

1 traffic, and so one. Some of it is the  
2 interchanges.

3 There's, in Vancouver, three stops in  
4 approximately 15 blocks, as I recall. And that's  
5 quite a few. And, again, it won't move people. But  
6 I think we should have a system and using our C-TRAN  
7 and try that to bring people into a hub and move.  
8 I'll stop. I see the light's on. Thank you.

9 **MR. HEWITT:** Thank you.

10 Jim Howell. Welcome.

11 **MR. HOWELL:** My name is Jim Howell. 3325  
12 Northeast 45th Avenue, Portland, Oregon.

13 If, one, we're required to make a choice  
14 among the alternatives, the only responsible choice  
15 would be the no-build. This does not mean that  
16 nothing should be done. Clearly, there are severe  
17 congestion. There's severe congestion on the  
18 freeway, especially southbound at the a.m. and  
19 northbound in the p.m. The current proposal to  
20 build more lanes will not solve the problem, because  
21 in the long run, it will only attract more traffic.

22 There are many ways to relieve the  
23 bottleneck without throwing over \$4 billion to  
24 rebuild five miles of freeway and seven  
25 interchanges, construct a 12-lane mega structure

1 over the Columbia River and Hayden Island, and spend  
2 over \$150 million to demolish three structurally  
3 sound bridges. This project grew out of an earlier  
4 study by many jurisdictions called the  
5 "Portland/Vancouver I-5 Transportation and Trade  
6 Partnership" that recommended an inclusive  
7 multilevel approach to solving the transportation  
8 problems in the corridor.

9 About three years ago this process was  
10 taken over -- some would say "hijacked" -- by the  
11 Washington and Oregon DOTs and turned into a huge  
12 freeway project with a condescending nod toward  
13 transit, bikes, and pedestrians. It seems that  
14 everyone has failed to acknowledge the elephant in  
15 the room. Located about one mile downstream is the  
16 BNSF Railroad. The railroad -- railroad bridge  
17 built in 1908 serves the only real corridor on the  
18 West Coast between Mexico and Canada and is a more  
19 critical link in case of natural disaster than I-5.  
20 Another freeway bridge, I-205, is just five miles  
21 east, but the next rail crossing is a single-track  
22 bridge 90 miles up river east of The Dalles.

23 As the cost of diesel fuel continues to  
24 rise, more freight will move from trucks to rail.  
25 The 70 percent increase in truck traffic projected

1 by the CRC staff and used to justify this freeway  
2 project will not materialize. Trains are far more  
3 energy-efficient than trucks and can be barred on  
4 electricity as well as diesel. Capacity for freight  
5 and passengers on the railroad will have to be  
6 greatly increased to meet future demand, and  
7 government will have to help pay for it.

8 An I-5 rail capacity study was completed  
9 in 2003 that indicated that, I quote, "Train delay  
10 ratios in this quarter already approach levels  
11 experienced in much larger denser corridors such as  
12 those with -- within the Chicago area." The study  
13 recommended ten projects costing about \$170 million  
14 that should be done immediately and would greatly  
15 relieve some of the congestion. Very little has  
16 been done to date. It also identified other  
17 improvements such as adding another main line across  
18 the river, replacing antiquated swing span of the  
19 lift span, grade -- grade separating the north  
20 Portland junction and other improvements that would  
21 greatly facilitate freight and passenger service.

22 I see the red light is on. I have some  
23 more information for you.

24 **MR. HEWITT:** Could you submit the paper  
25 that you brought? Thank you.