



1 incorporating what other people have said; peak oil,  
 2 all that. More people are definitely going to be  
 3 shifting to bikes and transit, and I would like to  
 4 see all of that incorporated. In addition, tolls  
 5 and whatnot, that would encourage people to make a  
 6 smart choice. Thank you for allowing me to speak  
 7 tonight.

8 **MR. HEWITT:** Thank you.

9 Next at this table (indicated) will be  
 10 Doug Klotz, J.R. Robertson, and Temple Lentz. And  
 11 the next speaker is Connie Wallace.

P-0965-001

12 **MS. WALLACE:** Thank you. My name is  
 13 Connie Wallace. I live in Vancouver. I live off of  
 14 63rd Street, and I work in downtown Portland.

15 I moved here five years ago. I take the  
 16 light rail from (inaudible) Center, and I enjoy that  
 17 ride. And because I leave my house at 5:00 in the  
 18 morning, it only takes me seven minutes to cross the  
 19 bridge. However, I pay for it on the return home,  
 20 because I get back at 4:00, and so, I'm caught in  
 21 the traffic on the way back, and it usually takes me  
 22 about a half-hour to get home.

P-0965-002

23 The -- the plan that I prefer would be the  
 24 new wider bridge with some form of mass transit.  
 25 And my first choice would be bus rail rather than

**P-0965-001**

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

**P-0965-002**

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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**P-0965-002** 1 light rail. And -- for two reasons: One, it'll be  
 2 cheaper to do. It'll be less, I think, confusion  
 3 and construction. There already are some park-and-  
 4 ride transit centers. And I think it's cheaper to  
 5 build a park and ride for bus than it would be to  
 6 add station stops -- many station stops for light  
 7 rail and have to install tracks. I realize figures  
 8 can change, and I see some figures downstairs. I  
 9 haven't had a chance to really look at them all.

**P-0965-003** 10 My second choice would be light rail, and  
 11 only if the Metro Council is disbanded and a new --  
 12 a new group is formed that would be independent of  
 13 just Oregonians and would have half Washington, half  
 14 Oregon. Only under those conditions, would I  
 15 approve anything that would have light rail. I  
 16 don't understand why there's even a separate council  
 17 for it, but that's because I'm from the Midwest, I  
 18 guess.

**P-0965-004** 19 Just to give you a little background, I  
 20 was born and raised in the Chicago area, and I lived  
 21 in the county metropolitan all my life until I moved  
 22 here. The last 18 years, I lived in the largest  
 23 city in DuPage County, which is Naperville, which  
 24 is, actually, I think, larger than Vancouver. But  
 25 when I moved there it was only 65,000. When I left

**P-0965-003**

Metro, a regional government serving Oregon's Clackamas, Multnomah, and Washington Counties, was only one of 39-members of the CRC Task Force that met between February 2005 and June 2008 to advise the Oregon Department of Transportation and the Washington State Department of Transportation on project related issues and concerns. Following the close of the 60-day DEIS comment period and the selection of an LPA, a 10-member governor-appointed panel was formed to advise the Oregon and Washington DOTs on project development for the CRC project. The Project Sponsors Council (PSC) was charged with advising the project on completion of the FEIS, project design, project timeline, sustainable construction methods, consistency with greenhouse gas emission reduction goals and the financial plan. The PSC made recommendations after considering technical information, receiving input from relevant advisory groups and reviewing public comments. Metro is not a member of the PSC.

**P-0965-004**

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

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**P-0965-004** 1 there 18 years later it was 165,000. I represented  
 2 132 homeowners' associations on the transportation  
 3 advisory board while was there for the last five  
 4 years. I have some experience in transportation  
**P-0965-005** 5 issues, locally. But one thing I've never heard  
 6 mentioned by anyone -- and I haven't read all the  
 7 reports, so it's probably in here somewhere. At  
 8 least I hope it is. Everything that we made  
 9 decisions on was based on the 90/10 rule. Was it  
 10 good for 90 percent of the people? Not the 10  
 11 percent. A lot of people don't like change, but  
 12 sometimes change is inevitable, and I think that  
 13 it's necessary to look at that.

**P-0965-006** 14 Another comment about the tolls. Tolls  
 15 don't go away, okay? They just increase. Take a  
 16 look at what happened in Illinois with Interstate  
 17 294. Tolls were only supposed to be there for 20  
 18 years to retire revenue bonds. And instead, they've  
 19 doubled in the last 20 years. So I don't think  
 20 tolls are the answer.

**P-0965-007** 21 Statistics can be made to meet whatever  
 22 thing you want it to meet. So when people say that  
 23 traffic has peaked, they can say that ten years from  
 24 now and they can come up with different statistics.  
 25 I don't think that's an accurate thing to say now.

**P-0965-005**

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-0965-006**

The authority to toll the I-5 crossing is set by federal and state laws. Federal statutes permit a toll-free bridge on an interstate highway to be converted to a tolled facility following the reconstruction or replacement of the bridge, and the CRC project would meet these conditions. Prior to tolling I-5, Washington and Oregon Departments of Transportation (WSDOT and ODOT) would have to enter into a toll agreement with the U.S. Department of Transportation (USDOT). State legislation from 2008 in Washington permits WSDOT to toll I-5 provided that the tolling of the facility is first authorized by the Washington legislature. Once authorized by the legislature, the Washington Transportation Commission has the authority to set the toll rates. In Oregon, the Oregon Transportation Commission has the authority to toll a facility and to set the toll rates. It is anticipated that prior to tolling I-5, ODOT and WSDOT would enter into a bi-state tolling agreement to establish a cooperative process for imposing tolls, set toll rates, and guide the use of toll revenues.

**P-0965-007**

Significant increases in oil prices can have both short term and long term

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P-0965-007

1 Traffic hasn't peaked. There's going to be all  
 2 different kinds of things. Thank you.

3 **MR. HEWITT:** Thank you.  
 4 Christian Steinbrecher.

5 **MR. STEINBRECHER:** I'm Christian  
 6 Steinbrecher. I live at 6161 Southwest Salmon  
 7 Street, and I'm here to talk about tolls.  
 8 And I want to point out that tolls have  
 9 been on the national scene for a long time.  
 10 Nationally, they're part of the -- part of the  
 11 financing of many roads and streets in metropolitan  
 12 -- of major metropolitan areas, including New York,  
 13 New Jersey, Chicago, Los Angeles, and Seattle. And,  
 14 in fact, tolls have been an integral part of the  
 15 Oregonian transportation seat for many years. The  
 16 Bartel Trail is the most well-known toll structure,  
 17 followed by the Trask River Road between Tillamock  
 18 and Yamhill, for those who don't know. Deschutes  
 19 River Bridge was not Oregon 213; it was a toll road,  
 20 as was the Ashland Road to California. All these  
 21 were toll roads. All those were built on a toll  
 22 basis. For those of us have been here for more than  
 23 ten years we know that the Astoria Bridge was a toll  
 24 road with the tollbooths just retiring here shortly.  
 25 Tolls have -- Toll -- And, in fact, today,

effects on travel behavior. In the short term, the options for responding to rising gas prices are more limited, and include driving less and/or changing from driving to walking, biking or transit for at least some trips. During recent increases in gasoline prices transit use increased and off-peak highway travel decreased. Peak period highway travel changed little.

Over the long term, there are more options for adjusting to changes in gasoline prices, besides changing driving behavior. Technological advances and legislative mandates can increase fuel efficiency standards in the long term. In turn, as older vehicles wear out, more consumers can replace them with more fuel efficient vehicles. Automobile manufacturers are developing and will continue to develop new vehicle and engine technologies that require much less, or even no, petroleum-based fuels. This trend is already happening as evidenced by the growing popularity of gasoline-electric hybrid and small electric vehicles.

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