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COLUMBIA RIVER CROSSING DRAFT EIS
PUBLIC HEARING

WEDNESDAY, MAY 28, 2008

RED LION HOTEL
VANCOUVER, WASHINGTON



00104

1 Warren, Jim Andresen and Walt Keeney. And
 2 with that, Everett, we are to you.
 3 EVERETT AYU: Thank you. I just
 4 wanted to say that -- don't allow Metro to
 5 come in this new transportation system. I
 6 want you to notice that Washington has a
 7 pretty good transportation system. And if
 8 you go over to Oregon, it's horrid over
 9 there and it's all because Metro has not
 10 done a damn thing in the last 20 years.
 11 They have mismanaged the money on
 12 light rail. It costs four times more to
 13 put in one mile of light rail than it cost
 14 to put in one mile of highway. It
 15 doesn't matter how many times we vote it
 16 down, vote it down, vote it down, they
 17 want to keep cramming it down our throats.
 18 And I was wondering how they get the
 19 authorization. I say that if it's that
 20 big of an issue, let's put it to the vote,
 21 let's put it on the ballot and let's the
 22 citizens decide.
 23 You are talking about putting a \$2.50
 24 per trip each direction toll on the
 25 bridge. Okay. That's five dollars a day.

P-1038-001

P-1038-002

P-1038-003

P-1038-001

Light rail has been endorsed by every local Sponsoring Agency (Vancouver City Council, C-TRAN, RTC, Portland City Council, TriMet, and Metro), whose boards are comprised of the elected leadership of the region.

Annual light rail passenger trips crossing the I-5 bridge in 2030 are projected to be 6.1 million, with daily ridership around 18,700. The travel time for the morning commute by light rail between downtown Vancouver and Pioneer Square in downtown Portland will be approximately 34 minutes. Light rail would travel on a dedicated right-of-way, with more reliable travel times than auto drivers dealing with unpredictable road conditions, traffic congestion, and parking challenges.

The CRC project planning for light rail incorporates and supports the principles of the Vancouver's City Center Vision Plan. Downtown Vancouver has seen recent growth in higher density mixed use projects from three to 12 stories in height. In addition, another 4,000 downtown condominiums are proposed or pending as part of new developments. The core of Vancouver has, along with many of the larger corridors such as Fourth Plain Blvd, medium to high density residential development and an urban mix of uses. Transit demand in these areas is quite high, and ridership will increase with the introduction of light rail.

Long-term operation and maintenance of the new light rail line will be funded through C-TRAN and TriMet. For its share of the operations and maintenance funding, C-TRAN plans on having a public vote.

P-1038-002

There will not be a public vote on construction of the various CRC project elements. However, as a public project, it must be approved and funded by the decisions of elected officials who are themselves directly elected by voters. Long-term operation and maintenance of the new light rail line

will be funded through C-TRAN and TriMet. For its share of the operations and maintenance funding, C-TRAN plans on pursuing a public vote.

00105

P-1038-003

1 There is five days in a week. That's five
2 dollars a day. That is five days in a
3 week. That is \$25 a week. There is 50
4 weeks -- 52 weeks, but 50 weeks in a;
5 year. That's \$1250 per automobile that
6 has to travel back and forth. That's
7 almost a month's wage for a lot of people
8 after tax income.

P-1038-004

9 Your estimates in the Oregonian said
10 that 37 percent of people that travel
11 across the bridge are going to be
12 traveling on public transportation. Well,
13 there is a lot of people that come down
14 from Canada, Seattle, Longview or wherever
15 they come from and they go straight
16 through the Portland area.

17 That means 50 percent of the people
18 that live in the Vancouver area have to
19 take light rail in order to meet that
20 37 percent number. This is totally
21 ridiculous. Everybody points the fingers
22 and says that the other guy is going to
23 ride light rail or public transportation.
24 It's not going to happen.
25 Okay. And then -- okay. Yeah, yeah.

P-1038-003

Tolling was evaluated in the DEIS and FEIS, and included in the LPA for two important reasons. First, a toll may be necessary to pay for the construction of this project, as discussed in Chapter 4 of the FEIS. Second, a toll provides a valuable travel demand management tool that encourages travelers to take alternative modes (including light rail provided by this project), travel at off-peak periods, or reduce their auto trips. This demand management reduces congestion and extends the effective service life of the facility. When the existing I-5 northbound bridge was built in 1917, it was paid for with a toll. The southbound I-5 bridge, built in 1958, was also funded partially by tolls. In 2008, the Washington legislature passed enabling language for tolling on I-5, provided that each facility is later authorized under specific legislation. Once authorized by the legislature, the Washington Transportation Commission has the authority to set the toll rates. In Oregon, and the Oregon Transportation Commission has the authority to toll a facility and to set the toll rates.

P-1038-004

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.

00106

1 Okay. That's about all I had. Thank you.
2 HAL DINGERINK: Okay. Thank you.
3 Pauline.
4 PAULINE WARREN: Yes, I am Pauline
5 Warren. I am at 6800 Northeast 58th
6 Street here in Vancouver and I have
7 attended a few of your meetings and been
8 on the internet last night on your
9 technical reports. I find them -- I have
10 had a lot of trouble getting on your
11 environment report because I could only
12 pull up one page at a time to print and I
13 couldn't access some things. I've got to
14 find out how to do that better.
15 But my -- I am for a third bridge
16 versus the replacement bridge or the
17 supplemental bridge. I do believe that
18 the bridge that we have is not really the
19 root of the problem with congestion.
20 Now I do not know that there is some
21 accidents in the on and off ramps that
22 probably really need some work. But I
23 think Portland and the lack of lanes that
24 they have going through is -- and
25 obviously the Delta Park has been a

00115

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CERTIFICATE OF REPORTER

STATE OF WASHINGTON)
County of Clark)

I, Cathy S. Taylor, a notary public
for the State of Washington do hereby
certify that I transcribed to the best of
my ability said proceedings written by me
in machine shorthand and thereafter
reduced to typewriting; and that the
foregoing transcript constitutes a full,
true and accurate record of said
proceedings and of the whole thereof.

Witness my hand and notarial seal
this 16th day of June, 2008.

Cathy S. Taylor, RPR, CSR
Notary Public for the State of Washington
My Commission expires April 15, 2009