



1 you for the tremendous job that you've done and the
2 support people that you've used that -- to make this
3 process work. You give everybody an opportunity to
4 have their chance and their say. Thank you.

5 **MR. HEWITT:** Thank you.

6 I have some more names, and I think I'll
7 have join this table (indicated), Pamela Ferguson
8 and Bob Shepps. And come to this table (indicated)
9 Art Lewellan, Robert Gordon, and Robert Marino.
10 Finally, in my previous (inaudible) the last
11 principal, we are going to hear from, Ron Swaren
12 next.

P-0980-001 13 **MR. SWAREN:** Thank you. I did speak last
14 night at the Vancouver meeting. I'm in favor of the
15 BNSF arterial proposal. I'm not against mass
16 transit, and that includes MAX. I think that that
17 would probably be -- be a better route for MAX,
18 because it -- 'cause -- connect to the Amtrak
19 Station in Vancouver, and hopefully help promote
20 some interstate rail travel.

P-0980-002 21 The comment that the guy made about the I-
22 35; that was a tragedy. But every year there are
23 1,200 construction fatalities in the United States,
24 and 200 of those are in infrastructural work. So if
25 this country embarks upon a humongous program of

P-0980-001

Many different options for addressing the project's Purpose and Need were evaluated in a screening process prior to the development and evaluation of the alternatives in the DEIS. Options eliminated through the screening process included a new corridor crossing over the Columbia River (in addition to I-5 and I-205), an arterial crossing between Hayden Island and downtown Vancouver, a tunnel under the Columbia River, and various modes of transit other than light rail and bus rapid transit. Section 2.5 of the DEIS explains why a third corridor, arterial crossing of the Columbia River, and several transit modes evaluated in screening were dropped from further consideration because they did not meet the Purpose and Need. For a general description of the screening process see Chapter 2 (Section 2.7) of the FEIS. It should be noted that every proposal received from the public was considered, and many of the proposals that were dropped from further consideration included elements that helped shape the alternatives in the DEIS.

P-0980-002

Both the Oregon and Washington State DOTs are committed to safety for workers in the field, including construction workers. All applicable federal and state rules and regulations must be followed by the project and contractors conducting work for the project. These rules and regulations are primarily enforced by the Occupational Safety and Health Administration, Washington Department of Labor and Industries and Oregon Occupational Safety and Health Administration.

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P-0980-002

1 infrastructural projects, expect quite a few
 2 fatalities. I think there is a need for
 3 infrastructure improvement, but I think it needs to
 4 be done with a real prudent -- like I say, a sharp
 5 pencil.

P-0980-003

6 I think the -- the benefit of the BNSF
 7 corridor is that it could be done in conjunction
 8 with an improvement of interstate rail, both
 9 passenger and freight rail. And it would also be
 10 something that could enhance the business
 11 development in Vancouver. There's a nice parcel of
 12 land there on the -- the waterfront in Vancouver
 13 that has been proposed for a very nice business
 14 development. And we're also seeing an infill of
 15 high-density residential in -- in riverfront areas
 16 in Portland. So that route, if it connects to
 17 Highway 30, would be a good link between two
 18 bridging areas of high-density development.

P-0980-004

19 I think that -- another issue is that this
 20 country has kind of ended up in a financial crisis
 21 with high deficits. And I think that the --
 22 whatever Public Works projects to improve the
 23 infrastructure have to be done very cautiously. I -
 24 - I think there are probably interests that would
 25 like to see really large projects. But I don't

P-0980-003

See discussion above regarding how a third corridor project fails to meet the projects Purpose and Need.

P-0980-004

The Columbia River Crossing project includes the replacement of the existing I-5 bridge over the Columbia River, improvements at seven interchanges over 5 miles of I-5, and the extension of light rail from Portland to Vancouver. The projected cost to construct this large and complex project are presented in Chapter 4 of the FEIS, and are estimated in year of expenditure dollars to account for inflation. Multiple sources will help fund construction of the project -- the federal government, State of Oregon, State of Washington, and tolling the I-5 Bridge.

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P-0980-005

See discussion above regarding how a third corridor project fails to meet the projects Purpose and Need.

P-0980-004 1 think that's really prudent. I -- I've seen some
2 calls for, like, 11 trillion in investments, which
3 could easily grow to 15 trillion, the way things
4 work out.

P-0980-005 5 So, I think -- I think just following a
6 prudent course and infrastructure. And that's why I
7 favor what's been called the "Western Arterial."
8 Thank you.

MR. HEWITT: Thank you.

Pamela Ferguson.

MS. FERGUSON: Thanks for having us here
12 tonight. My name is Pamela Ferguson. I live on
13 Hayden Island; 2270 North Broughton Drive. I've
14 been a resident of Hayden Island for about five
15 years. I -- I represent the -- I'm the president of
16 the homeowners' association for the manufactured
17 home community on Hayden Island, which is about 440
18 homes. Over 1,500 homeowners live in the community.
19 Largely, an unrepresented group, usually, in these
20 proceedings. I don't know of anyone here from my
21 community tonight, unfortunately, even though they
22 have been very well educated over the past three
23 years. The CRC team have made sure that they have
24 always attended our homeowners' association
25 meetings, our High Noon meetings. There's been open

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