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JUN 05 2008
Columbia River Crossing

COLUMBIA RIVER CROSSING

ORIGINAL

Public Hearing

May 28, 2008

Red Lion Inn at the Quay
Vancouver, Washington

SPOKEN COMMENTS

COURT REPORTER: Michael R. King, WA CSR 57732

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360.693.4111

CRC - 5.28.08

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1 Why on earth they want to put something down I-5,
2 which is 50 years overdue, is like closing the barn door after
3 the horses are out.

4 I think that's it.

P-0922-001

5 MITCH GOULD: Councilors, my name is Mitch Gould, and
6 I live in North Portland, at 7551 North Woolsey Avenue.

7 Thank you for this opportunity to comment on the
8 proposed I-5 bridge plans.

P-0922-002

9 There are many reasons that I oppose expansion of the
10 I-5 bridge to handle more traffic, but three are paramount.

11 1. First, the nation is currently experiencing a
12 serious recession of uncertain duration. This is a good time
13 to be prudent with public money, but some of the bridge
14 proposals represent astronomical outlays and are liable to
15 incur overruns. I will not even try to address the complicated
16 matter of how bridge expansion is to be paid for.

P-0922-003

17 2. Second, the city of Portland long ago committed
18 itself to addressing the climate crisis, but an expanded bridge
19 is viewed by many as an invitation to increase our greenhouse
20 gas emissions. I'm sure you know that the citizens whom you
21 represent are desperately worried about the frightening changes
22 which have already been set in motion. We expect you to honor
23 the city's existing commitments and take this crisis at least
24 as seriously as we do.

P-0922-004

25 3. Third, these plans seem to reflect the dream

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P-0922-001

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

P-0922-002

Since 2002, WSDOT has been developing a process of determining cost and schedule estimates, the Cost Estimate Validation Process® (CEVP®), to help deliver major projects. Compared to conventional cost estimating, CEVP® is a risk-based estimating process, iterative in nature, and represents a “snapshot in time” for that project under the conditions known at that time. CEVP® is the expression of project cost and schedule as a range rather than as a single number. Providing cost information as a range accounts for risk factors that might otherwise cause costs to balloon over time. The cost information is given for the year of expenditure and includes everything, even “unknown” issues that may arise. CEVP® is a construction cost estimate tool and does not estimate long-term operations and maintenance costs. WSDOT now mandates all projects over \$25 million use the process. Chapter 4 of the DEIS, and the Cost Risk Assessment included as an appendix to the DEIS, include information about how costs were estimated for the DEIS. See Chapter 4 of the FEIS for more discussion on how project costs were estimated in the CEVP® that was conducted following publication of the DEIS.

Please refer to Chapter 4 of the FEIS for a description of the current plans for funding construction and operation of the LPA. This discussion provides an updated assessment of likely funding sources for this project, though it is not common practice to receive funding commitments prior to the alternative selection process is complete. As described in the FEIS, project funding is expected to come from a variety of local, state, and federal sources, with federal funding and tolls providing substantial revenue for the construction. As Oregon and Washington businesses and residents will benefit from the project's

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P-0922-004

1 world of the past, when our cherished hope was for more growth,
 2 more goods and services, more development and more
 3 transportation, and everyone's foot on the pedal. I hardly
 4 need to remind you that gasoline is no longer cheap. Motorists
 5 have already begun to throttle back on their driving. These
 6 schemes are predicated on an increase in traffic, but it is
 7 only reasonable to predict that traffic will decline.

P-0922-005

8 I am relieved to know that some of our Metro
 9 councilors understand these issues far better than I do and are
 10 leading the way towards the best alternatives. It's
 11 particularly reassuring to have leadership from Robert Liberty,
 12 but I appreciate the knowledge and dedication of all our
 13 officials, and I feel confident that when the facts are all in,
 14 we will do the right thing.

15 Thank you.

16 DORIS COTTEN: I would like to have light rail come
 17 over so we could actually get to Portland without a whole bunch
 18 of hassle, since there is no jobs over here, and then make more
 19 jobs.

20 It would be nice to take a bike or walk across the
 21 bridge. Yeah, the way that -- I told that lady that the next
 22 earthquake we have, that bridge is coming down and she just
 23 laughed at me.

24 What do you think?

25 We really need it because the -- well, I lived in

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multi-modal improvements, both states have been identified as contributors to the project. Lastly, CRC assumes funds allocated to other projects and purposes would remain dedicated to those projects and purposes.

P-0922-003

Based on modeling and analysis, the CRC LPA is expected to significantly increase transit ridership and reduce the number of vehicles crossing the river. This shift toward transit, reduction in auto crossings, reduced congestion, removal of bridge lifts, and lower accident rates are all factors that contribute to lower CO2 emissions with the project than without it. These factors will also make it easier for the region to meet goals for reducing greenhouse gas (GHG) emissions.

While there was no standard threshold or standardized methodology for estimating GHG emissions when the DEIS was being developed, the project team worked with federal and state agencies to develop an appropriate analysis methodology that would allow disclosure of impacts and a comparison of alternatives. Chapter 3 (Section 3.19) of the DEIS summarized the results of GHG emissions and climate change analysis conducted for the DEIS alternatives. Further detail was included in the Energy Technical Report that was released along with the DEIS. Following the public comment period on the DEIS, the Metro Council and Portland City Council requested the CRC project team secure independent review of the GHG evaluation conducted for the DEIS. The "Columbia River Crossing Greenhouse Gas Emission Analysis Expert Review Panel Report" (January 8, 2009) describes the activities and findings of the independent review panel. The panel concluded that the GHG evaluation methods and the findings in the DEIS were valid and reasonable. They also found that the findings were likely conservative, and that the LPA would likely reduce GHG emissions even more than estimated in the DEIS. The GHG and climate change analysis in Chapter 3 (Section 3.19) of the FEIS updates the analysis that was in DEIS, but

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CERTIFICATE

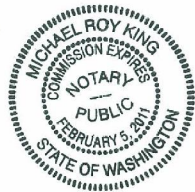
STATE OF WASHINGTON)
County of Clark) ss.

I, Michael R. King, a Notary Public for Washington, certify that the at the time and place set forth in the caption hereof I reported in Stenotype 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 2 to 9, both inclusive, contains a full, true and correct record of all such testimony adduced and oral proceedings had and of the whole thereof.

I further advise you that as a matter of firm policy, the Stenographic notes of this transcript will be destroyed three years from the date appearing on this Certificate unless notice is received otherwise from any party or counsel hereto on or before said date;

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

Michael R. King
Michael R. King, CSR
License No. 2655
My notary commission expires: 2-5-11



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the basic conclusion that the LPA would have lower emissions than No-Build Alternative remains unchanged.

The CRC project embodies nearly all of the Governor's Climate Change Integration Group's recommendations for planning transportation projects to reduce GHG emissions. These recommendations include highway tolling, relieving chronic highway bottlenecks, increasing transit, and increasing pedestrian and bicycle facilities. Meeting the legislative goal to reduce future statewide emissions below 1990 levels will require numerous actions in all sectors. There is no requirement or expectation in law or policy that any single action by itself should or can have the effect of reducing future emissions below existing emissions. Such broad reductions can only result from a wide variety of actions. As stated in the DEIS, the preferred alternative by itself would reduce GHG emissions compared to No-Build Alternative. This helps move GHG emissions in the right direction, and when combined with other actions, can play an integral role in helping the state meet its overall greenhouse gas reduction goals.

P-0922-004

Significant increases in oil prices can have both short term and long term effects on travel behavior. In the short term, the options for responding to rising gas prices are more limited, and include driving less and/or changing from driving to walking, biking or transit for at least some trips. During recent increases in gasoline prices transit use increased and off-peak highway travel decreased. Peak period highway travel changed little.

Over the long term, there are more options for adjusting to changes in gasoline prices, besides changing driving behavior. Technological advances and legislative mandates can increase fuel efficiency standards in the long term. In turn, as older vehicles wear out, more consumers can replace them with more fuel efficient vehicles.

Automobile manufacturers are developing and will continue to develop new vehicle and engine technologies that require much less, or even no, petroleum-based fuels. This trend is already happening as evidenced by the growing popularity of gasoline-electric hybrid and small electric vehicles.

P-0922-005

Preferences for specific alternatives or options, as expressed in comments received before and after the issuance of the DEIS, were shared with local sponsor agencies to inform decision making. Following the close of the 60-day DEIS public comment period in July 2008, the CRC project's six local sponsor agencies selected a replacement I-5 bridge with light rail to Clark College as the project's Locally Preferred Alternative (LPA). These sponsor agencies, which include the Portland City Council, Vancouver City Council, TriMet Board, C-TRAN Board, Metro Council, RTC Board, considered the DEIS analysis, public comment, and a recommendation from the CRC Task Force when voting on the LPA.

With the LPA, new bridges will replace the existing Interstate Bridges to carry I-5 traffic, light rail, pedestrians and bicyclists across the Columbia River. Light rail will extend from the Expo Center MAX Station in Portland to a station and park and ride at Clark College in Vancouver. Pedestrians and bicyclists would travel along a wider and safer path than exists today.

For a more detailed description of highway, transit, and bicycle and pedestrian improvements associated with the LPA, see Chapter 2 of the FEIS.