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COLUMBIA RIVER CROSSING DRAFT EIS
PUBLIC HEARING

WEDNESDAY, MAY 28, 2008

RED LION HOTEL
VANCOUVER, WASHINGTON

**P-1056-001**

00065

1 FRANK MCBARRON: My name is Frank
 2 McBarron and I have -- (inaudible) -- high
 3 density and the current plan for the road
 4 to Clark College. I live at 1451
 5 Southeast Columbia Way, one mile east here
 6 on the Columbia River.

7 I take light rail about twice a week
 8 to Third and Yamhill in Downtown Portland
 9 and I testify in court whether folks are
 10 disabled or not. My wife drives me to the
 11 Hood -- to the Cascade Station around
 12 eight miles and then picks me up when I am
 13 done. I testified for two hours today,
 14 went to and returned from Portland without
 15 event.

P-1056-002

16 Since the gentleman was assaulted in
 17 Gresham, the cars have become remarkably
 18 safe. With my training, I easily
 19 recognize dysfunctional people. Prior to
 20 the Gresham event, I saw a lot of
 21 dysfunctional people and it's only a
 22 problem if you are agitated.

23 Since that event -- I've been doing
 24 this for seven years, and twice I had to
 25 intervene and that is very dangerous.

P-1056-001

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

P-1056-002

Safety and security are high priorities for C-Tran and TriMet. CRC, C-TRAN and TriMet are partnering with local jurisdictions, police and neighborhoods to design, implement and operate a safe and secure transit system. A Safety and Security Management Plan (SSMP) was created, in part, to address public concerns about safety, and is a requirement for funding from the Federal Transit Administration. Nationally, studies show that crime rates at the stations directly correlated to the amount of crime in the surrounding neighborhoods.

Between 2008 and 2009 TriMet has aggressively enhanced safety and security on its MAX and bus systems. During that time frame, the number of police officers working in the Transit Police Division doubled to 58 officers who spend up to 70 percent of their time patrolling the system. Additionally, TriMet added 15 new fare inspectors and granted authority for all 46 TriMet Road Supervisors to enforce fares.

Please see Chapter 3 (Section 3.1) of the FEIS for more information regarding potential impact on crime and plans for ensuring the safety and security of passengers using the light rail system.

00066

P-1056-002 1 Since then, I have seen one event of a
2 significantly disabled person at the Rose
3 Garden Station and that was handled by
4 Dispatch by the Tri-Met people.

P-1056-003 5 The new recommendation by the three
6 Tri-Met commissioners are arrogant and
7 should never have reached the media. Any
8 of us can conjure up a better way than the
9 recommended I-5 bridge -- then I think it
10 is three or five, I couldn't tell which
11 one it was -- to the Clark College area
12 that I recommended.

P-1056-004 13 I, from the beginning, however, will
14 have turned light rail west from the Expo
15 Station to a new railroad bridge to build
16 new railroad bridge with the current heavy
17 rail, light rail and anticipated TGV, a
18 200-plus mile-an-hour train between
19 Portland and Vancouver BC.
20 The bridge would obviously make river
21 traffic safer and better. The (inaudible)
22 would extend to the portland airport. I
23 think by 2050 no airplane should go
24 between those cities. Now I would tell
25 you it's just as arrogant for me to

P-1056-003

Robert Liberty, Carlotta Collette, and Carl Hosticka are Metro Councilors, a directly elected regional government, and are not affiliated with TriMet. 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.

P-1056-004

Thank you for your consideration. The LPA includes an extension of the light rail system to both Hayden Island and downtown Vancouver. Both destinations are critical to the Cities of Portland and Vancouver. The alignment is direct, and more cost effective than one that would travel outside the I-5 corridor and be unable to benefit from the proposed LPA river crossing structure.

00067

P-1056-004 1 present that recommendation then it is for
 2 these three gentlemen from Tri-Met to
 3 present their recommendation at this late
 4 date. That is just utter nonsense. My
 5 idea is better than their idea and how
 6 dare they.

P-1056-005 7 Tri-Met must include Vancouver
 8 (inaudible) as soon as possible.
 9 Quad-Met, as I call it, must become more
 10 transparent. The exact cost (inaudible)
 11 should be told and we should be published
 12 at least once a month so we know.
 13 (Inaudible) should also be there.
 14 (Inaudible) evaluation of the
 15 investment because of light rail -- I
 16 called Tri-Met and they told me it's
 17 currently about six to eight billion
 18 dollars that's occurred in Portland.
 19 Thank you.
 20 HAL DINGERINK: Thank you, Frank.
 21 Stephanie.
 22 STEPHANIE TURLAY: Thank you. My
 23 name is Stephanie Turlay. I live at 2211
 24 Northeast 157th Avenue here in Vancouver.
 25 Across the country, with few

P-1056-005

Extending light rail from the Expo Center, onto Hayden Island, and into Vancouver was chosen as a part of the LPA in July 2008. As TriMet currently operates the Yellow Line, and would do so up to the state line with the extension, C-TRAN (which has the authority to operate in Washington State) will contract with TriMet to operate light rail into Vancouver and to the Clark College terminus.

C-TRAN will own and operate the stations and park and rides associated with the light rail alignment in Vancouver. The physical rail and catenary system will also be owned by C-TRAN, but the transit agency will contract with TriMet to maintain the facilities, given TriMet's experience and existing resources.

Since 2002, WSDOT has been developing a process of determining cost and schedule estimates, the Cost Estimate Validation Process® (CEVP®), to help deliver major projects. Compared to conventional cost estimating, CEVP® is a risk-based estimating process, iterative in nature, and represents a “snapshot in time” for that project under the conditions known at that time. CEVP® is the expression of project cost and schedule as a range rather than as a single number. Providing cost information as a range accounts for risk factors that might otherwise cause costs to balloon over time. The cost information is given for the year of expenditure and includes everything, even “unknown” issues that may arise. CEVP® is a construction cost estimate tool and does not estimate long-term operations and maintenance costs. WSDOT now mandates all projects over \$25 million use the process. Chapter 4 of the DEIS, and the Cost Risk Assessment included as an appendix to the DEIS, include information about how costs were estimated for the DEIS. See Chapter 4 of the FEIS for more discussion on how project costs were estimated in the CEVP® that was conducted following publication of the DEIS.

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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