

**P-0975-001**

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

1 which is for -- for everybody.

2 But then, if you're not doing any
3 apprenticeship hours on a particular job, you're
4 obviously not doing any apprenticeship hours for
5 women and people of color. And so, that's another
6 issue -- the third issue -- minority and women
7 participating in apprenticeship hours.

8 So, again, I'm undecided. I haven't made
9 up my mind on how I will take a look at this. And
10 I'm not here to -- to beat up on people for the
11 past, but I'm really saying that over the next six
12 months we have an opportunity to move forward. I
13 would encourage the prime contractors on a lot of
14 ODOT's jobs, and particularly on the Delta Park
15 project, take a look at, can -- can we do a better
16 job on -- on this front? And I think, if we can do
17 a better job on minority contracting and
18 apprenticeship hours and minority and women
19 participation, that it would be a much easier fit to
20 support this in the legislature. Thank you.

21 **MR. HEWITT:** Thank you for coming.

22 We'll hear from either Ken Morgan or John
23 Bartles.

P-0975-001 24 **MR. MORGAN:** Ken Morgan.

25 **MR. HEWITT:** Ken Morgan. Thank you.

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-0975-001

1 MR. MORGAN: Thank you, Mr. Chair, for
 2 letting me speak. My name's Ken Morgan. I live in
 3 the Piedmont area. I'm a business manager of Labor
 4 Local 296 in Portland.

/s/

P-0975-002

5 I'm speaking as a citizen for Piedmont.
 6 The traffic is so backed up that the pollution is
 7 polluting that area. The bridge is -- if we had a
 8 massive earthquake, it'd be in the river, so then
 9 we'd be dealing with that; all them lost lives.
 10 There's going to be a gridlock -- that traffic is.
 11 It's not gonna get better. The steel's gonna go
 12 higher. All the cost of the bridge is gonna get
 13 more and more. They've been studying it for 12
 14 years. They -- I think they studied it out enough.
 15 Light rail has did a wonders for Portland. It
 16 started to pay off now, when the gas is set \$5.00 a
 17 gallon for regular, it's probably gonna be 6 by the
 18 end of the year. So if they want to keep paying
 19 their -- and setting their Island -- you can't even
 20 go to Jantzen Beach from the Piedmont area. It
 21 takes you an hour to get to there, so most of us
 22 don't go after work to do any activities in that
 23 area because the traffic's too bad. And most of
 24 that could be prevented there, and it ain't -- and
 25 it can't push you over on 205, because that's gonna

P-0975-002

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.

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-0975-002

1 be a gridlock, too. And so, it just causes more
2 problems for us.

3 The light rail would be the best thing
4 happening to Vancouver. It's already at the Expo
5 Center. So you could go from there to Hillsboro;
6 pretty soon you'd be able to go to Oregon City,
7 basically, it will be to Wilsonville, so it'll be a
8 plus for us.

9 That's all I have to say. Thank you very
10 much for your time.

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

12 Jim Bartles.

13 **MR. BARTLES:** Hello. Hello. Can you hear
14 me?

15 **MR. HEWITT:** We can hear you fine.

16 **MR. BARTLES:** My name is John Bartles. I
17 live in Portland, Oregon. And I got kind of agree
18 in -- if we don't do it now, we'll be sorry. And
19 (inaudible) cross the Glenn Jackson Bridge
20 (inaudible) but a whole lot better than the
21 Interstate Bridge. (Inaudible.)

22 And number three, it -- the Interstate
23 now, you don't get stuck in traffic, like you do
24 cars. You can pass that on to your politicians.
25 Thank you.

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