through C-TRAN and TriMet. For its share of the operations and maintenance funding, C-TRAN plans on pursuing a public vote.

P-0815-006

Thank you for your comment. 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.

P-0815-007

00055

1 If you have any inkling about what is
 2 best for this community and this project,
 3 you will go back to the drawing board and
 4 come up with another solution that does
 5 not involve light rail.
 6 If you think it's painful to do that
 7 now, just wait to see the repercussions
 8 that are in store for you and any other
 9 agency in this community should you
 10 proceed otherwise.
 11 It's ironic that this project is
 12 about building a bridge when what is
 13 really needed most is a bridge between the
 14 CRC Project and the community. Without
 15 full community support, this bridge will
 16 never get built. Thanks.
 17 HAL DENGERRINK: Thank you, John.
 18 And at this point we are going to switch
 19 out by adding Frank McBarron, Stephanie
 20 Turlay and Marcela -- I can't read that.
 21 Is there a Marcela? Okay. All right.
 22 Rory.
 23 RORY BOWMAN: Thank you. My
 24 name is Rory Bowman, P.O. Box 202,
 25 Vancouver. I live in 400 block of east

P-0815-007

Light rail has been endorsed by every local Sponsoring Agency (Vancouver City Council, C-TRAN, RTC, Portland City Council, TriMet, and Metro), whose boards are comprised of the elected leadership of the region.

Annual light rail passenger trips crossing the I-5 bridge in 2030 are projected to be 6.1 million, with daily ridership around 18,700. The travel time for the morning commute by light rail between downtown Vancouver and Pioneer Square in downtown Portland will be approximately 34 minutes. Light rail would travel on a dedicated right-of-way, with more reliable travel times than auto drivers dealing with unpredictable road conditions, traffic congestion, and parking challenges.

The CRC project planning for light rail incorporates and supports the principles of the Vancouver's City Center Vision Plan. Downtown Vancouver has seen recent growth in higher density mixed use projects from three to 12 stories in height. In addition, another 4,000 downtown condominiums are proposed or pending as part of new developments. The core of Vancouver has, along with many of the larger corridors such as Fourth Plain Blvd, medium to high density residential development and an urban mix of uses. Transit demand in these areas is quite high, and ridership will increase with the introduction of light rail.

Long-term operation and maintenance of the new light rail line will be funded through C-TRAN and TriMet. For its share of the operations and maintenance funding, C-TRAN plans on having a public vote.

00115

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

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