02537	<del>الله</del>	1 of 1	f 4
		RECEIVED	
8	1	JUN 0 5 2008	
	2		
	3	Columbia River Crossing	
	4		
	5		
	, 6	COLUMBIA RIVER CROSSING	
	7		
	8	Public Hearing ORIGINAL	
	9	Public Hearing	
	10		
	11	May 28, 2008	
	12		
	13	Red Lion Inn at the Quay	
	14	Vancouver, Washington	
	15		
	16	SPOKEN COMMENTS	
	17		
	18		
	19		
	20		
	21		
	22		
	23	*	
	24		
	25	COURT REPORTER: Michael R. King, WA CSR 57732	
	1		
		Rider & Associates, Inc. 360.693.4111	

							2
		п		CRC - 5.28.08			
	1			INDEX			
	2						
	3						
	4						
	5	Public Comments:				Page	
	6						
	7						
	8	Carl Katims John LeFrey Pauline Warren Debra Kalz Mitch Gould Dorris Cotten				3 4	
	9					3 4 4 6 7 8 9	
	10					7	
	11	Julian Levi				9	
	12						
0	13						
	14						
	15						
	16						
	17 18						
	19						
	20						
	21						
	22						
	23						
	24						
	25						
			Rider	& Associates,	Inc		1

02537

CRC - 5.28.08

California and they have the best transportation in California and they've destroyed that. They had a good transportation there. They had -- we -- we actually needed -- you can put this down -- we actually need light rail to the beach again. They had light rail.

A couple of years ago, I took the train to the beach and it was a lot of fun. That was fun. I wish they could have it back.

JULIAN LEVI: So my concern is that I-5 is overused already and I'm extremely concerned with any disaster that might happen in the area, for example, earthquakes or any other massive disaster. It's my considered opinion that we really need to have a third bridge across. I don't have any particular place to put it, although I thought that a good area would be to take the freeway from somewhere like Ridgefield and go west of Lake Vancouver and continue into Portland through the -- through the Portland dockyard area and so on.

I think that the I-5 bridge obviously needs to be updated from a seismic point of view. I understand that. But having a third option would be a tremendous insurance policy for the future and take a lot of pressure off of I-5.

Basically, that's my statement.

\*\*\*\*

(SPOKEN COMMENTS CONCLUDED.)

Rider & Associates, Inc. 360.693.4111

## P-0926-001

3 of 4

Many different options for addressing the project's Purpose and Need were evaluated in a screening process prior to the development and evaluation of the alternatives in the DEIS. Options eliminated through the screening process included a new corridor crossing over the Columbia River (in addition to I-5 and I-205), an arterial crossing between Hayden Island and downtown Vancouver, a tunnel under the Columbia River, and various modes of transit other than light rail and bus rapid transit. Section 2.5 of the DEIS explains why a third corridor, arterial crossing, and several transit modes evaluated in screening were dropped from further consideration because they did not meet the Purpose and Need.

Beyond the CRC project, the I-5 Transportation and Trade Partnership Final Strategic Plan recommended a comprehensive list of modal actions relating to: additional transit capacity and service; additional rail capacity; land use and land use accord; transportation demand/system management; environmental justice; additional elements and strategies (such as new river crossings); and financing. RTC and Metro are tasked with initiating recommendations as part of their regional transportation planning role. Examples of current efforts include RTC's evaluation of future high-capacity transit in Clark County and evaluation of needs for future river crossings.

Based on the Metro model's past ability to predict transportation effects, the CRC project is confident in the data received from Metro, and uses it to determine what impact the project will have on congestion. The improvements proposed by the project to the highway and six interchanges will help better accommodate increased future vehicle traffic. New auxiliary lanes and longer on/off ramps will allow safer and more efficient merging and weaving to enter or exit the freeway. Narrow lanes and shoulders will be widened to current standards. Shoulders will be added where they are currently missing. All of these changes will improve the flow of traffic in the bottleneck area of the Interstate Bridge.

2

3

4

5

6

7

8

9

10

11

12

13

14

15

16

17

18

19

20

21

22

23

24

25

P-0926-001

02537 4 of 4 1.0

CRC - 5.28.08 1 CERTIFICATE 2 3 STATE OF WASHINGTON ) 55. 4 County of Clark 5 6 I, Michael R. King, a Notary Public for Washington, certify that the at the time and place set forth in the caption hereof I reported in Stenotype all Spoken Comments adduced and other oral proceedings had in the foregoing matter; that 8 thereafter my notes were reduced to typewriting under my direction; and the foregoing transcript, pages 2 to 9, both inclusive, contains a full, true and correct record of all such testimony adduced and oral proceedings had and of the whole 10 thereof. I further advise you that as a matter of firm policy, the Stenographic notes of this transcript will be destroyed three years from the date appearing on this Certificate unless notice is received otherwise from any party or counsel hereto on or before said date; 13 Witness my hand and notarial seal at Corbett, Oregon, this 30th day of May 2008. 14 15 16 Michael R. King, CSR 17 License No. 2655 My notary commission expires: 2-5-11 18 19 20 21 22 23 2.4 25

Rider & Associates, Inc. 360.693.4111