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COLUMBIA RIVER CROSSING DRAFT EIS  
PUBLIC HEARING

WEDNESDAY, MAY 28, 2008

RED LION HOTEL  
VANCOUVER, WASHINGTON

**P-1055-001**

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 most expensive alternative, but it's the  
 2 only alternative that gets the traffic --  
 3 the commuter traffic off of the freeways.  
 4 It's got its own separate place to go and  
 5 it's not part of the congestion. It's  
 6 part of the solution, not part of the  
 7 problem. If you use buses, you will have  
 8 to deal with the rest of traffic.  
 9 HAL DENERINK: Thank you. Okay.  
 10 WALT KEENEY: My name is Walt  
 11 Keeney. My main business address is 521  
 12 521 North First Avenue, Arcadia,  
 13 California. My Vancouver address is 2901  
 14 Northwest Old River Road in Vancouver.  
 15 The reason I bring up California --  
 16 this goes to the light rail and everything  
 17 I have been hearing tonight -- Number one,  
 18 people say 7000 to 8000 people a day  
 19 riding light rail from Vancouver across  
 20 the river. Believe me, that will make an  
 21 impact in traffic. 7000 or 8000 cars a  
 22 day off the bridge is a lot of cars.  
 23 About two years ago we had a transit  
 24 strike in L.A. There is a Metro line,  
 25 rail line that runs from Pasadena all the

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1 way to L.A. that carries between 7000 to  
2 10,000 people a day -- or it was at that  
3 time. The transit workers went on strike  
4 and traffic -- commute time from Pasadena  
5 to downtown L.A. immediately increased by  
6 15 to 20 minutes each way every day. It  
7 stayed that way until actually about six  
8 months after the strike was over when  
9 people got some confidence and went back  
10 to riding the rail and traffic went back.  
11 Now there is 12,000 people that ride  
12 it, and that's 12,000 cars a day off that  
13 route between Pasadena and L.A. and it  
14 does make one big difference.  
15 So when you are looking at light  
16 rail, you can't just look at the cost of  
17 the light rail and the fairs you get from  
18 ridership -- is the economic benefit. The  
19 economic benefit goes to everybody that is  
20 out there commuting -- and save time,  
21 reduce commuting costs, reduce -- and  
22 especially today, reduce gasoline  
23 consumption and reduce air pollution.  
24 As far as economic development goes,  
25 I see that down in that area. There

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1 again, I have to go back to what I know  
2 and that is Southern California and what I  
3 have seen happen there.

4 All along the goal line route as it  
5 exists today and the projected goal line  
6 route from Pasadena to the Ontario  
7 airport, there has been -- either economic  
8 development going on in the form of  
9 transit villages -- there is 200 unit  
10 apartments going up, literally built  
11 straddling the goal line tracks in  
12 Pasadena and South Pasadena. There are  
13 mixed residential and commercial units,  
14 commercial on the bottom and retail and  
15 residential above, and they are full.

16 It's a very popular way to live for a  
17 lot of people. They like to -- they get  
18 up in the morning, they go downstairs,  
19 jump on the train and go to their job in  
20 downtown L.A. It works.

21 I am really a proponent of adding  
22 light rail as part of this project. I  
23 think it will do a tremendous amount of  
24 good for Clark County and for the  
25 Vancouver area.

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1           And as far as the bridges go, I say  
2 let's get it built. It can't happen too  
3 soon.  
4           Thank you.  
5           HAL DENGERRINK:       Thank you. I  
6 think that concludes our public hearing  
7 this evening.  
8           Obviously, there is an awful lot of  
9 information in the DEIS and there appears  
10 to be a lot of misinformation floating  
11 around. I want to comment about one of  
12 those.  
13           It's our assessment that there will  
14 be a vote on whether or not light rail  
15 comes -- okay -- not just on the funding  
16 for it, but that there will be a vote.  
17 Okay.  
18           So I thank you all. Let me point out  
19 to you that tomorrow evening there  
20 continues to be -- there's another one of  
21 these across the river that Henry is going  
22 to take the lead on running. And we'll  
23 continue to take input all the way until  
24 the 2nd of July, so thank you and good  
25 evening.

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It is important that a project, such as CRC, provide ample opportunity for input from a diverse constituency of stakeholders and jurisdictions, and that it follow a process that complies with all federal, state and local legal requirements. The project sponsors intent is to progress at a deliberate pace to ensure that we meet public interests, meet the transportation needs, address the quality of local communities and the environment, and be financially and fiscally responsible. Following publication of the FEIS, there will be a record of decision. If that decision is to move forward with one of the build alternatives, then the sponsors will progress into final engineering, finance plan implementation, and then construction.

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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