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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 rail doesn't pollute, buses and cars do.
 2 And so I am urging the people in this
 3 room tonight to give the Columbia River
 4 Crossing Task Force the credit that they
 5 deserve for job well done because they
 6 have worked their tails off to produce the
 7 information necessary for you public
 8 people to know what is going on with
 9 Columbia River Crossing. And due to the
 10 lack of people not going there, that is
 11 not their fault. It's not been publicized
 12 in the paper. The lady held up the paper.
 13 It's been in The Oregonian and everywhere
 14 else. So anyway, than you very much.
 15 HAL DINGERINK: Thank you. Jared
 16 Ross.
 17 JARED ROSS: My name is Jared
 18 Ross and I reside in Chehalis. I would
 19 just like to say that I support the
 20 replacement bridge with light rail and the
 21 longer this process takes, the more it's
 22 going to cost. Thank you.
 23 HAL DINGERINK: Thank you for your
 24 brevity. I appreciate it. Dave Ritchey.
 25 DAVE RITCHEY: I'm going to be

**o-019-001****O-019-001**

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.

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1 short, but probably not that short.
2 Good evening. I am Dave Ritchey. I
3 reside in Washougal. I represent about
4 500 workers through the labor union here
5 in Vancouver, construction public
6 employees and federal employee who travel
7 across the bridge who spend a lot of time
8 in traffic, at least probably eight hours
9 a week in traffic. That time, that is
10 like a days worth of work, eight hours
11 sitting in traffic when they should be
12 home with their families.
13 We need to build this bridge, we need
14 to build it now and with light rail. And
15 s, that's all I've got to say.
16 HAL DENGERRINK: Thank you. Okay.
17 The next three people that we are going to
18 call up are -- Lisa, I am having a hard
19 time with it, Ghormley. Debra Elliott,
20 Dviya Michael Bertish. Okay. Now if we
21 can go to Judy Tiffany.
22 JUDY TIFFANY: My name is Judy
23 Tiffany and I reside at 2609 Neals Lane,
24 Vancouver, Washington. I support the
25 replacement bridge with light rail. There

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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