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1 concerned about property values going down
 2 on this side because people will be
 3 tending to move out.
 4 So that's -- thanks for hearing me.
 5 HAL DENGERINK: Thank you, Robert.
 6 Carol.
 7 CAROL PANFILIO: I am Carol
 8 Panfilio, P.O. Box 6427, Vancouver,
 9 Washington.
 10 With this light rail project, the
 11 cost is prohibitive for the amount of
 12 benefit to the citizens of this community.
 13 It's the most expensive Public Works
 14 project in the Northwest history and the
 15 light rail system is inflexible.
 16 The politics in this project make the
 17 bridge to Nowhere in Alaska pale to
 18 comparison.
 19 Thank you.
 20 HAL DENGERINK: Leonard.
 21 LEONARD BAUHS: Thank you. I am
 22 Leonard Bauhs, 5210 Northwest Cherry
 23 Street. I'm a proud and active resident
 24 of Vancouver.
 25 Very often we here primarily from

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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.

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

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1 naysayers at public meetings like this. I
 2 am, however, a yea-sayer. I strongly
 3 support the idea of replacing the existing
 4 bridge spans and including light rail
 5 within the framework of the new.

6 I lived in the Washington D.C. Metro
 7 area for about eight years. During most
 8 of that time, I did not own a car. I
 9 walked, bicycled or rode the Metro Subway
 10 system. That rail system did not spring
 11 up in its entirety in a single moment,
 12 month or year and neither will ours.

13 But unlike the D.C. Subway, ours did
 14 not begin with a single lane between two
 15 points. It can begin with a connection to
 16 an existing large network of light rail
 17 and then grow within Vancouver and Clark
 18 County even as it continues to spread
 19 throughout the three counties we know as
 20 Portland.

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21 With the promise of federal dollars
 22 now, we need to act now. We can not
 23 adequately visualize what the Vancouver
 24 Metro area will look like in 50 or
 25 100 years.

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1 By the earlier of the those dates,
2 Clark County could very well have over one
3 million residents. We are representing
4 those tonight too; one million residents
5 who are depending on us to make the right
6 decision this year, and that decision
7 should be to bring light rail across the
8 new I-5 bridge.

9 Will our leaders today have the
10 resolve to look 50 or 100 years into the
11 future in the same way their counterparts
12 did 50 and 100 years ago when the existing
13 spans were built at great cost.

14 I'm a yea-sayer and I say yes. Thank
15 you.

16 HAL Dengerink: Thank you. Okay.
17 So we are going to switch out here again.
18 This time with Rory Bowman, Tadd Hess and
19 Joe Cortright. Okay. David Palenshus.

20 DAVID PALENSHUS: My name is David
21 Palenshus. I live at 17111 Northwest 69th
22 Avenue, Ridgefield, Washington.

23 I am a retired Commander of the
24 United States Navy. I have seen a lot of
25 transportation systems from Hong Kong to