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COLUMBIA RIVER CROSSING DRAFT EIS  
PUBLIC HEARING

WEDNESDAY, MAY 28, 2008

RED LION HOTEL  
VANCOUVER, WASHINGTON



00077

1 here it seems that we are even more  
 2 married to the car than the Portland area.  
 3 We are throwbacks. I don't know what's  
 4 wrong with us here. We are provincial.  
 5 We do not get it, and the people in  
 6 Portland seem to have got it. And we've  
 7 got to realize that we are going to have  
 8 to have some sort of dependance upon  
 9 communal transportation.  
 10 Thank you.  
 11 HAL DINGERINK: Thank you. Karen.  
 12 KAREN AXELL: My name is Karen  
 13 Axell. I live on East 29th Street in  
 14 Vancouver. I am against any form of light  
 15 rail and I did testify to that also six to  
 16 seven years ago at the I-5 transportation  
 17 project and 13 years ago when we all in  
 18 Clark County voted against light rail.  
 19 It is too expensive. There are no  
 20 clear funding options projected. It does  
 21 not reduce congestion. Figures show that  
 22 less than one percent shift from cars to  
 23 light rail the per rider cost is too  
 24 high.  
 25 They show that -- it seems to be

P-1037-001

**P-1037-001**

Following the close of the 60-day DEIS public comment period in July 2008, the CRC project's six local sponsor agencies selected light rail to Clark College as the project's preferred transit mode. These sponsor agencies, which include the Vancouver City Council, Portland City Council, C-TRAN Board, TriMet Board, RTC Board and Metro Council considered the DEIS analysis, public comment, and a recommendation from the CRC Task Force (a broad group of stakeholders representative of the range of interests affected by the project - see the DEIS Public Involvement Appendix for more information regarding the CRC Task Force) before voting on the LPA.

As illustrated in the DEIS, and summarized in Exhibit 29 (page S-33) of the Executive Summary, light rail would better serve transit riders than bus rapid transit (BRT) within the CRC project area. Light rail would carry more passengers across the river during the PM peak, result in more people choosing to take transit, faster travel times through the project area, fewer potential noise impacts, and lower costs per incremental rider than BRT. Additionally, light rail is more likely to attract desirable development on Hayden Island and in downtown Vancouver, which is consistent with local land use plans.

00078

**P-1037-001** | 1 promoted by some sort of special interest.  
 2 I don't know what it is, but from what I  
 3 have read what I heard tonight, there are  
 4 many people and many unanswered questions  
 5 and people who are against it.

**P-1037-002** | 6 A County Commissioner has been quoted  
 7 as saying that we need to vote on any  
 8 proposal to operate high capacity transit.

**P-1037-003** | 9 The Clark College Trustees have just now  
 10 mounted what they call an intensive  
 11 process before endorsing any alternatives.  
 12 This after you have already spent millions  
 13 of dollars promoting Clark College as one  
 14 of the terminals.

**P-1037-004** | 15 Metro and Portland, three Councilors  
 16 have opposed all alternatives that were  
 17 put forward by you. And neighbors and  
 18 business are just beginning to understand  
 19 the effect that the alternatives will have  
 20 on them.

**P-1037-005** | 21 You have heard from many of them  
 22 tonight. Small businesses in Vancouver  
 23 are already having a lot of trouble and  
 24 putting this in front of them is even more  
 25 problems for them. I don't know if many

**P-1037-002**

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-1037-003**

CRC staff has met several times with Clark College about project development to address the college's needs and concerns. The Board of Trustees for the college submitted a comment on the Draft EIS which supported a replacement bridge with light rail with the understanding that the terminus station could be located near Clark College. Since publication of the Draft EIS and selection of the Locally Preferred Alternative, Clark College has been involved in project development. The president of Clark College was a member of the Vancouver Working Group, which provided advice to the CRC project on light rail transit development in Vancouver in 2009. The VWG endorsed the terminus location near Clark College and the Marshall/Luepke Center.

**P-1037-004**

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.

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**P-1037-005** | 1 of them even know that they are on your  
 2 Appendix D list of acquisitions.  
**P-1037-006** | 3 What you are putting forth is  
 4 inadequate. Traffic studies project  
 5 morning rush hour commute for Clark County  
 6 in 2030 will be 41 minutes from 179th  
 7 Street to the I-84 interchange if the new  
 8 bridge gets built -- that is only ten  
 9 minutes longer than today -- and five  
 10 minutes faster if there is no new bridge.  
 11 You projections show that it actually  
 12 takes two minutes longer to drive the  
 13 busiest part of the route from SR-500 and  
 14 Columbia Boulevard in Portland with a new  
 15 bridge than if we stayed with the old one.  
**P-1037-007** | 16 For some reason it seems light rail  
 17 is being promoted by special interests.  
 18 The process is insulting to the public.  
 19 Mayor Pollard has said, "We have  
 20 studied everything to death. It's time to  
 21 make a decision. We shouldn't waste any  
 22 more of our citizens' money."  
 23 I couldn't agree more. I think we  
 24 wasted money doing this. It seems like a  
 25 corrupt way of doing business.

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.

#### **P-1037-005**

The DEIS disclosed all known property acquisitions required to construct the project alternatives. These acquisitions were summarized in the DEIS in Chapter 3 (Section 3.3) and were listed in full in Appendix D of the DEIS. The information associated with each property, such as an address, was pulled directly from the Clark and Multnomah County tax assessors' databases, and therefore was only as up-to-date as that County's information.

Since the publication of the DEIS in May of 2008, and the selection of the LPA by project partners in July 2008, the CRC project team has been working to minimize the potential property impacts associated with the projects' improvements. Though the project team has been working to stay within the existing right-of-way, some property right acquisitions will be unavoidable. Property owners will receive just compensation for the estimated value of land and improvements acquired and for other impacts that result in a measurable loss of value to the remaining property. Following the publication of the FEIS, property owners will be notified of impacts to their property and acquisition negotiations will begin. The acquisition and relocation process will follow The Uniform

00115

1 CERTIFICATE OF REPORTER  
 2  
 3 STATE OF WASHINGTON )  
 4 County of Clark)  
 5  
 6 I, Cathy S. Taylor, a notary public  
 7 for the State of Washington do hereby  
 8 certify that I transcribed to the best of  
 9 my ability said proceedings written by me  
 10 in machine shorthand and thereafter  
 11 reduced to typewriting; and that the  
 12 foregoing transcript constitutes a full,  
 13 true and accurate record of said  
 14 proceedings and of the whole thereof.  
 15  
 16  
 17  
 18  
 19 Witness my hand and notarial seal  
 20 this 16th day of June, 2008.  
 21  
 22 \_\_\_\_\_  
 23 Cathy S. Taylor, RPR, CSR  
 24 Notary Public for the State of Washington  
 25 My Commission expires April 15, 2009

Relocation Assistance and Real Property Acquisitions Policies Act of 1970 (as amended).

Potential property acquisitions that will be required to construct the LPA are described and summarized in Chapter 3 (Section 3.3) of the FEIS and listed by property in Appendix E. The process by which acquisitions will occur is described in the Real Property Acquisition and Relocation Plan and summarized in Chapter 3 (Section 3.3) of the FEIS.

#### **P-1037-006**

The project will improve seismic safety, traffic safety, and will reduce congestion. You are correct, however, that it does not provide, on its own, a tremendous travel time improvement in the southbound AM commute. However, the project will improve the commute. And the travel times that you site do not reflect how there will no longer be long lines just to get onto the Interstate system. The redesigned interchanges will not result in long queues, and thereby provide additional time savings. Lastly, the times sited do not reflect the frequent bridge lifts and the frequent delays associated with minor accidents that can not, with the current facility, be managed in a roadway shoulder, out of the way of other motorists.

#### **P-1037-007**

Following the close of the 60-day DEIS public comment period in July 2008, the CRC project's six local sponsor agencies selected light rail to Clark College as the project's preferred transit mode. These sponsor agencies, which include the Vancouver City Council, Portland City Council, C-TRAN Board, TriMet Board, RTC Board and Metro Council considered the DEIS analysis, public comment, and a recommendation from the CRC Task Force (a broad group of stakeholders representative of the range of interests affected by the project - see the DEIS Public Involvement Appendix for more information regarding the CRC Task Force) before voting on the LPA.

As illustrated in the DEIS, and summarized in Exhibit 29 (page S-33) of the Executive Summary, light rail would better serve transit riders than bus rapid transit (BRT) within the CRC project area. Light rail would carry more passengers across the river during the PM peak, result in more people choosing to take transit, faster travel times through the project area, fewer potential noise impacts, and lower costs per incremental rider than BRT. Additionally, light rail is more likely to attract desirable development on Hayden Island and in downtown Vancouver, which is consistent with local land use plans.