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COLUMBIA RIVER CROSSING DRAFT EIS  
PUBLIC HEARING

WEDNESDAY, MAY 28, 2008

RED LION HOTEL  
VANCOUVER, WASHINGTON

00029

1 rail doesn't pollute, buses and cars do.  
 2 And so I am urging the people in this  
 3 room tonight to give the Columbia River  
 4 Crossing Task Force the credit that they  
 5 deserve for job well done because they  
 6 have worked their tails off to produce the  
 7 information necessary for you public  
 8 people to know what is going on with  
 9 Columbia River Crossing. And due to the  
 10 lack of people not going there, that is  
 11 not their fault. It's not been publicized  
 12 in the paper. The lady held up the paper.  
 13 It's been in The Oregonian and everywhere  
 14 else. So anyway, than you very much.  
 15 HAL DINGERINK: Thank you. Jared  
 16 Ross.  
 17 JARED ROSS: My name is Jared  
 18 Ross and I reside in Chehalis. I would  
 19 just like to say that I support the  
 20 replacement bridge with light rail and the  
 21 longer this process takes, the more it's  
 22 going to cost. Thank you.  
 23 HAL DINGERINK: Thank you for your  
 24 brevity. I appreciate it. Dave Ritchey.  
 25 DAVE RITCHEY: I'm going to be

P-1063-001

P-1063-002



### P-1063-001

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.

### P-1063-002

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