


1 and write articles giving facts and figures. We
2 need -- If light rail is going to be a part of this,
3 we need to convince the people who -- who have not
4 had the advantage of living in a place where right
5 light rail really works, to see what that's going to
6 be like. That's it.

7 **MR. HEWITT:** Thank you.

8 So, now, I'd like to call up to this table
9 Connie Wallace, Christian Steinbrecher, and Dan
10 Kaufman. And the next speaker here will be Terry
11 Parker.

12 **MR. PARKER:** My name's Terry Parker. My
13 mailing address is Post Office Box 13503, Portland
14 97213.

15 Alternative one, the no-build,  does not
16 have enough capacity for either motor vehicles or
17 transit, in addition to lacking some safety
18 requirements of a modern freeway.

19 The replacement crossing is too massive,
20 has too massive a footprint, and both are too
21 expensive to construct. Under no circumstances
22 should there be a separate structure constructed for
23 the chosen transit option; bicycles and/or
24 pedestrians. The supplemental crossing as proposed
25 are nothing more than a sham; a pointless folly that

1 appears to be specifically designed for the politic
2 -- for the purpose of politically eliminating any
3 less-costly options that would reuse the existing
4 historical bridges. Therefore, none of the above
5 are acceptable.

6 It's time to take the politics and the
7 special interests out of this project and come up
8 with a reasonably-priced, cost-effective, reality-
9 check option that meets everybody's needs, while not
10 just -- while recycling -- not just recycling, but
11 reusing the existing historical bridges. Clearly, a
12 new I-5 crossing is needed for highway mobility
13 purposes to meet modern safety needs of an
14 interstate freeway.

15 However, a new freeway bridge only needs
16 to be -- have six full-width lanes -- full-service
17 lanes; three in each direction, and the current
18 bridge can be saved.

19 I propose a different -- a couple of
20 different alternatives. Alternative A places the
21 chosen transit option on the ground level using one
22 lane in each direction for the historical bridges,
23 while alternative B puts the transit option under
24 the -- under a new highway -- six-lane highway
25 bridge. The transit authoritarians, Oregonians, and

1 even Oregon politicians have no business deciding
2 for Washingtonians if light rail should be running
3 through their communities. It's their choice.

4 The benefits of reusing the exist --
5 existing bridges, along with a new freeway bridge,
6 include the amount of disruption and energy used for
7 construction is less, as compared to any total
8 replacement option. Due to interchange
9 modifications and relocations, the size of the
10 footprint is the smallest of any build-up option,
11 and historical structure is preserved. All of which
12 equate to saving the taxpayers' money while
13 constructing a workable project. These alternatives
14 must be considered.

15 As for tolling, once again, take the
16 politics out and establish a reality check. Do not
17 kill the economy, and do not further separate the
18 two sides of the river.

19 Therefore, I say if tolling is implemented
20 for any motor vehicles, then the users of all modes
21 of vehicular traffic, including transit passengers
22 and free-loading bicyclists, must be required to pay
23 a toll or a user charge. Anything less is
24 socialistic policymaking that has no place in a
25 democratic society and smacks of discrimination.

1 Moreover, there should be no consideration
2 of what is commonly called "congestion pricing."
3 This, too, is discrimination, in that, most people
4 cannot choose the hours that they work.

5 Additionally, the HR -- the HOV lanes don't work.

6 I have submitted a six-page written
7 testimony. Please review it. Thank you.

8 **MR. HEWITT:** Thank you.

9 **MR. KODAMA:** Thank you, Mr. Chairman.

10 It's Jim Kodama, for the record; K-O-D-A-M-A.

11 **MR. HEWITT:** Thank you. I couldn't tell
12 that.

13 **MR. KODAMA:** I'm with the Pacific
14 Northwest Regional Council. My mailing address is
15 1015 Allen Street, Space Number 1, in Kelso,
16 Washington.

17 I have spoke at several EIS meetings in
18 favor of developments. Because of our loss to our
19 lumber industries, our areas have been devastated,
20 employment-wise. Our communities are downgrading,
21 drugs seem to be rancid (sic). The construction of
22 this bridge will help pass over the Columbia.
23 Which, thank goodness we have. The Columbia is a
24 vital source of economic jobs to this community that
25 will bring good paying jobs, manufacturing jobs.