

1 property and the waterfront that would allow us to
 2 have street access to the property, and also allow
 3 access from on one side of I-5 to the other.

4 We still might be taken out by the light
 5 rail line, but we're working with TriMet on that,
 6 and we have some hope that we can avoid that impact.
 7 But if the -- if the standard option or the diagonal
 8 option for the Marine Drive interchange is approved,
 9 we're just going to be wiped out. That -- It's that
 10 simple.

11 **MR. HEWITT:** Thank you.

12 Bob Carroll.

B-049-001

13 **MR. CARROLL:** I'm Bob Carroll. I'm a
 14 resident of Vancouver; the Lincoln area. I'm a
 15 member of the IBEW Local W48. I'm also a business
 16 owner in Vancouver.

17 I support the replacement bridge with the
 18 rapid transit light rail options. Even if there is
 19 less traffic on the bridge, because of gas prices
 20 and stuff, I believe there will be an even larger
 21 increase in rapid transit.

22 I worked up in New York City for two and a
 23 half years; all I used was -- was the trains and the
 24 subways, and that was a great way to get around. So
 25 I greatly support that.

B-049-001

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.

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B-049-002 1 And as an aside, my business -- if the
2 light rail goes down on Main Street -- that is an
3 option -- I will probably be out of business there.

B-049-003 4 But for the greater good, I believe we need to build
5 these bridges now. And as the lady to my right
6 said, in today's dollars, instead of ten years or 20
7 years from now. Thank you.

8 **MR. HEWITT:** Thank you.

9 So at this table, the next three will be
10 Lori Charlton, Joe Baron, and Joy Overstreet. And
11 the next speaker will be Dana Carlile.

12 **MR. CARLILE:** Can you hear me?

13 **MR. HEWITT:** Pull it as close as you can.

14 **MR. CARLILE:** Okay. My name's Dana
15 Carlile. I live at 2349 Northwest Hoyt Street in
16 Portland, Oregon. Economists and (inaudible) Joe
17 Cortright, in his critique of the CRC report before
18 the Portland Development Commission in April,
19 enumerated a number of serious issues that needed to
20 be dealt with correctly for proper planning. But he
21 did not have time to deal in-depth with what -- with
22 what he considered to be the single most important
23 issue; namely, the effect of future fuel prices on
24 projected traffic levels. He only mentioned that
25 the recent prices increases were already depressing

B-049-002

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.

B-049-003

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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