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COLUMBIA RIVER CROSSING DRAFT EIS
PUBLIC HEARING

WEDNESDAY, MAY 28, 2008

RED LION HOTEL
VANCOUVER, WASHINGTON

00100

1 be it.
 2 My god, Bin Laden's family can put a
 3 bridge over the top of the Black Sea -- or
 4 the Red Sea for ten billion dollars and we
 5 are talking four billion to get just about
 6 where I could throw a rock at a few years
 7 ago? This is ridiculous.
 8 Thank you.
 9 HAL DINGERINK: Thank you. John.
 10 JONATHAN SCHLUETER: Thank you.
 11 For the record, my name is Jonathan
 12 Schlueter. I'm the Executive Director of
 13 West Side Economic Alliance based in
 14 Tigard.
 15 I thought until I heard one of your
 16 previous witnesses say that he was from
 17 Chehalis that I might claim the title for
 18 the longest distance commute to testify at
 19 tonight's meeting. So I thought it
 20 appropriate to explain why somebody from
 21 the west side of the Portland Metro Region
 22 would want to appear here today.
 23 It is because 105 companies in
 24 Washington County ship containerized
 25 freights over the Port of Portland and



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The ability to move freight efficiently in the Vancouver/Portland region is critical to the overall health of our economy. As such, the CRC project is designed to improve freight mobility on I-5, as well as make it safer and easier for trucks to get on and off I-5 to reach businesses and Port facilities. The Freight Working Group (FWG), comprised of representatives of the Vancouver-Portland metropolitan area's freight industry, met 22 times throughout the DEIS and FEIS development process to advise and inform the Columbia River Crossing project team about freight issues. The group provided insight, observation, and recommendation about the needs for truck access and mobility within the corridor; characterized the horizontal and vertical clearances, acceleration/deceleration, and stopping performance needs of trucks that must be accommodated; and provided meaningful comments on the effect of geometric, regulatory, and capacity changes on truck movements in the corridor. See Chapter 3 (Section 3.1) of the FEIS for detailed discussion of how the project increases freight mobility and access along I-5 and in the region.

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00101

1 Vancouver. Freight mobility is very
2 essential to us. In fact, Washington
3 County is the ninth largest county in 41
4 states that ship containerized freights
5 over the Port of Portland and Vancouver
6 docks. That's important to the jobs of
7 both communities and in both states.
8 Together we are part of 2.7 billion
9 dollars in export trade to our largest
10 export destination from Oregon
11 manufacturers, and that is Canada.
12 Canada is the leading export
13 destination for manufactured goods from
14 Oregon, and that is larger than our second
15 and third largest destinations combined.
16 It is very essential to our economy.
17 Secondly, it's very vital to
18 sustaining a competitive regional economy.
19 We count 10,000 employees who reside here
20 in Clark County who commute south to jobs
21 in Washington County every day and I count
22 3000 of my neighbors who woke up this
23 morning to come north to find their
24 fortunes here in Clark County and pump
25 their own gas to get tonight.

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1 That accounts for five to eight
2 percent of just the private sector
3 employment in Washington County alone.
4 That is very important. We can't give up
5 five to eight percent of our work force.
6 No competitive economy can do that.
7 Thirdly, Washington County is the
8 economic engine of this Portland
9 Metropolitan statistical area. We count
10 250,000 jobs. Together we contribute 850
11 million dollars to our state economy.
12 Let's remind ourselves that in Oregon, we
13 have the nasty liability of a personal
14 income tax.
15 We are contributing one of six income
16 tax dollars used to run our state just
17 from Washington County payrolls. Again,
18 we have to have a full and competitive
19 work force. That means that if you value
20 public education and if you value health
21 care and if you worry about public safety
22 and if you worry about our workers getting
23 to jobs in the morning and our products to
24 the customers in the afternoon.
25 Fourth, Washington County residents

00103
A-003-001 | 1 get the connection between access and
 2 mobility to a stainable local economy.
A-003-002 | 3 The Portland Tribune last week reported
 4 the results and findings of a public
 5 opinion survey that was conducted of 400
 6 residents in our three counties.
 7 62 percent favored the replacement of
 8 the Columbia Crossing. We get it on our
 9 side. And only 13 percent -- a very vocal
 10 13 percent -- oppose that project. I
 11 think most of the them were represented
 12 here tonight.
 13 Fifth, and in conclusion, we
 14 conclusion, we conclude that we must
 15 have -- to have a stainable viable
 16 economy, we must increase freight
 17 mobility, we must improve road capacity,
 18 we must enable commuter access, we must
 19 provide flexibility in choice -- in mobile
 20 choice, we must improve and protect public
 21 safety. Those elements are what we are
 22 missing.
 23 Thank you.
 24 HAL DENGERINK: At this point, if
 25 you two guys want to stand down, Pauline

A-003-002

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.

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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