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COLUMBIA RIVER CROSSING DRAFT EIS  
PUBLIC HEARING

WEDNESDAY, MAY 28, 2008

RED LION HOTEL  
VANCOUVER, WASHINGTON

00067

1 present that recommendation then it is for  
 2 these three gentlemen from Tri-Met to  
 3 present their recommendation at this late  
 4 date. That is just utter nonsense. My  
 5 idea is better than their idea and how  
 6 dare they.

7 Tri-Met must include Vancouver  
 8 (inaudible) as soon as possible.  
 9 Quad-Met, as I call it, must become more  
 10 transparent. The exact cost (inaudible)  
 11 should be told and we should be published  
 12 at least once a month so we know.  
 13 (Inaudible) should also be there.

14 (Inaudible) evaluation of the  
 15 investment because of light rail -- I  
 16 called Tri-Met and they told me it's  
 17 currently about six to eight billion  
 18 dollars that's occurred in Portland.

19 Thank you.

20 HAL DINGERINK: Thank you, Frank.  
 21 Stephanie.

22 STEPHANIE TURLAY: Thank you. My  
 23 name is Stephanie Turlay. I live at 2211  
 24 Northeast 157th Avenue here in Vancouver.  
 25 Across the country, with few

P-1068-001

**P-1068-001**

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.

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.

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**P-1068-001** | 1 exceptions, most light rail projects have  
 2 failed dismally. They have left the  
 3 citizenry with millions and millions of  
 4 dollars to support a failed system. I am  
 5 very concerned if you have taken this into  
 6 consideration in moving ahead with this  
 7 project.

**P-1068-002** | 8 I think a lot of the people are  
 9 beginning to feel that we are getting this  
 10 shoved down our throats literally.  
 11 We have been told by our mayor, "No  
 12 light rail, no bridge." That's a threat.

**P-1068-003** | 13 There has been a lot of study gone on  
 14 in this, yet out there on your sign you  
 15 were telling the citizens of Vancouver  
 16 pretty much that we are going to have  
 17 sales tax increases, DMV fees, motor  
 18 carriers fees, license fees, fuel tax, et  
 19 cetera, et cetera, et cetera.  
 20 And then underneath you have a  
 21 disclaimer which states, "No decisions  
 22 have been made about this project of how  
 23 it will be funded."  
 24 I cannot imagine in my wildest dreams  
 25 that a project of this magnitude is being

**P-1068-002**

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-1068-003**

Please refer to Chapter 4 of the FEIS for a description of the current plans for funding construction and operation of the LPA. This discussion provides an updated assessment of likely funding sources for this project, though it is not common practice to receive funding

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**P-1068-003** 1 undertaken without knowing exactly where  
2 the money is coming from, and for you to  
3 put up something in the lobby like that is  
4 really basically pretty much an insult to  
5 the citizenry.  
6 How long do these fees go on? Who is  
7 going pay the fees? Is just the people in  
8 the City of Vancouver? Is it Clark  
9 County? Is Portland going to be involved?  
10 The project needs to be explained.  
11 The financing for this project needs to be  
12 explained in tremendous detail before you  
13 expect to go -- us to go along with this.

**P-1068-004** 14 I would also like to state that the  
15 problem with the traffic flow is not on  
16 the Washington side, it's on the Oregon  
17 side down at the Rose Quarter where  
18 everything backs up. Until that area is  
19 cleaned out, I don't care if you put in 25  
20 lanes, you are still going to have a  
21 bottleneck.

**P-1068-005** 22 The other thing that I want to  
23 address briefly is the fact that  
24 everything has been apparently to  
25 circumvent a vote by the people of Clark

commitments prior to completion of the alternative selection process. As described in the FEIS, project funding is expected to come from a variety of local, state, and federal sources, with federal funding and tolls providing substantial revenue for the construction. As Oregon and Washington businesses and residents will benefit from the project's multi-modal improvements, both states have been identified as contributors to the project. As jurisdictions on both sides of the river seek to encourage non-auto travel, tolls are not anticipated for bikes, pedestrians, and transit users. Lastly, CRC assumes funds allocated to other projects and purposes would remain dedicated to those projects and purposes.

#### **P-1068-004**

The Oregon Department of Transportation (ODOT) completed Phase I construction of the I-5 Delta Park widening project in fall 2010. Phase I of the project involved widening I-5 and lengthening the entrance and exit ramps at Victory Boulevard and Columbia Boulevard. Phase II involves improving local streets and will begin when funding is secured. Phase I of the Delta Park project widened the current 2-lane segment of southbound I-5 to 3 lanes. There are currently no immediate plans to widen I-5 south of Delta Park. Neither the CRC project nor the Delta Park projects are intended to address the southbound traffic congestion that currently exists near the I-5/I-405 split. However, traffic analyses show the congestion at the split will not be worsened because of the Columbia River Crossing project. The main reason is that fewer cars are expected to cross the river with a project in 2030 than without a project. This is due to the provision of improved transit service and tolling.

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

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**P-1068-005**

1 County or the City of Vancouver.  
 2 Our senator, Craig Pridemore, has  
 3 been working on legislation that changes  
 4 the verbiage in there that will change how  
 5 something can be handled or voted on. And  
 6 what is being done is we are being  
 7 eliminated from this process, the citizens  
 8 of Vancouver.  
 9 You want to increase our taxes, our  
 10 fees, our everything else, but we don't  
 11 get a say in it. I think this is wrong.  
 12 I think the gentleman who came up and  
 13 said, "If you don't have a support of all  
 14 the people, you are going to have a lot of  
 15 problems."  
 16 Thank you.  
 17 HAL DINGERINK: Thank you.  
 18 Marcela.  
 19 MARCELA ALCANTAR: Good afternoon.  
 20 My name is Marcela Alcantar and my mailing  
 21 address is 4134 North Vancouver, Portland,  
 22 Oregon 97217.  
 23 I am an owner -- I am veteran owned,  
 24 woman owned, minority owned person. As  
 25 part of that, half my employees work in

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. ODOT is responsible for conducting ongoing studies to identify other congestion problems on I-5 in Oregon that may need to be addressed in the future.

#### **P-1068-005**

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.

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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