

1 tons, so it's going to take 53,000 days to make up
2 for the CO2 emitted by build. That's only 146
3 years.

4 Energy's about the same situation. I put
5 it at 142 years for the energy to break even -- the
6 energy saving -- to break even considering the
7 construction costs.

8 One final note. Federal funding, I've
9 heard tell earlier at some of these meetings, is
10 going to be 80 percent. What I could find is 65
11 percent for the transit portion and Federal funding
12 of only 32 percent for the whole project. Thank
13 you.

14 **MR. HEWITT:** Ed Barnes.

15 **MR. BARNES:** My name is Edward L. Barnes.
16 I live at 4009 Northeast 50th Avenue.

17 I've been a transportation commissioner in
18 the state of Washington since 1995 through November
19 1st of this last year. I've followed this whole
20 process. I've attended probably 98 percent of the
21 meetings both in Oregon and Washington where they've
22 been in shopping centers, where they've been in
23 schools, where they've been a bi-state (inaudible)
24 regional transportation meetings. Sharon and I've
25 been at every City Council meeting, County

1 Commission meeting I think that there has been
2 discussing the -- her pros and my cons about --
3 disagreeing with her. And at a town meeting that we
4 had at the Water Resources Building, I made the
5 statement that gas was going to be 4 or 5 or \$6.00 a
6 gallon. Jim, at the next town hall meeting that
7 they had at the Water Resources Building, tried to
8 correct me that that would never happen, because the
9 statistics show that gas doesn't rise that fast,
10 which it has, and that. So as a person that sat in
11 on the Tacoma Narrows Bridge being built for 12
12 years that that whole process went on, it went on
13 the same as this. Neighborhood association meetings
14 and everything. The bridge is built. The people
15 who were tied up in congestion on the Tacoma Narrow
16 Bridge were sitting out there just like they are on
17 the Interstate Bridge in both directions every
18 morning, every night, burning up fuel, wasting their
19 time trying to get to work. After that bridge was
20 opened, the people get to work either an hour -- a
21 half hour to an hour, to an hour and 15 minutes
22 quicker, and the same way coming home at night. 80
23 percent of the people, or 85 percent of the people
24 that use that bridge use transponders. They never
25 stop. They go right straight on through there.

1 I'm saying this bridge is inadequate. It
2 has lift spans on it that keep going up and down.
3 The Oregon State Department of Transportation keeps
4 doing maintenance on it. Last night when I left the
5 Vancouver Building over there where they had the
6 testimony, I hit I-5 heading to a meeting in
7 Portland. I no more than got across the bridge and
8 the sirens went off because the bridge was going up,
9 and the traffic coming from Oregon was already
10 starting to build up at 7:00 at night. So I'm
11 saying to the people here, something has to change.
12 The worker that goes to work every morning has to
13 have an opportunity to go to work in a reasonable
14 time. He has a reasonable time to get back home so
15 he can be with his family and do Little League, Girl
16 Scouts, Boy Scouts, all the rest of these activities
17 with these families. And you can't keep prolonging
18 this whole effort that's going on. And if you see
19 what happened in Minnesota because the -- the State
20 legislature and commissioners prolonged rebuilding
21 that bridge, it ended up down the drain and is
22 costing millions and millions of dollars in lawsuits
23 that we don't need to happen here.

24 So I'm saying to you commissioners and the
25 Columbia River Crossing committee, I want to commend

1 you for the tremendous job that you've done and the
2 support people that you've used that -- to make this
3 process work. You give everybody an opportunity to
4 have their chance and their say. Thank you.

5 **MR. HEWITT:** Thank you.

6 I have some more names, and I think I'll
7 have join this table (indicated), Pamela Ferguson
8 and Bob Shepps. And come to this table (indicated)
9 Art Lewellan, Robert Gordon, and Robert Marino.
10 Finally, in my previous (inaudible) the last
11 principal, we are going to hear from, Ron Swaren
12 next.

13 **MR. SWAREN:** Thank you. I did speak last
14 night at the Vancouver meeting. I'm in favor of the
15 BNSF arterial proposal. I'm not against mass
16 transit, and that includes MAX. I think that that
17 would probably be -- be a better route for MAX,
18 because it -- 'cause -- connect to the Amtrak
19 Station in Vancouver, and hopefully help promote
20 some interstate rail travel.

21 The comment that the guy made about the I-
22 35; that was a tragedy. But every year there are
23 1,200 construction fatalities in the United States,
24 and 200 of those are in infrastructural work. So if
25 this country embarks upon a humongous program of