

1 Center or Delta Park. It's just difficult to get
2 here.

3 Of course, we have had many spirited
4 conversations about the tolls. We're not opposed to
5 tolls, as long as the residents of Hayden Island
6 don't have to pay them. We figure we're right in
7 the middle of everything. Why do we have to pay?
8 But we're amenable; we'll have more discussion of
9 that.

10 I'm in support of -- my community is
11 largely in support of a replacement bridge with
12 light rail. And, of course, we're also in support
13 of our Hayden Island plan; another team of people
14 that've done great work on Hayden Island. And --
15 and we ask you to consider the option for the good
16 of Hayden Island community. Thank you.

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

18 Bob Shepps.

19 **MR. SHEPPS:** I'm Bob Shepps. I live at
20 1975 North Jantzen Avenue, which for those of you
21 who don't know, is just across the river.

22 With all due deference to the boards of
23 High Noon and Tomahawk Island, who are on the east
24 side of I-5 -- those of us who are on the west side
25 of I-5 who will be directly impacted by losing

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The Oregon Department of Transportation (ODOT) began construction on the I-5 Delta Park widening project in April 2008. Phase I of the project involves widening I-5 and lengthening the entrance and exit ramps at Victory Boulevard and Columbia Boulevard.

Beyond the CRC and Delta Park projects, the I-5 Transportation and Trade Partnership Final Strategic Plan recommended a comprehensive list of modal actions relating to: additional transit capacity and service; additional rail capacity; land use and land use accord; transportation demand/system management; environmental justice; additional elements and strategies (such as new river crossings); and financing. RTC and Metro are tasked with initiating recommendations as part of their regional transportation planning role. Examples of current efforts include RTC's evaluation of future high-capacity transit in Clark County, and evaluation of needs for future river crossings. Regional planners have investigated solutions to existing bottlenecks at the I-5 connections with I-405 and I-84. It is anticipated there will be future projects aimed at fixing problem areas along I-5.

The purpose and need for this project speak to the "justification" for the impacts that your community will experience. This project is necessary locally and regionally, and will bring light rail transit, improved safety conditions, and increased mobility to the island.

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1 homes, having our mortgage cut in half, and subject
2 to more pollution during construction activities
3 are, say, less enthusiastic about the possibilities
4 of the bridge.

5 What we'd really like to see is good
6 justification that will not just move the bottleneck
7 down the road, but really justifies to us the undue
8 hardship that we're going to have to endure during
9 the build and displacement that we'll all suffer.

10 Thank you.

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

12 The lists keep coming. Joel Batterman.
13 We'll put you at this table over here (indicated),
14 and we'll go on with Art Lewellan.

15 **MR. LEWELLAN:** Could I allow one of the
16 other guys here to go before me so I can collect my
17 thoughts?

18 **MR. HEWITT:** Sure.

19 We'll then go to Robert Gordon.

20 **MR. GORDON:** My name's Robert Gordon. I
21 live at 7909 Southeast Raymond Street in Portland,
22 97206.

23 Number one, will the future price of fuel
24 eliminate the factor for traffic? In other words,
25 if fuel keeps going to up, will there be as much

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