

P-0969-001

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


1 major railroads only concerned with, you know,
 2 shipping large -- moving large trains of similar
 3 units from city to city, they don't have much
 4 interest in moving freight -- goods around in a
 5 metropolitan area. And, matter of fact, there is an
 6 industry down on U.S. 30 -- I can't tell you what
 7 industry at this point -- that couldn't get
 8 reasonable service to move stuff to Vancouver.

9 So, at this point, I would say no-build is
 10 the option I support, because all the rest of the
 11 options add auto capacity, even if it's in the form
 12 of auxiliary lanes that clear out the main lanes.
 13 They add auto capacity, when I don't think it's
 14 needed. We need to move the freight by rail with a
 15 new rail bridge parallel to the current rail bridge
 16 that that would open at the same time, or other
 17 means. But I don't think that we need the excess
 18 auto capacity.

19 **MR. HEWITT:** Thank you.

20 J.R. Robinson.

21 **MR. ROBINSON:** My name's J.R. Robinson.

22 Current address is 4503 Northeast 38th Street in 
 23 Vancouver.

24 I've worked for the last ten years in
 25 Hillsboro, so I commute that quite a bit. And there

P-0969-001

Naegeli REPORTING

800.528.3335
www.NaegeliReporting.com
503.227.7123 FAX
 Portland, OR (503) 227-1544 Seattle, WA (206) 622-3376 Spokane, WA (509) 838-6000 Coeur d'Alene, ID (208) 667-1163

P-0969-002 1 is traffic there. There is congestion there. That
 2 I-5 Bridge is obsolete and outdated. There needs
 3 not to be a drawbridge there on an -- on an
 4 interstate of that capacity. I am in favor of the
 5 new bridges with light rail, safer bicycle and
 6 commute -- and pedestrian lanes. I -- I think that
P-0969-003 7 it should be built ten years ago. I think today's
 8 dollars is the best for our money. I think it needs
 9 to be underway right away. I -- I also don't
 10 believe that that should take ten years to build
 11 that. I think, if that bridge was to be devastated
 12 in some way along with the other bridge, that there
 13 would be some way to get that built quicker than ten
 14 years. I think that's way too long. That's all.
 15 Thank you.

16 **MR. HEWITT:** Thank you.

17 Temple Lentz.

18 **MS. LENTZ:** I'm Temple Lentz. I live at
 19 3612 Q Street in Vancouver.

20 And I would like to agree with the
 21 previous speaker, that it's actually really
 22 heartening to hear positive comments tonight, which
 23 is more than I tend to see in the papers or that I
 24 heard last night at the hearing there. This is a
 25 strong project that's long overdue, and I advocate a

P-0969-002

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.

P-0969-003

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

**Naegeli
Reporting**

800.528.3335
www.NaegeliReporting.com
 503.227.7123 FAX
 Portland, OR (503) 227-1544 Seattle, WA (206) 622-3376 Spokane, WA (509) 838-6000 Coeur d'Alene, ID (208) 667-1163

forward with one of the build alternatives, then the sponsors will progress into final engineering, finance plan implementation, and then construction.