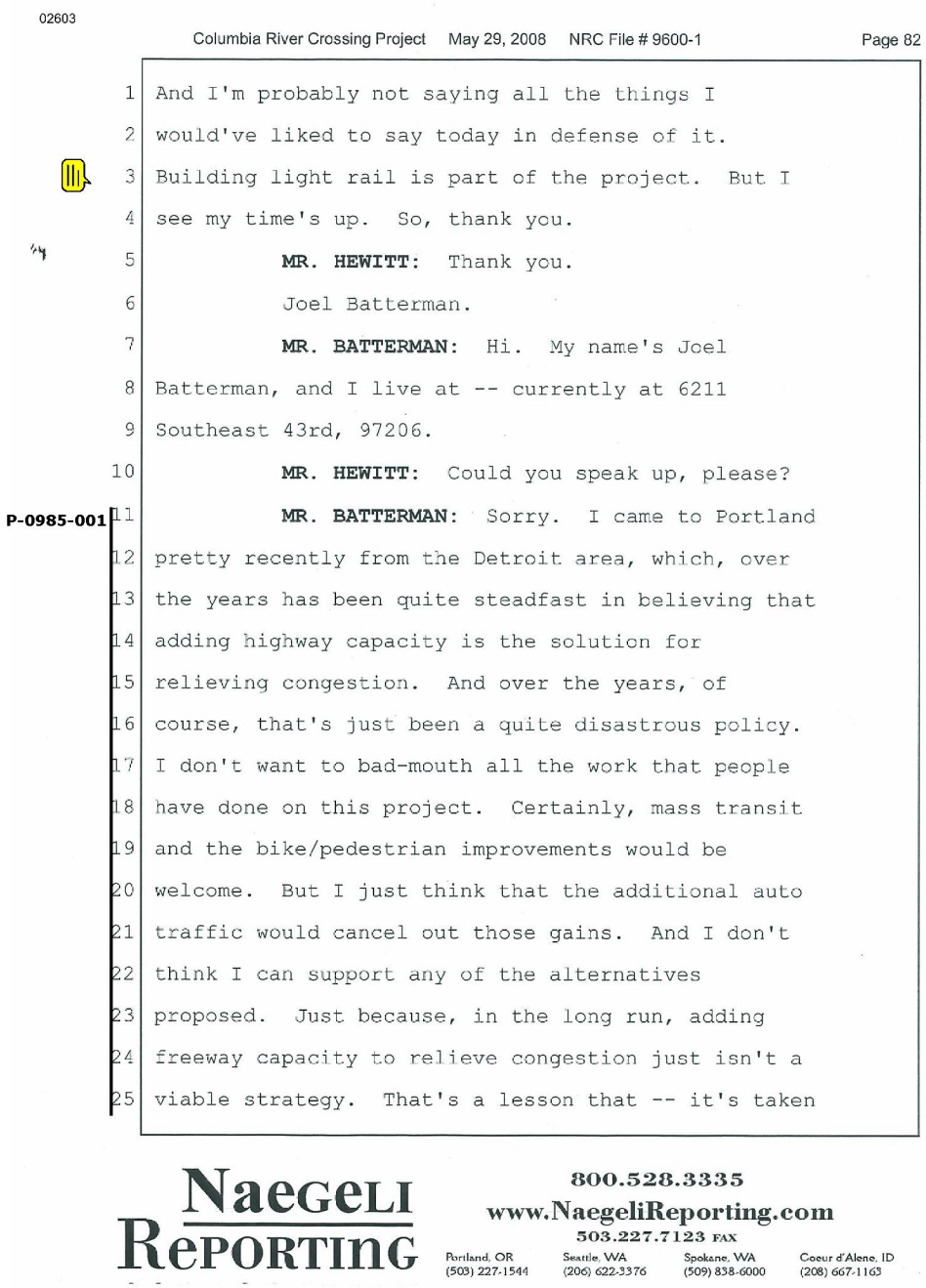

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And I'm probably not saying all the things I would've liked to say today in defense of it. Building light rail is part of the project. But I see my time's up. So, thank you.

MR. HEWITT: Thank you.

Joel Batterman.

MR. BATTERMAN: Hi. My name's Joel Batterman, and I live at -- currently at 6211 Southeast 43rd, 97206.

MR. HEWITT: Could you speak up, please?

P-0985-001

MR. BATTERMAN: Sorry. I came to Portland pretty recently from the Detroit area, which, over the years has been quite steadfast in believing that adding highway capacity is the solution for relieving congestion. And over the years, of course, that's just been a quite disastrous policy. I don't want to bad-mouth all the work that people have done on this project. Certainly, mass transit and the bike/pedestrian improvements would be welcome. But I just think that the additional auto traffic would cancel out those gains. And I don't think I can support any of the alternatives proposed. Just because, in the long run, adding freeway capacity to relieve congestion just isn't a viable strategy. That's a lesson that -- it's taken

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P-0985-001

By 2030, the region's population is expected to increase by one million people. This increase will result in more people needing to travel between home, work, school, recreation, etc. In 2005, 135,000 vehicles crossed the Columbia River on the Interstate Bridge, which led to 4-6 hours of congestion each weekday. By 2030, 184,000 are predicted to cross the river, which would lead to 15 hours of daily congestion if no action is taken.

Congestion occurs when vehicle demand is greater than a transportation system's capacity. It results in slower speeds and increased travel times. CRC defines congestion as vehicles traveling less than 30 mph. The Columbia River Crossing project uses information gathered from Metro's nationally-recognized travel demand models to determine the project's effect on congestion. These models predict trip frequency, types or modes of transportation, destination, and time of day. Transportation planners use these models to analyze the effects of such factors as increased population and employment, transportation improvements, and new developments on the transportation system.

Based on the Metro model's past ability to predict transportation effects, the CRC project is confident in the data received from Metro and uses it to determine what impact the project will have on congestion. The improvements proposed by the project to the highway and seven interchanges will help better accommodate increased future vehicle traffic. New auxiliary lanes and longer on/off ramps will allow safer and more efficient merging and weaving to enter or exit the freeway. Narrow lanes and shoulders will be widened to current standards. Shoulders will be added where they are currently missing. All of these changes will improve the flow of traffic in the bottleneck area of the Interstate Bridge.

P-0985-001 us -- all of us a long time to learn. But I think
P-0985-002 we're on the verge of a real paradigm shift in our -
- just the way that we think about transportation in
this country. And that's a shift of the climate
P-0985-003 change. And fuel prices are, I think, going to
force -- it won't happen overnight, but it will
happen and perhaps more quickly than any of us
expect.

And projects like this, I think, are just simply not going to be on the table in ten or twenty years; certainly not by the end of my lifetime. And I just don't believe we should build anything now that we will perhaps very soon regret. Thank you.

MR. HEWITT: Thank you. I think that covers everybody who has signed up to speak. Is there anyone else who signed up to speak? If not, I'd like to thank everyone for taking time to provide us with your input on this important set of issues for the region.

Please remember that written comments on the Draft EIS and 4(f) Evaluations may be submitted through July 1 to the Project office, or online at columbiarivercrossing.org, or to anybody around here in a blue shirt. Thank you for coming.

THE COURT REPORTER: Off the record, sir?

P-0985-002

The analysis of greenhouse gas (GHG) emissions indicates that GHG emissions from roadways would increase as population increases but that the LPA would be expected to reduce greenhouse gas emissions compared to No-build (see FEIS Section 3.19.10 and the Energy Technical Report).

P-0985-003

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.