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COLUMBIA RIVER CROSSING DRAFT EIS  
PUBLIC HEARING

WEDNESDAY, MAY 28, 2008

RED LION HOTEL  
VANCOUVER, WASHINGTON



00091

1 As far as light rail, Washington has  
2 got to figure out that they are our sister  
3 partner and it may not be practical right  
4 now in just landing in Vancouver, but it  
5 will be needed.

6 HAL DINGERINK: Thank you, Carl.  
7 Plinio.

8 PLINIO CROW: Hello, my name is  
9 Plinio Crow. I live in Salmon Creek here  
10 in Vancouver.

11 Back when the I-5 Partnership Task  
12 Force was before -- I proposed a third  
13 bridge alternative, which was called a  
14 Revised West Arterial Passage kind of  
15 based on Sharon Nasset's (phonetic) idea  
16 expanded.

17 Basically it's connecting the SR-500  
18 and SR-14 using both Burlington Northern  
19 Railroads, tunnel through Forest Park,  
20 then from Forest Park go over to  
21 Wilsonville -- excuse me, to -- yeah,  
22 Wilsonville.

23 Basically it's the Western Arterial.  
24 The best -- this solution that I proposed  
25 to the part-time Task Force would aleva

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Many different options for addressing the project's Purpose and Need were evaluated in a screening process prior to the development and evaluation of the alternatives in the DEIS. Options eliminated through the screening process included a new corridor crossing over the Columbia River (in addition to I-5 and I-205), an arterial crossing between Hayden Island and downtown Vancouver, a tunnel under the Columbia River, and various modes of transit other than light rail and bus rapid transit. Section 2.5 of the DEIS explains why a third corridor, arterial crossing of the Columbia River, and several transit modes evaluated in screening were dropped from further consideration because they did not meet the Purpose and Need. For a general description of the screening process see Chapter 2 (Section 2.7) of the FEIS. It should be noted that every proposal received from the public was considered, and many of the proposals that were dropped from further consideration included elements that helped shape the alternatives in the DEIS.

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1 and solve all traffic congestions  
2 throughout the Portland Metropolitan area  
3 because you bring Washington County onto  
4 Clark County. You bring Washington County  
5 folks who go to the airport in Beaverton  
6 Hillsboro through Clark County onto SR-14  
7 through to the airport. Same thing on the  
8 St. John's Bridge. It ties the ports  
9 together.  
10 This gentleman here, the Public  
11 Commissioner who sits next to me for the  
12 port of Vancouver -- excuse me -- Port  
13 Commissioner -- brings port of Portland  
14 together, brings jobs, brings  
15 transportation, brings -- you know,  
16 this -- my proposal costs like what, five  
17 or six billion dollars because we are  
18 tunneling. We need to spend the money.  
19 Spend the money right. Do this project  
20 logically, do -- the tax payers are -- I  
21 believe they are willing to spend, you  
22 know, five dollars for the toll because  
23 they will understand, you know what, we  
24 are bringing jobs, we are moving  
25 transportation, we are doing rail

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1 improvement. We are not only tying the  
2 I-5 bridge, but we are going to go ahead  
3 and have more corridors, not only for the  
4 military accessibility to our ports, but  
5 also moving commerce back and forth.  
6 We are competing against several  
7 different ports from Port of Seattle --  
8 excuse me -- Port of British Columbia all  
9 the way to Mexico.  
10 We need to realize that our ports is  
11 our vital economic engine for this  
12 industry. It is crucial that we tie the  
13 ports together by building this Western  
14 Arterial Bridge and to relieve the traffic  
15 not just on the I-5 corridor, but the 205  
16 and SR-14, SR-500, St. John's Bridge,  
17 405 -- all those areas will be relieved  
18 because people will realize they can go  
19 not just north or south, but east to west.  
20 We need to think big. Look at the  
21 big picture. Focus on -- wow, you know  
22 it's going to cost -- it's going to cost  
23 seven billion dollars. And of course,  
24 you've got the environmentalist who don't  
25 want to tunnel through Forest Park and all

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1 of the other people who are going to go  
2 ahead and complain about the houses being  
3 moved.  
4 But you know what? We need to do it.  
5 It's the best thing to do for the economy.  
6 It's the best thing to do for the region.  
7 Thank you very much.  
8 HAL DINGERINK: Okay. My  
9 information that what we have left are two  
10 remaining folks. Can I make certain of  
11 that? Ginger.  
12 GINGER METCALF: Thank you.  
13 Freight mobility, delivery of services,  
14 navigation, safety and jobs -- smart  
15 planning calls for building a replacement  
16 bridge now. It would be irresponsible of  
17 us as citizens not to consider the  
18 immediate future and the future of those  
19 who follow us.  
20 HAL DINGERINK: Thank you.  
21 Debbie.  
22 DEBBIE PETERSON: Thank you. My  
23 name is Debbie Peterson. My address is  
24 P.O. Box 82, Vancouver. I'm a 30-year  
25 resident of this area and I am not either

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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