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COLUMBIA RIVER CROSSING DRAFT EIS
PUBLIC HEARING

WEDNESDAY, MAY 28, 2008

RED LION HOTEL
VANCOUVER, WASHINGTON



00080

1 HAL DENGERRINK: Thank you, Karen.
 2 Okay. With that, we are going to do a
 3 change out here. Jerry Oliver, Carl
 4 Katimus and Plinio Crow. And with that,
 5 we'll go to John.

6 JOHN WALLUM: Thank you. I am a
 7 resident and I live on 19th and D Street
 8 and I happen to work on Main Street as
 9 well. I kind of refer to it as ground
 10 zero with this project because of its
 11 impacts and what is going to happen to my
 12 neighborhood and potentially the business
 13 I work for.

14 I see personally nothing positive for
 15 me out of this deal. I see our heart of
 16 Main Street basically cut in half. We
 17 were bringing -- we were deciding again to
 18 put I-5 through Vancouver.

19 (Inaudible) planner that the City of
 20 Vancouver had in here earlier this year
 21 talked about mending the wound of I-5 and
 22 the division it put in the city and I
 23 think we are about to make a decision
 24 again that -- again, that divides our
 25 city, but with this time light rail

P-1070-001

P-1070-001

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.

Following the selection of the LPA in July of 2008, the CRC enlisted the help of community members - residents, business owners, transit-dependent populations and commuters - who had interest in light rail planning to form the Vancouver Working Group (VWG). The VWG met regularly to develop recommendations and provided feedback to the CRC project, the City of Vancouver and C-TRAN on transit alignments, proposed station locations and design, security and park and ride facilities in downtown Vancouver. Following approximately 5 months of coordination, in addition to public open houses and walking tours, the VWG recommended the Washington-Broadway Couplet through downtown Vancouver to C-TRAN and City of Vancouver staff. Per the Vancouver Working Group Final Report (October 2009), this alignment was preferred largely because it spread the potential impacts and benefits across two streets, as opposed to concentrating them on a single street. This alignment was adopted as part of the LPA and is analyzed in the FEIS. For more information on the transit alignment decision-making process please see Chapter 2 (Section 2.7) of the FEIS.

00081

P-1070-001 | 1 tracks. I don't think it brings the city
2 together.

P-1070-002 | 3 The cost -- I mean, people wonder why
4 this thing is being pushed forward. This
5 is all about money. This is money for
6 developers. This is money for
7 construction workers. This is money for
8 everybody but the people that actually
9 have to use it.

P-1070-003 | 10 The subsidies that have to actually
11 operate the system are so large that -- I
12 mean, I would be surprised if one percent
13 of the cost was actually carried by the
14 rider on a light rail system. It just
15 doesn't make sense.
16 Thank you.
17 HAL DINGERINK: Thank you, John.
18 Daniel.
19 DANIEL SWINK: My name is Daniel
20 Swink, mailing address P.O. Box 61884,
21 Vancouver, Washington.
22 I'm also an income taxpayer of Oregon
23 as well as a resident of Vancouver and I
24 grew up around seeing a lot of -- well,
25 Washington transportation projects

P-1070-002

The project purpose is to improve Interstate 5 corridor mobility by addressing present and future travel demand and mobility needs in the Columbia River crossing Bridge Influence Area (BIA). The BIA extends from approximately Columbia Boulevard in the south to SR 500 in the north. Relative to the No-build alternative, the proposed action is intended to achieve the following objectives: a) improve travel safety and traffic operations on the Interstate 5 crossing's bridges and associated interchanges; b) improve connectivity, reliability, travel times and operations of public transportation modal alternatives in the BIA; c) improve highway freight mobility and address interstate travel and commerce needs in the BIA; and d) improve the Interstate 5 river crossing's structural integrity. See Chapter 1 of the DEIS for more discussion on the development of the project Purpose and Need.

P-1070-003

Thank you for your comment. It is expected that 20 percent of operations and maintenance costs will be covered by fares.

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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