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Columbia River Crossing

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COLUMBIA RIVER CROSSING

Public Hearing

ORIGINAL

May 29, 2008

Portland Expo Center

Portland, Oregon

SPOKEN COMMENTS

COURT REPORTER: Michael R. King, OR CSR 90-162

CRC - 5.29.08

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NOTE: DVD & Brochure of DMU attached with Weller/Secunda comments.

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1           DARISE WELLER: We really feel that commuter rail,  
2 from what we have been talking to people, you know, it seems  
3 like they considered commuter rail, but it sort of died. And I  
4 think it has to be a very important part of this whole plan,  
5 this commuter rail, an alternative means of transportation,  
6 public transportation and, you know, mass transportation to get  
7 people across.

8           The DMU, or diesel motor unit, costs, like, 74  
9 percent less to build than light rail. I am a firm believer in  
10 light rail, too, but I think we need many, many modes of  
11 transportation, particularly many modes of public  
12 transportation to, you know, bring traffic into Portland.

13           We're in Linnton, which is where I live. We are very  
14 affected by the traffic that comes across here. I live on  
15 Germantown Road and on Germantown Road, a third of the cars  
16 that are on the road have Washington license plates. It's a  
17 horrible road. It's an unsafe road to go on. The other road  
18 that they all use is Cornelius Pass or Cornell -- Cornelius  
19 Pass Road and it's just unsafe. It's -- you know, it makes it  
20 very unlivable to live on the street and so we don't want to  
21 see more cars and more access and more people doing that when  
22 really they should be taking public transportation. So --

23           JAN SECUNDA: If they could.

24           DARISE WELLER: Yeah, if they could.

25           And it's also an affordability issue using this -- I

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1 mean, it's so much cheaper, you know, because -- because people  
2 are going out into these areas. And the same thing, we want to  
3 see the P&W lines used from -- which go from Astoria to Eugene  
4 and then go north of Linnton all the way to West Union,  
5 Hillsboro, Beaverton and Wilsonville, which is the new rail  
6 system -- commuter rail system being built and soon to be  
7 opened in October.

8           And so it's -- so many people are moving out to, you  
9 know, in the Vancouver area and further -- further out because  
10 they think that's where they can afford to build. The same  
11 thing as from Highway 30 or the St. Helens Road. They're  
12 building out in Scappoose and in St. Helens because that's  
13 where they can afford to buy a house. They can't afford to buy  
14 a house anymore in inner city Portland.

15           They also need a public means of transportation and  
16 commuter rail is one of the inexpensive ways to do it and to  
17 get people into the city because they can't afford any longer  
18 to drive into a city. And it's going to get worse.

19           JAN SECUNDA: I will augment it a little bit. The  
20 second worst intersection in Portland is the one at Bridge and  
21 Germantown Road, and yet we don't have the money -- we have to  
22 fix another one first, the one out on 82nd before we can even  
23 address the one there, so we -- we've already overextended  
24 ourselves with the amount of traffic for that area. There are  
25 wrecks -- there are a lot of wrecks in that area. We have

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1 24,000 cars coming through Linnton every day.

2 Well, I'll back up here a minute. We're not thinking  
3 only of Linnton. We're trying to come up with an idea that is  
4 going to benefit the entire area.

5 As Darise was saying, there are people who -- and  
6 it's like a bedroom community. They live in Scappoose because  
7 that's where they can afford to live, yet they have to commute.  
8 It's counterproductive for them because they may waste their  
9 money on their transportation.

10 If they could get on commuter rail and then come into  
11 town and make their exchange, come down to Union Station, not  
12 far from the MAX, that kind of thing. That's why we're  
13 promoting this. We're promoting that the whole area, the  
14 regional area give more consideration to the DMU.

15 Did you mention the federal dollars?

16 DARISE WELLER: No.

17 JAN SECUNDA: There are no -- all of our funds are  
18 limited, but there is federal money for rebuilding the rails  
19 because the rails are in really bad condition. We know that.  
20 And if -- but you can get federal money if you will use the  
21 rails for commuter. So that would be a good incentive for  
22 doing this.

23 DARISE WELLER: It's also very fast -- somebody just  
24 in one of the hearings made a very good point that this is a  
25 very fast means of transportation and we really need multiple

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1 forms of transportation. I am all for light rail, but light  
2 rail is not as fast because it has a lot of stops. Commuter  
3 rail can be a much faster mode of transportation for people  
4 commuting into the -- into Portland, and so -- and plus, you  
5 know, with the Burlington Northern Railroad Bridge, there is  
6 already -- is that bridge going -- I believe there is a bridge  
7 that goes over to Longview that can connect up into the whole  
8 thing. And all these could connect up and go to Union Station  
9 and then again connect to light rail that way and make it a,  
10 you know, a much more versatile European-type transportation  
11 system.

12 JAN SECUNDA: Also, the DMU, their engines -- they're  
13 self-propelled, so -- the diesel multiple unit. We have -- we  
14 have explored and we think this is the best that we have. It's  
15 made in America. It can run on partial biodiesel. It has low  
16 emissions. It's quiet. It's safe. It's safer. These have  
17 been crash tested and they're safer than the usual ones.

18 This particular little Colorado Railcar, the people  
19 who invented it and the people who are producing these now are  
20 switching off to Seimens. Seimens, as we know -- you know,  
21 Seimens, S-e-i-m-e-n-s Corporation -- they're going to have  
22 plenty of backing and that kind of thing, so it would be a  
23 stable investment all around.

24 DARISE WELLER: That's it.

25 JAN SECUNDA: Can you think of anything else?

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1           DARISE WELLER: I think everybody in the staff and --  
2 everybody in the staff and everybody connected with this should  
3 watch the movie "A Convenient Truth." It's not an  
4 "Inconvenient Truth." It's "A Convenient Truth" and it's about  
5 Curitiba, Brazil. And it's what they did with -- one of the  
6 major things that they did for their transportation plan to  
7 make it a sustainable city. And it's actually a very excellent  
8 documentary to watch.

9           JAN SECUNDA: There is land available in Linnton for  
10 a depot. We used to have a depot there. It would be accepted  
11 by the community at a bargain price. Not that we're here to  
12 promote that, just so you know.

13           I think that's our input. We just -- we think it's  
14 more sustainable, cleaner. Altogether, it's better considering  
15 global warming and all the other issues.

16           DARISE WELLER: And it should be a part of the  
17 consideration of the bridge. Like I said, it seems like who  
18 we've been talking to here was that it was dismissed and not  
19 thought of as an alternative, but I think it's a very important  
20 alternative to consider.

21           JAN SECUNDA: Okay.

22           DARISE WELLER: That's it.

23           (Attached DVD and brochure.)

24           BARRY HENNELLY: All right. I just wrote down a few  
25 comments.

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1 I believe the Delta Park improvements that are  
2 occurring right now are positive and are a good first step  
3 leading into this project. The thing that I would like to see  
4 happen is the new bridge with LRT, better ped/bike connections  
5 and tolling. I think this is critical to the city, the region  
6 and the West Coast's economic well-being, which is based  
7 largely and increasingly on trade.

8 I believe our manufacturers need this, as do our  
9 warehouseers and distributors.

10 I think the failure to act reduces Portland's  
11 competitiveness, forces business and workers over the river  
12 permanently to the Washington side of the river from Portland  
13 and reduces our livability on this side of the river,  
14 ultimately on the Oregon side.

15 I think that the traded-sector companies are getting  
16 tired of dealing with the Portland Metro sort of transportation  
17 logjam and attitudes towards transportation that are so biased  
18 away from freight movement, auto movement, that sort of thing.

19 Let me see. I think the Marine Drive interchange  
20 should use the, quote, unquote, standard design as the cheapest  
21 and best solution.

22 And I think I've made my comments right there, if  
23 that's okay.

24 JAN SECUNDA: You know, I told you I live in Linnton.  
25 I spoke with vendors who do the concrete in the metal for the



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CERTIFICATE

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I, Michael R. King, a Certified Shorthand Reporter for Oregon, hereby certify that at the time and place set forth in the caption hereof, I reported in stenotypy all Spoken Comments adduced and other oral proceedings had in the foregoing matter; that thereafter my notes were reduced to typewriting under my direction; and the foregoing transcript, pages 3 to 16, both inclusive, constitutes a full, true and correct record of such testimony adduced and oral proceedings had and of the whole thereof.

Witness my hand at Corbett, Oregon, this 30th day of May 2008.

  
\_\_\_\_\_

Michael R. King, C.S.R.  
C.S.R. No. 90-162

