

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-1044-001**

The DEIS disclosed all known property acquisitions required to construct the project alternatives. These acquisitions were summarized in the DEIS Chapter 3: Existing Conditions and Environmental Consequences (Section 3.1) 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 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 D. An updated map has been prepared to clearly communicate the potential acquisitions. 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.

00020

1 that eliminate those types of congestion
 2 and turbulence immediately on the bridge.
 3 Therefore, I could get double the capacity
 4 on the bridge by just making those
 5 changes.
 6 HAL DINGERINK: Thank you. Kim
 7 Dalton?
 8 KIM DALTON: Hi, my name is Kim
 9 Dalton. I work at Hidden Farms, 2904 East
 10 Evergreen Boulevard here in Vancouver. I
 11 have taken the time to look over the draft
 12 EIS and I can just say, wow, wow. It's a
 13 big undertaking that you guys have been
 14 able to put together and put out there for
 15 us to peruse.
 16 I do want you to know though that in
 17 Appendix D there was a comprehensive list
 18 of potential acquisitions. I notice that
 19 the list is incomplete. Now I took the
 20 time to research one of the properties
 21 that is on the list.
 22 And what I would like to tell you is
 23 that it took me about a half an hour to an
 24 hour to figure out where the property is
 25 located. I had to go onto the Clark

P-1044-001

P-1044-001

00021

1 County tax information, look that up, find
2 out who owns the property. There is not a
3 picture to show me where the property is
4 located. Then I get this map from 1907
5 stating that it's on Elizabeth -- it's
6 somewhere on Elizabeth Street and Louise
7 Street. Where are those streets? Those
8 streets no longer exist. That is 30th and
9 31st.

10 So what I would like to know is I
11 think that the possible acquisitions that
12 are going to be taking place for light
13 rail -- is there going to be a better list
14 coming out with actual street addresses
15 put in the areas that are going to be
16 easily understood.

17 For the person I work with, there is
18 some properties down there in Washington
19 Street and I need to know if they are
20 going to be impacted. And by the way this
21 list is put together, I can't figure that
22 out unless I spend copious amounts of time
23 of which you've already done for 50
24 million plus dollars and I don't make that
25 kind of money, so just thought I would

00022

P-1044-001 | 1 throw that out there.

P-1044-002 | 2 Also I wanted to refresh your memory,

3 back in October of '07, US Transportation

4 Secretary Mary Peters said that the Feds

5 would consider paying up to 80 percent of

6 the I-5 bridge project it deemed the

7 project to be federally eligible.

8 So does the CRC have lobbyists

9 strategically placed at doors in

10 Washington D.C. to get this funding, and

11 if not, please explain why.

P-1044-003 | 12 And last but not least, I would like

13 to discuss yesterday's news. And I just

14 want you all to know that the comment on

15 the recent news yesterday regarding the

16 City of Portland Councilors -- as an

17 income tax payer of Oregon who has

18 contributed to the 150 million dollars

19 last year, I must admit that I am appalled

20 by the so-called resolution by the City of

21 Portland Councilors, Robert Liberty, Carl

22 Hosticka, Carlotta Collette.

23 It is apparent that these three

24 members do not comprehend the

25 ramifications of not building a new

P-1044-002

The project is quite busy working with leaders in Washington DC and in the two state capitols. Not only do key project staff provide this coordination and support. The same is provided by federal agency representatives, elected leaders, and key supporters from the business community.

P-1044-003

Robert Liberty, Carlotta Collette, and Carl Hosticka are Metro Councilors, a directly elected regional government, and are not members of the Portland City Council. 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, and RTC Board, considered the DEIS analysis, public comment, and a recommendation from the CRC Task Force when voting on the LPA.

P-1044-003

00023

1 bridge. This not only slaps of arrogance,
2 but it also shows their lack of ability to
3 critically think through solutions to
4 problems. They cannot grasp the slapping
5 of a variable toll during peak hours.
6 I just want you all to understand
7 that they refuse to realize that it's
8 their problem on the Oregon side with the
9 bottleneck, not Washington's.
10 Thank you very much.
11 HAL DENGERRINK: Thank you, Kim.
12 Jim?
13 JIM KARLOCK: Hello. My name is
14 Jim Karlock. I live at 3311 Northeast
15 35th in Portland, Oregon.
16 I brought with me my copy of the
17 draft EIS statement. This is actually
18 without the appendix. It's also without
19 the technical supplements. There's what I
20 managed to print so far. The ream of
21 paper at the bottom is for the stuff I
22 haven't yet printed.
23 So how many of you people at the
24 table here have gone through this whole
25 5000 to 6000 pages of information?

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