



**P-0961-001**

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

1 I've been a resident of Vancouver for -- since 1984.

2 I favor the replacement bridge with light  
3 rail. I think it's a good green option. I'd like  
4 to see all the material used on the job made in the  
5 USA. I'd like to see good paying wages for the  
6 people working on that bridge.

7 I'd also like to, you know, see that  
8 bottleneck that's really affecting the quality of  
9 living for members or for people in the, you know,  
10 city and stuff. It just increases all the time.  
11 And we need to do it in today's dollars, because  
12 it's just going to skyrocket in the future.

13 I'd also favor a toll on the bridge, as  
14 long as it's got a sunset to that toll. Eventually  
15 it will go away and not be a never-ending thing.  
16 And that's about all I got.

17 **MR. HEWITT:** Thank you.

18 At this table -- if I haven't screwed this  
19 up -- Lori Charlton? You're here?

20 **MS. CHARLTON:** I am.

21 **MR. HEWITT:** Terry Parker, Jim Kodawa  
22 (sic), and John Russell. And Lori is the next  
23 speaker.

24 **MS. CHARLTON:** Good evening. I'd like to  
25 say "thank you" as well for the opportunity to

P-0961-001

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**P-0961-001**

1 provide public testimony this evening.

2 My name is Lori Charlton. I live at 2703

3 Northeast 127th Street, Vancouver, Washington.

4 That's off Exit 7 in the Salmon Creek area. And I'm

5 here this evening representing myself and my family.

6 We've lived in Clark County. We moved there from

7 Wilsonville, Oregon in 1991. We've experienced

**P-0961-002**

8 firsthand the rapid growth in the area, especially

9 in Clark County; 210-plus percent growth in the

10 decade from 1999 to 2000 (sic).

**P-0961-003**

11 I'm here to extend my support for a

12 supplemental bridge with mass transit, including

**P-0961-004**

13 right rail. I guess I'm a little struck this

14 evening. I really appreciate the display and the

15 open house in terms of becoming knowledgeable before

16 coming to this public hearing. I guess I'm really

17 struck by the fact that the CRC was established in

18 1999, and we are soon approaching the year 2009. I

19 feel like, as a nation, we need to mobilize faster.

20 We need to do things quicker. In terms of today's

21 dollars, today's people, today's impact, ten years

22 just seems like an extraordinary amount of time, to

23 me.

24 I'm a practitioner in the health care

25 world. I used to work for Kaiser Permanente. My

**P-0961-002**

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

**P-0961-003**

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.

**P-0961-004**

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

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**P-0961-004** 1 husband still does. He works in Portland, and I  
2 work in Longview. In my industry, ten years, that's  
3 an unacceptable time frame. Patients die sooner  
4 than that. People are born sooner than that.  
5 People acquire illnesses and injuries. And I -- I  
6 just -- I guess it's -- I'm probably the most struck  
7 by the time lines.

**P-0961-005** 8 So I support a supplemental bridge with

**P-0961-006** 9 mass transit. And I would appreciate the  
10 opportunity to use today's dollars with our people.

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

12 Joe Baron.

13 **MR. BARON:** Good evening. My name's Joe  
14 Baron. I'm with the Pacific Northwest Regional  
15 Council of Carpenters. My address is 7624 North  
16 Willamette Boulevard, Portland, Oregon 97203.

17 I come before you to express my, and the  
18 carpenters' support, for the Columbia River Crossing  
19 Project with a light rail option. The existing  
20 Interstate Bridge is a major bottleneck between  
21 Canada and Mexico and adds hours to people's  
22 commutes every day, either coming south or going  
23 north. Slowdown means thousands of vehicles are  
24 sitting in traffic polluting the air, wasting  
25 precious fuel and people's valuable time. It is

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.

**P-0961-005**

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.

**P-0961-006**

See discussion of project schedule, above.

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