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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

Meeting Minutes (continued)

John Charles: I am President of Cascade Policy Institute in Portland and I'd like to make a couple of comments today that are in the spirit of helping you actually solve this problem in a fiscally feasible way. I think that what's happened is that this project has become a Christmas tree with a lot of ornaments hung on it and a $4 billion price tag and no way to pay for it. I'd like redirect your attention to a stripped down project to remind you that you're trying to replace a bridge that has just 3 lanes in each direction. A bridge, that's all you need to do is replace the bridge. All these other things you have in the EIS can be though of later so my suggestion is: go ahead and replace the bridge, no more than 8 lanes, plus bike and ped access, and I'll tell you in a minute why I'm suggesting 8, finance 100% through tolls collected electronically through open tolling technology with toll rates to be variable and designed to do 2 things: recover the cost of construction and operation and, to ensure the free flow of traffic at all times. And where this has been done elsewhere in the country, there are sometimes up to 14 different prices, people know what those prices are, they vary, they pay them and what they get in return is to go really fast all the time. That should be the goal. Now, when you do that, if you choose to implement that, what we know empirically from other projects is that the actual through-put for those same lanes will increase between 50-100% over gridlock conditions. So, if you have 4 new lanes, it's equivalent to 8 unpriced lanes. I think that's enough capacity. We also know that if you move from stop-and-go traffic to 50 mph your greenhouse gases per mile drop by 80-90%. So the sweet spot is 50 mph continual flow so you get more through-put and less gases. My final two points: spend the money only in that area of I-5. If you spend it only on the roads, it could be paid of within 20 years or less and of course, don't build light rail which would be a massive, massive misuse of money 'cause if you have 3,4 or 5 going 60 mph those are your de facto express bus lanes that allow you run to an infinite number of locations no just the Expo center which is the middle of nowhere. You could do all that for probably a billion or less and you wouldn't have to go the Feds. I think it's worth considering.

Jerry Oliver: I reside at 2004 SE 125th Ct in Vancouver. As a community activist, concerned citizen and minor elected official, I have profound reservations about your proposed solution. The fact that you want to spend $3 billion to replace the bridge with the addition of access lanes and enhancing the freeway north and south of the crossing is of great concern to me. I would agree with the previous speaker that a scaled-down bridge solution could be had for perhaps as little a $1 billion especially in light of recent major construction projects such as the Tacoma Narrows bridge which had such tremendous engineering issues. The light rail, as proposed, calls for a $800 million to $1.2 billion expenditure: this to serve by your predictions, only 7,000 riders the day it opens and perhaps 15,000 in 22 years. I can't think of a business on the face of this planet where some tradeoff of value would enter into a compact to spend $1 billion to serve 7,000 people. Perhaps, tongue-in-cheek, we could instead send them a check and encourage them to stay home instead. I am not against high capacity transit and encourage perhaps dedicated bus or HOV lanes or something like that, not spending $1 billion. Finally, the whole issue of funding in just the last few weeks has come into question. There is the suggestion that the federal funding has diminished resources and may not be able to provide the substantial $700 million contribution that was suggested in your EIS and until the funding in certain I think it awkward to go ahead. I've learned that, perhaps, public officials can't afford to take a longer view and I would encourage you to pause and tie up some loose ends before you do develop an LPA. I just feel that this is the wrong solution at the wrong time at an uncertain cost. Thank you.

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N-015-002

Edward Garen: For the last 2 years I've had the pleasure of serving on the Community EJ Group of this project and I'm the former co-chair the Hayden Island Neighborhood Network Association and today I am speaking on behalf of the Hayden Island Mfd Homeowners Assoc. Our president, Pam Ferguson, is caught in the traffic, she's about 10 minutes away. We on Hayden Island live with this bric every day. We're the only people in Oregon who have to use it to get home. If there is an accident up I-5, we can spend 2 hours getting from Rosa Parks Way to our homes. There are 2 things that I'm asking you to consider. The first is our island has a senior population, many of us are over 55 and have disabilities. We currently have no parking available within 0.5 mile of the bus stop. So,

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Thank you for taking the time to submit your comments on the I-5 CRC DEIS.

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Please see response to comment N-008-001.

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if you build this project, you've got to a parking lot in so that those of us who cannot walk a mile to the Max have a way to get there. The second issue has to do with tolling. For the rest of you in either Vancouver or Portland, you can go to the shopping center, dry cleaner, medical care, take your pet for grooming, or go to a movie without going very far. For us on Hayden Island, all of those things are closer in downtown Vancouver than they are in Delta Park. So most of go to Vancouver often and if you put a toll on that bridge, which frankly I hope you won't, hopefully you'll be able to wrangle a lot of money out the feds with the new administration so we won't have to but if you do, those of us on Hayden Island are politely asking that you figure out someway for us to be exempt from tolling because our street grid, part of it, is the state of Washington. When we go to the airport, we come across to the 14 and take it over to the 205. If you put a toll on that bridge we will be forced to drive twice as much to get to anything, except the Safeway. One last thing, people seem to be forgetting that this is a 90 year project. I hear a lot of talk about the expense of this project and yet I would like those people to look at pictures of this region back when the original bridge was built. My father used to say: Penny wise and dollar foolish. We're building a bridge for a century and when you amortize the cost over 100 years, it's really not that much money.

Sharon Nasset: It's good to see you all and stuck in traffic is the word. One bridge, one incident: it's closed. Even if it's a big bridge, one bridge, one incident: it's closed. I was actually out on 205 then I turned around but I didn't realize it was going to be backed up for 5 blocks. I would like to remind everybody, that I'm glad that you get to sunset today and won't have to do this anymore and I do appreciate the fact that this advisory group has had to sit through quite a pelting over this long time and I'm sure several of you are gonna think about it before you do this again. I would also like to remind people though that this is an advisory and all it does is give us a target and that is a target that we can look at and say, "It's the wrong place, wrong bridge, wrong, wrong, wrong." When you listen to the different agencies it shows that the NEPA process has not vetted enough of the problems and looked at enough of the issues when each of the advisory groups are coming out with their own list of things they would like: the Planning Dept., RTC, C-Tran. Every group is coming out with different things because it's not been vetted enough. I would like to remind you that EISs are for us to stop, look, and pause. The Milwaukie Light line has done it a few times, the Alaska Viaduct has, it does not kill things. It's not every 7 years we get money. The New Starts money for light rail is every August, every August the $750 million becomes available. The appropriations refunding for authorization of transportation is almost a year and a half away. Both of those targets can be met. Right now we have sponsor council group that was supposed to be the oversight for citizens to go to with issues which is why they kept coming to you. The reason was the sponsor council was disband the first year of this project so citizens have had absolutely no place to go to which is why they've been wandering around with their problems and complaints. Now, at the end, as we're getting ready to put this together, RTC and other agencies have realized that for them to be heard, not the citizens who have not been heard the entire time and had their issues dealt with, are putting together a little group, they don't want to call it a sponsor council, so they can get their issues and needs heard. Kind of galling that they who sit at the table, are the elected officials, want to make sure their issues and needs are heard and met an yet are not going to go back over and look at the information that's been incorrect or the citizens who have had problems the entire process. Light rail, if it goes into Vancouver, will for the next 20-30 years, be stuck exactly where it lands. It's not that all the sudden in 5 years its going to shoot off branches in different directions. You do not have the population in Vancouver or Clark County to receive federal funding for light rail. So therefore, in the next 20-30 years when the population will be high enough if standards do not change for light rail to go anywhere but downtown. Which means your roads are going to clogged for the next 20-30 years while you're paying for this expensive light rail. Do not be deluded into thinking it is going anywhere but downtown. And you guys have a good day, I really mean it. Honest.

N-015-003

Details of the tolling system are still being refined as the project development enters the final design stage. It is currently not anticipated that transit users, bicyclists or pedestrians will pay a toll. Additionally, certain toll discounts or waivers for other groups have been and will continue to be considered. The ultimate decision on any tolling options will be made by both the Washington and Oregon Transportation Commissions.

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Thank you for taking the time to submit your comments on the I-5 CRC DEIS.