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MEETING MINUTES

Project Name:	CRC		**Project No.:**	2733012004
Location:	Clark County	**Meeting Date:**	June 24, 2008	**Time:**
Minutes by:	Katie Clements			
Attendees:		**Company:**		

Subject: **CRC Task Force Public Meeting: Hearing Testimony**

Henry Hewitt: I'm Henry Hewitt, one of the co-chairs of the Columbia River Crossing Task Force and Hal, the other co-chair, agreed early on that we would alternate who was going to chair which meetings and we would alternate meetings between Oregon and Washington but as it's turned out, the last several meetings have been in Washington. He told me it was my turn to chair the meeting so here I am. I'd like to welcome everybody and we do know that there's some problem on the I-5 highway on the Oregon side that's causing traffic delays and that people will probably be late in arriving, particularly those people coming from that direction. The reason for getting started is that at about 4:15 Gov. Gregiore is gonna call in and has a few words that she'd like to give with respect to the project and where we are and I think we at least want to be attentive for that for those of us that are here. In the meantime we'll get started with some of the formalities. Please turn off your cell phones. I've turned mine off and it tends to cause disruption with the technology if we leave the cell phones on. As always, our meeting tonight will be broadcast on CVTV and in Portland on the community media. You can watch the Task Force meetings on the internet through the link to the project (LINK). We have materials that have been distributed and we have a lot of paper tonight. Hopefully everyone either has a copy or can share with somebody who does. By way of background, we began this process in I think the February timeframe of 2006. I was asked to be co-chair and was told it would be a year and a half or two years of meetings, once a quarter. Well here we are more than 3 years later and my notes tell me this is the 23rd meeting, so that's more frequently than quarterly and longer than 2 years. Tonight we will hear a project update, get public input received on the DEIS, there will be time for public comments

We have people signed up and once again I would ask that you to be as brief as you can be and in any event we'll cut you off or have you close down at about 3 minutes so that we can get all the people that we have signed up in the allotted time and excuse me if I mispronounce names. The first person we have is Steve Citron.

Steve Citron: Thank you. My name is Steve Citron and I am a Vancouver resident. I am a PhD Engineer and a fellow of the Society of Automotive Engineers. I am concerned and my comments reflect an interest in congestion over the new bridge compared to the No Build option. So, very simply, one of the statements from CRC is that

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Joe Cortright: I think we're at a point in the CRC process that you have before you in that DEIS fails to meet the requirements of both the letter and the spirit of NEPA and I think what you've done or at the risk of doing is taking an action that really endangers what you think you want to do in terms of building a new bridge. There are 2 key requirements in NEPA. One is that you look at reasonable alternatives and two, that you engage the public in a meaningful dialogue about those alternatives. Your process hasn't done either of those. In terms of reasonable alternatives, we basically have two: do nothing or build a big bridge and transit. You systematically ruled out all of the intermediate opportunities including a transit only alternative, including HOV, including transportation demand management. You ignored the Oregon Transportation Commission own policy 1G that says you will look at those low cost measures before considering a big project. That's the first point. Second, this project is clearly now deigned, however it was conceived, is now designed for world that no longer exists. All of your modeling, all of your projections, all of your assumptions were designed in a world of $1.10 gasoline and no concern about carbon dioxide. We know those things have changed. Travel is going down, travel on this bridge is going down it has gone down for each of the last 3 years. Gasoline consumption is going down. The assumptions that are built in to this project in terms of land use and travel behavior are demonstrably wrong. Relying on this document and those projections leads you in a mistaken direction. We learned, thanks to the Oregonian on Sunday, that you've simply ignored the issue of induced demand. Induced demand, which has been a feature of EISs in this region for more than 35 years and you've simply assumed it away which biases the analysis. On your process, I'm really concerned that we have not had the opportunity to have a meaningful dialogue about the issues here. We've been shunted into these 3 minute little snippets and you're going to be making a decision today on the LPA before the comment period has even closed. So those of us who have taken the time to read through the EIS, to identify faults with it, and point them out to you, you will not know what our objections are because you nor your staff will not have heard them yet because you have not allowed the time for them. And you will be making that decision, as will others, before all the information of available. That is not a credible process and that is not consistent with NEPA. And finally, and I want to suggest that you ask your staff and other to stop repeating demonstrably false information. I could develop a litany here to but we have regrettably the Gov. of Washington said just a few months ago that this is the most accident prone corridor in either Oregon or Washington. That's not true and your staff knows it, ODOT knows it, their own data shows that the accident data on the Fremont bridge is higher than this and there are a litany of other examples like this and that is just one example of how we have not had the opportunity to correct things that are demonstrably false.

Fred Nussbaum: I'm here on behalf of AORTA, the Association of Oregon Rail and Transit Advocates. This is your last chance to turn around a runaway project. The last chance to implement a legacy that is a real leading edge, real green, sustainable transportation solution across the Columbia River. This project will fail. It'll fail because of the cost, the region won't be able to afford it and because of the great risk of a challenge under NEPA as Mr. Cortright already told you about. The fact you've only gotten conditional support from other agencies such as the City of Portland, Metro, Portland Planning Commission, Commission on Sustainability, all of them had conditions on their support for the front runner of these so-called options. You've been mislead in a number of different ways. The first way is that you're being told that you only have until August 15 to make a decision on the LPA. That is not true. August 15 is the deadline for FTA New Starts and has to do with light rail only, it happens every year, if you don't put it in this year, you'll get the chance next year. It has nothing to do with the 6 year transportation authorization and so you've been told that you if you miss this opportunity in August that you'll have to wait for 6 year to get funding. That is a falsification. You've been told that there is a projected need for 40% increase in traffic in the area. That's not true either. That's in your purpose and need statement and it is not true. There's no way this region could produce 40% more traffic. You were mislead about tolling of existing facilities. Your staff changed there mind about that but most people are still walking around saying we can't toll on existing interstate facilities. That's not true—read the statute. The DIES does not meet the minimum requirements for a broad range of options. Right now you have basically two big bridge alternatives: one is a big, big bridge and one is a half big bridge, that's your supplemental bridge. That's not going to be enough for NEPA. Finally, there's been a very narrow definition