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COLUMBIA RIVER CROSSING DRAFT EIS
PUBLIC HEARING

WEDNESDAY, MAY 28, 2008

RED LION HOTEL
VANCOUVER, WASHINGTON

00044

1 should coordinate water quality monitoring
 2 and erosion control in coordination with
 3 Ecology's efforts currently underway.
 4 Parameters should be expanded to
 5 include all of those listed in the study
 6 with Ecology. There are no long-term
 7 impacts listed that are in 3.19.9 that
 8 talk about the possibility of long-term
 9 subsidies of the public for maintenance
 10 and operations of light rail. And I
 11 personally can't afford to pay more taxes
 12 on that.
 13 Finally, the draft list census data
 14 for the Metropolitan area as a whole --
 15 this is insufficient. Every neighborhood
 16 that this project goes through is an
 17 environmental justice community and it
 18 requires different data than a group data
 19 set.
 20 HAL DINGERINK: Thank you. Okay.
 21 The next three folks are David Palenshus,
 22 John Mohlis and John Felton. All right.
 23 Robert Ross.
 24 ROBERT ROSS: My name is Robert
 25 Ross, 1111 West 22nd Street, Vancouver.

P-1064-001**P-1064-001**

Thank you for your comment. 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.



Safety and security are top 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. Safety will be designed into every phase of the project. Nationally, studies show that crime rates at the stations directly correlated to the amount of crime in the surrounding neighborhoods.

In the past year TriMet has aggressively enhanced safety and security on its MAX and bus systems. Over the past year, 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.

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.

00045
P-1064-001 1 I moved over here five years ago to
 2 escape the Portland Government and taxes
 3 and such, and I am in opposition to the
 4 light rail coming over here.
 5 I think the line ought to be drawn at
 6 the river because I do fear the crime that
 7 Portland is experiencing with the system
 8 as well as the increased taxes. This will
 9 give Portland Government and Tri-Met a
 10 toehold and I fear that it would just
 11 expand from that beginning.
P-1064-002 12 As far as a toll on the bridge, I am
 13 in opposition to that because that puts a
 14 punishment tax on the Clark County
 15 commuters. They will carry the brunt of
 16 that toll.
 17 It will cause -- as far as the
 18 disincentive to take the I-5 bridge that
 19 that toll was intended to be will cause
 20 people to go over to 205 and put a greater
 21 burden there and then maybe come back on
 22 84, which is already pretty heavy traffic,
 23 plus the additional fuel that everybody
 24 will use to make that wide berth.
 25 So I guess that's -- well, I am also

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.

Light rail has been endorsed by every Sponsoring Agency (Vancouver City Council, C-TRAN, RTC, Portland City Council, TriMet, and Metro), whose boards are comprised of the elected leadership of the region.

Annual light rail passenger trips crossing the I-5 bridge in 2030 are projected to be 6.1 million, with daily ridership around 18,700. The travel time for the morning commute by light rail between downtown Vancouver and Pioneer Square in downtown Portland will be approximately 34 minutes. Light rail would travel on a dedicated right-of-way, with more reliable travel times than auto drivers dealing with unpredictable road conditions, traffic congestion, and parking challenges.

The CRC project planning for light rail incorporates and supports the principles of the Vancouver's City Center Vision Plan. Downtown Vancouver has seen recent growth in higher density mixed use projects from three to 12 stories in height. In addition, another 4,000 downtown condominiums are proposed or pending as part of new developments. The core of Vancouver has, along with many of the larger corridors such as Fourth Plain Blvd, medium to high density residential development and an urban mix of uses. Transit demand in these areas is quite high, and ridership will increase with the introduction of light rail.

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 having a public vote, which is expected no earlier than fall 2010.

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1 concerned about property values going down
 2 on this side because people will be
 3 tending to move out.
 4 So that's -- thanks for hearing me.
 5 HAL DINGERINK: Thank you, Robert.
 6 Carol.
 7 CAROL PANFILIO: I am Carol
 8 Panfilio, P.O. Box 6427, Vancouver,
 9 Washington.
 10 With this light rail project, the
 11 cost is prohibitive for the amount of
 12 benefit to the citizens of this community.
 13 It's the most expensive Public Works
 14 project in the Northwest history and the
 15 light rail system is inflexible.
 16 The politics in this project make the
 17 bridge to Nowhere in Alaska pale to
 18 comparison.
 19 Thank you.
 20 HAL DINGERINK: Leonard.
 21 LEONARD BAUHS: Thank you. I am
 22 Leonard Bauhs, 5210 Northwest Cherry
 23 Street. I'm a proud and active resident
 24 of Vancouver.
 25 Very often we here primarily from

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The burden of the toll would be proportionate to the use of the facility. In a sense, there could be no more fair way of paying for infrastructure improvements.

Traffic modeling indicates that tolling I-5, but not I-205, would divert some traffic to I-205. However, under existing and No-build conditions, trips already, and would continue to, divert to I-205 because of the unreliability and congestion in the I-5 corridor. With the CRC improvements to I-5, many of those diverted trips would shift back to I-5 because it would be a shorter and more reliable trip than I-205. Tolling the I-5 crossing causes some trips to shift to I-205 in order to avoid the toll. The net difference in the number of trips crossing on I-205 is only slightly higher with the CRC project than without it. Section 3.1 of the DEIS and FEIS discusses the effects of the project on traffic levels in the I-5 and I-205 corridors.

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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