

1 **MR. HEWITT:** Thank you for coming.
 2 So the three of you can step away. And
 3 let's see here. Ron Swaren? And I don't know of
 4 anyone else who's signed up to speak. Okay. Then
 5 we'll go to Sharon. Are you on my list?

6 **UNIDENTIFIED SPEAKER:** We just signed up
 7 outside.

8 **MR. HEWITT:** Okay. We'll get that. Let's
 9 start with Sharon.

10 **MS. NASSET:** Okay. For the record, my
 11 name is Sharon Nasset. My address is 1113 North
 12 Baldwin. And I would like to say, "Thank you for
 13 seating me with these two gentlemen." Lovely to see
 14 you guys, again.

15 As -- as you know, they're talking about
 16 this has been studied since 1977. And it actually
 17 hasn't been studied since 1977. It's been strong-
 18 armed since 1977. Had it been studied since 1977,
 19 we would have a room full of data. First

20 off, I would like to talk about funding. New
 21 Start's transit dollars become available every year
 22 in August. Every year in August. For those people
 23 that think it's only happening this August -- every
 24 year. New Start's dollars for transit can be light
 25 rail, bus rapid transit, a bus in HOV lanes, or

P-0977-001

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

P-0977-002

Extensive technical and public review and input has been included in all phases of the CRC project, from developing a purpose and need statement, screening a wide variety of alternatives, and developing a Draft and Final EIS. A supplemental draft is required if changes to alternatives after the draft are substantial and/ or if there are new significant impacts not previously discussed in the draft and/or there are changes in laws or regulations after the draft. The DEIS identified potential mitigation measures for all potentially significant as well as many non-significant impacts, and the FEIS further analyzes and develops mitigation measures and plans to a higher level of detail and refinement. CEQ NEPA regulations (40 CFR 1502.9(c)) do not require agencies to prepare a supplemental draft EIS just because an FEIS includes refined alternatives and additional information. Such changes are typical and expected in the planning process, and are consistent with CEQ and FHWA NEPA regulations. Between publication of the DEIS and FEIS, FTA and FHWA prepared three NEPA re-evaluations and a documented categorical exclusion (DCE) to complete changes in the project since the DEIS. The NEPA re-evaluations addressed the change in the project from: 1) the 17th Street transit alignment, 2) the composite deck truss bridge type, and 3) all other changes in design between the DEIS and the FEIS. The DCE addressed the impacts from the track work on the steel bridge.

Both agencies concluded from these evaluations that these changes and new information would not result in any significant environmental impacts that were not previously considered in the DEIS. For more information, see Appendix O of the FEIS.

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P-0977-004

1 commuter rail. Commuter rail from Battleground and
 2 commuter rail from Ridgefield coming down, creating
 3 a new bridge that freights can use later and going
 4 into Swan Island and connecting with MAX would give
 5 jobs on the other side, would take care of
 6 bottlenecks that we have with the rail system there,
 7 and can be dealt with.

P-0977-005

8 The other issue is the reauthorization.
 9 That is the money for actually building the bridge.
 10 That's 18 months away for the year 2010. People are
 11 interested in being in the authorization origination
 12 document when the document first comes out. That
 13 does not mean in 18 months if we do not have our
 14 names in that document at that time that we will not
 15 be able to put it in during the seven-year period.
 16 It can be added in at any time. We're a corridor of
 17 significance. There will not be a problem with
 18 that. For those that think we're not going to get
 19 any money unless we move ahead now, there's
 20 confusion.

P-0977-006

21 The other thing is, is stopping now and
 22 taking a look at the NEPA process. Opening it up
 23 and getting a really good study to going to save us
 24 money in the long run, because we all know lawsuits
 25 are going to happen, otherwise. We can avoid those.

P-0977-003

Thank you for your comment. The New Starts schedule has not prevented the CRC project from including extensive technical and public review and input into the development of the Draft and Final EIS documents and the LPA.

P-0977-004

Many different options for addressing the project's Purpose and Need were evaluated in a screening process prior to the development and evaluation of the alternatives in the DEIS. Options eliminated through the screening process included a new corridor crossing over the Columbia River (in addition to I-5 and I-205), an arterial crossing between Hayden Island and downtown Vancouver, a tunnel under the Columbia River, and various modes of transit other than light rail and bus rapid transit. Section 2.5 of the DEIS explains why a third corridor, arterial crossing of the Columbia River, and several transit modes evaluated in screening were dropped from further consideration because they did not meet the Purpose and Need. For a general description of the screening process see Chapter 2 (Section 2.7) of the FEIS. It should be noted that every proposal received from the public was considered, and many of the proposals that were dropped from further consideration included elements that helped shape the alternatives in the DEIS.

P-0977-005

Please see the response to P-0977-003.

P-0977-006

Please see the response to P-977-004.

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P-0977-006 1 Not that I don't want to feed the lawyers in the
2 crowd, but let's get over it. They've gotten enough
3 over the years.

P-0977-007 4 The other thing is Metro has weighed in
5 several times for (inaudible) in the last couple of
6 years. They have been ignored. I have been at work
7 sessions where they ask Mr. Burkhalter (phonetic),
8 "What happens to all these things we keep sending
9 over to CRC? We never get anything back. Are they
10 ignoring us?" And he says, "Well..." And that is
11 the issue. They feel ignored, and have been. Had
12 their ideas actually been thoroughly studied
13 according to the NEPA process, we could put it up
14 and we could look at it. The same with all these
15 other options. A thorough study would mean we could
16 actually take out the documents and look at it.

17 If you feel it's been studied, then show
18 us the thorough studied documents required under the
19 NEPA law. Thank you.

20 **MR. HEWITT:** Jim Karlock.

21 **MR. KARLOCK:** My name is Jim Karlock. I
22 live in Northeast Portland, and I drove my gas
23 guzzler here.

24 I am, however, contemplating, due to the
25 price of gas, changing to another car. And that

P-0977-007

METRO, a regional government serving Oregon's Clackamas, Multnomah, and Washington Counties, was one of 39-members of the CRC Task Force that met between February 2005 and June 2008 to advise the Oregon Department of Transportation and the Washington State Department of Transportation on project related issues and concerns. Advice provided by the Task Force, including the METRO representative to the Task Force, was helpful in identifying alternatives to be analyzed.

Evaluation of the five alternatives in the DEIS was preceded by screening of a wide array of possible solutions to the CRC project's Purpose and Need. Chapter 2 of the DEIS (Section 2.5) explains how the project's Sponsoring Agencies solicited the public, stakeholders, other agencies, tribes and other experts for ideas on how to meet the Purpose and Need. This effort produced a long list of potential solutions, such as new transportation corridors across the Columbia River, various transit modes, tolling, other demand management measures, and techniques for operating the existing highway system more efficiently. After identifying this wide array of options, the project evaluated whether and how they met the project's Purpose and Need. Components that increased capacity or helped reduce travel demand without increasing capacity were advanced for further evaluation. See Appendix C of the DEIS for an explanation and the results from early screening processes. The DEIS analyzed the full range of reasonable alternatives, which included the four build alternatives, and variations on each based on their individual components and various options. The range varied from No-Build, to alternatives that provided varying levels of highway improvements, different high capacity transit modes, different transit alignments and termini, and different tolling options. Many other components and combinations were evaluated prior to beginning the DEIS, but were dropped when analyses and input indicated that they would not adequately meet the Purpose and Need. Following the close of

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the 60-day DEIS public comment period in July 2008, the CRC project's six local sponsor agencies, which included Metro, selected a replacement I-5 bridge with light rail to Clark College as the project's Locally Preferred Alternative (LPA).