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COLUMBIA RIVER CROSSING DRAFT EIS  
PUBLIC HEARING

WEDNESDAY, MAY 28, 2008

RED LION HOTEL  
VANCOUVER, WASHINGTON

**P-1053-001**

Thank you for taking the time to submit your comments on the I-5 CRC DEIS. NEPA requires a comment period for a DEIS to be no less than 45 days. Prior to issuing the CRC DEIS, FTA, FHWA and the other project Co-Leads (WSDOT, ODOT, RTC, Metro, TriMet and C-TRAN) decided to extend this to 60 days in order to allow additional time for review and comment. Section 6002 (g)(2)(A) of SAFETEA-LU (Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users), the federal transportation reauthorization bill, established a comment period of “no more than 60 days” for DEISs. FTA and FHWA did not see “good cause” (Section 6002 (g)(2)(A)(ii)) for extending the current comment period beyond the 60 days that were already being provided.

The DEIS comment period is only one opportunity during the NEPA process for the public, agencies and tribes to review information and provide input. As discussed in Appendix B of the DEIS, over the three years prior to the publication of the DEIS, the project provided opportunities for stakeholders to comment on numerous components of the draft including the Purpose and Need, Range of Alternatives, methodologies for analyzing impacts to various elements of the environment and preliminary findings. Project staff also participated in over 450 meetings with neighborhood groups, business organizations, and other potentially affected stakeholders. Strategies for communicating with limited-English, low-income, and minority populations have been developed by, and facilitated through, local communities, the CRC Community Environmental Justice Group (CEJG) and community-based organizations. As an example, CEJG sponsored an Informal Q&A Session that occurred during the DEIS comment period and reached out to low-income and minority populations. Certain project materials, including information related to the DEIS and associated open houses and public hearings, are translated into Spanish, Russian, and Vietnamese, and interpreters are available at project open houses by request.

00023

1 bridge. This not only slaps of arrogance,  
 2 but it also shows their lack of ability to  
 3 critically think through solutions to  
 4 problems. They cannot grasp the slapping  
 5 of a variable toll during peak hours.  
 6 I just want you all to understand  
 7 that they refuse to realize that it's  
 8 their problem on the Oregon side with the  
 9 bottleneck, not Washington's.  
 10 Thank you very much.  
 11 HAL DINGERINK: Thank you, Kim.  
 12 Jim?  
 13 JIM KARLOCK: Hello. My name is  
 14 Jim Karlock. I live at 3311 Northeast  
 15 35th in Portland, Oregon.  
 16 I brought with me my copy of the  
 17 draft EIS statement. This is actually  
 18 without the appendix. It's also without  
 19 the technical supplements. There's what I  
 20 managed to print so far. The ream of  
 21 paper at the bottom is for the stuff I  
 22 haven't yet printed.  
 23 So how many of you people at the  
 24 table here have gone through this whole  
 25 5000 to 6000 pages of information?

**P-1053-001**

00024

**P-1053-001** 1 I mean, you've got 45 days to do it.  
 2 That's only 100 pages a day. Anybody  
 3 ought to be able to sop up 100 pages of  
 4 this stuff a day. I suggest that 45 days  
 5 is he woefully inadequate.

**P-1053-002** 6 Moving on. Here's a little surprise  
 7 I found in -- someplace in this file.  
 8 There's a picture of this thing over  
 9 Hayden Island. Gee, you notice a shadow  
 10 here? Well, that's because this stuff is  
 11 elevated above ground.  
 12 Sharing it with one of the people a  
 13 few minutes ago -- one of the engineers,  
 14 it's apparently 30 feet above ground the  
 15 entire length of the island. Nice price  
 16 for the Islanders.  
 17 Just to get some perspective, the new  
 18 bridge is going to -- the deck of the new  
 19 bridge is going to be at the height of the  
 20 tallest part of the current bridge  
 21 excepting the towers.  
 22 So you want to see this individually?  
 23 Just sight along the top of the bridge.  
 24 That is where the new bridge will be.  
 25 And then we have this nice little

In addition, since the DEIS comment period, there have been numerous community meetings, as well as open houses, and public hearings by project sponsors, providing more opportunities for public input and comment. In total, as of June 2011, CRC staff have participated in over 900 public events to reach over 27,000 people since October 2005.

### **P-1053-002**

Thank you for your observations. We are aware of the potential for visual impacts associated with the height and shadows of the new bridges. The CRC project design for interchanges, roadway elements, transit stations, and other facilities will be context-sensitive and reflect the unique character of the surrounding area. CRC formed a 14-member, bi-state Urban Design Advisory Group (UDAG), made up of design professionals and neighborhood representatives. The goals of the UDAG include, achieving "design excellence that can be embraced by affected communities and users" and providing "a landmark bridge that is both inspired and inspiring and fully integrates the design and function of the structure with the urban design elements." Working closely with project designers, UDAG will provide input and guidance on integrating the new facilities with the surrounding community. For example, this work has included identifying significant iconography (e.g., symbols, patterns, etc) that will reflect the Native American communities in the area, early pioneers, and other significant themes in local history. These images will be incorporated into project designs and public art installations.

00025  
**P-1053-002** | 1 view from the marina. Okay. Got more to  
 2 do here.  
**P-1053-003** | 3 Now I took a look at the cost of the  
 4 light rail option. Apparently they expect  
 5 7350 people during the evening four-hour  
 6 rush hour if they build the delux bridge.  
 7 No build will be 2000 people, so you get  
 8 about 5300 people that will be attracted  
 9 to transit by spending one-point -- excuse  
 10 me -- by spending  
 11 eleven-hundred-million-dollars for 5000  
 12 people. That works out to 200,000 dollars  
 13 for every person you attract to transit by  
 14 spending eleven-hundred-million on light  
 15 rail.  
**P-1053-004** | 16 Well, that 200,000 dollars per person  
 17 that you somehow hopefully attracted out  
 18 of their car -- you can invest that at  
 19 three percent a year and get 6000 dollars  
 20 a year. About every five years, you can  
 21 buy every one of those 5000 people a brand  
 22 new car -- you know, like a Prius that  
 23 uses a whole lot less energy than light  
 24 rail because light rail certainly doesn't  
 25 save energy. It certainly does not save

**P-1053-003**

Thank you for your comment. Following the close of the 60-day DEIS public comment period in July 2008, the CRC project's six local sponsor agencies selected light rail to Clark College as the project's preferred transit mode. These sponsor agencies, which include the Vancouver City Council, Portland City Council, C-TRAN Board, TriMet Board, RTC Board and Metro Council considered the DEIS analysis, public comment, and a recommendation from the CRC Task Force (a broad group of stakeholders representative of the range of interests affected by the project - see the DEIS Public Involvement Appendix for more information regarding the CRC Task Force) before voting on the LPA.

**P-1053-004**

Please refer to our other responses regarding the costs of light rail. Light rail was selected as the most fitting transit solution. And the decision has been supported by numerous agencies all of whom have staff with advanced degrees in economics and finance, years of experience financing public projects, and support for light rail as a prudent and feasible mode.

00026  
**P-1053-005** | 1 money. It is one of the most expensive  
 2 transit options out there. The only thing  
**P-1053-006** | 3 light rail is good at is bringing in  
 4 campaign donations to politicians that  
 5 favor light rail.  
 6 Thank you.  
 7 HAL DINGERINK: Okay. Thank you,  
 8 Jim. Okay. The next three are Judy  
 9 Tiffany, Tom Buchele and Suzan Hoffmann.  
 10 And we are ready for Ed Barnes.  
 11 EDWARD BARNES: Mr. Chairman, my  
 12 name is Edward L. Barnes. I live at 4009  
 13 Northeast fifth Avenue. For the last  
 14 12 years up until November 1st, I served  
 15 as one of the seven Transportation  
 16 Commissioners for the State of Washington.  
 17 I was involved from 1999 with the  
 18 Freight Mobility Study and Henry Hewitt  
 19 and I Co-Chaired the I-5 Partnership  
 20 Study. And for the last three years the  
 21 Columbia River Crossing has been doing  
 22 their public outreach.  
 23 There has been thousands of man hours  
 24 spent both in Oregon and in Washington to  
 25 give the people the proper information

**P-1053-005**

As illustrated in the DEIS, and summarized in Exhibit 29 (page S-33) of the Executive Summary, light rail would better serve transit riders than bus rapid transit (BRT) within the CRC project area. Light rail would carry more passengers across the river during the PM peak, result in more people choosing to take transit, faster travel times through the project area, fewer potential noise impacts, and lower costs per incremental rider than BRT. Additionally, light rail is more likely to attract desirable development on Hayden Island and in downtown Vancouver, which is consistent with local land use plans.

**P-1053-006**

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.

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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