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JUN 05 2008

Columbia River Crossing

COLUMBIA RIVER CROSSING

Public Hearing

ORIGINAL

May 29, 2008

Portland Expo Center

Portland, Oregon

SPOKEN COMMENTS

COURT REPORTER: Michael R. King, OR CSR 90-162

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360.693.4111

CRC - 5.29.08

INDEX

| | | |
|----|-------------------|------|
| 1 | | |
| 2 | | |
| 3 | | |
| 4 | | |
| 5 | Public Comments: | Page |
| 6 | | |
| 7 | | |
| 8 | Judith Tiffany | 3 |
| | Dick Fleming | 5 |
| 9 | Helen Fleming | 5 |
| | Bill Pattison | 5 |
| 10 | David Cury | 5 |
| | Michelle Tworoger | 5 |
| 11 | Wayne Hotchkiss | 6 |
| | Darise Weller | 10 |
| 12 | Secunda/Weller | 11 |
| | Barry Hennelly | 14 |
| 13 | Jan Secunda | 15 |

14
15
16
17
18
19
20
21
22
23
24
25

NOTE: DVD & Brochure of DMU attached with Weller/Secunda comments.

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1 DARISE WELLER: We really feel that commuter rail,
2 from what we have been talking to people, you know, it seems
3 like they considered commuter rail, but it sort of died. And I
4 think it has to be a very important part of this whole plan,
5 this commuter rail, an alternative means of transportation,
6 public transportation and, you know, mass transportation to get
7 people across.

8 The DMU, or diesel motor unit, costs, like, 74
9 percent less to build than light rail. I am a firm believer in
10 light rail, too, but I think we need many, many modes of
11 transportation, particularly many modes of public
12 transportation to, you know, bring traffic into Portland.

13 We're in Linnton, which is where I live. We are very
14 affected by the traffic that comes across here. I live on
15 Germantown Road and on Germantown Road, a third of the cars
16 that are on the road have Washington license plates. It's a
17 horrible road. It's an unsafe road to go on. The other road
18 that they all use is Cornelius Pass or Cornell -- Cornelius
19 Pass Road and it's just unsafe. It's -- you know, it makes it
20 very unlivable to live on the street and so we don't want to
21 see more cars and more access and more people doing that when
22 really they should be taking public transportation. So --

23 JAN SECUNDA: If they could.

24 DARISE WELLER: Yeah, if they could.

25 And it's also an affordability issue using this -- I

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P-0937-001

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

P-0937-001

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1 mean, it's so much cheaper, you know, because -- because people
2 are going out into these areas. And the same thing, we want to
3 see the P&W lines used from -- which go from Astoria to Eugene
4 and then go north of Linnton all the way to West Union,
5 Hillsboro, Beaverton and Wilsonville, which is the new rail
6 system -- commuter rail system being built and soon to be
7 opened in October.

8 And so it's -- so many people are moving out to, you
9 know, in the Vancouver area and further -- further out because
10 they think that's where they can afford to build. The same
11 thing as from Highway 30 or the St. Helens Road. They're
12 building out in Scappoose and in St. Helens because that's
13 where they can afford to buy a house. They can't afford to buy
14 a house anymore in inner city Portland.

15 They also need a public means of transportation and
16 commuter rail is one of the inexpensive ways to do it and to
17 get people into the city because they can't afford any longer
18 to drive into a city. And it's going to get worse.

19 JAN SECUNDA: I will augment it a little bit. The
20 second worst intersection in Portland is the one at Bridge and
21 Germantown Road, and yet we don't have the money -- we have to
22 fix another one first, the one out on 82nd before we can even
23 address the one there, so we -- we've already overextended
24 ourselves with the amount of traffic for that area. There are
25 wrecks -- there are a lot of wrecks in that area. We have

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P-0937-001

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P-0937-001

1 24,000 cars coming through Linnton every day.

2 Well, I'll back up here a minute. We're not thinking
3 only of Linnton. We're trying to come up with an idea that is
4 going to benefit the entire area.

5 As Darise was saying, there are people who -- and
6 it's like a bedroom community. They live in Scappoose because
7 that's where they can afford to live, yet they have to commute.
8 It's counterproductive for them because they may waste their
9 money on their transportation.

10 If they could get on commuter rail and then come into
11 town and make their exchange, come down to Union Station, not
12 far from the MAX, that kind of thing. That's why we're
13 promoting this. We're promoting that the whole area, the
14 regional area give more consideration to the DMU.

15 Did you mention the federal dollars?

16 DARISE WELLER: No.

P-0937-002

17 JAN SECUNDA: There are no -- all of our funds are
18 limited, but there is federal money for rebuilding the rails
19 because the rails are in really bad condition. We know that.
20 And if -- but you can get federal money if you will use the
21 rails for commuter. So that would be a good incentive for
22 doing this.

23 DARISE WELLER: It's also very fast -- somebody just
24 in one of the hearings made a very good point that this is a
25 very fast means of transportation and we really need multiple

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P-0937-002

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 completion of the alternative selection process. 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 multi-modal improvements, both states have been identified as contributors to the project. As jurisdictions on both sides of the river seek to encourage non-auto travel, tolls are not anticipated for bikes, pedestrians, and transit users. Lastly, CRC assumes funds allocated to other projects and purposes would remain dedicated to those projects and purposes.

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1 forms of transportation. I am all for light rail, but light
2 rail is not as fast because it has a lot of stops. Commuter
3 rail can be a much faster mode of transportation for people
4 commuting into the -- into Portland, and so -- and plus, you
5 know, with the Burlington Northern Railroad Bridge, there is
6 already -- is that bridge going -- I believe there is a bridge
7 that goes over to Longview that can connect up into the whole
8 thing. And all these could connect up and go to Union Station
9 and then again connect to light rail that way and make it a,
10 you know, a much more versatile European-type transportation
11 system.

P-0937-001

12 JAN SECUNDA: Also, the DMU, their engines -- they're
13 self-propelled, so -- the diesel multiple unit. We have -- we
14 have explored and we think this is the best that we have. It's
15 made in America. It can run on partial biodiesel. It has low
16 emissions. It's quiet. It's safe. It's safer. These have
17 been crash tested and they're safer than the usual ones.

18 This particular little Colorado Railcar, the people
19 who invented it and the people who are producing these now are
20 switching off to Seimens. Seimens, as we know -- you know,
21 Seimens, S-e-i-m-e-n-s Corporation -- they're going to have
22 plenty of backing and that kind of thing, so it would be a
23 stable investment all around.

24 DARISE WELLER: That's it.

25 JAN SECUNDA: Can you think of anything else?

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1 DARISE WELLER: I think everybody in the staff and --
2 everybody in the staff and everybody connected with this should
3 watch the movie "A Convenient Truth." It's not an
4 "Inconvenient Truth." It's "A Convenient Truth" and it's about
5 Curitiba, Brazil. And it's what they did with -- one of the
6 major things that they did for their transportation plan to
7 make it a sustainable city. And it's actually a very excellent
8 documentary to watch.

P-0937-001

9 JAN SECUNDA: There is land available in Linnton for
10 a depot. We used to have a depot there. It would be accepted
11 by the community at a bargain price. Not that we're here to
12 promote that, just so you know.

P-0937-003

13 I think that's our input. We just -- we think it's
14 more sustainable, cleaner. Altogether, it's better considering
15 global warming and all the other issues.

16 DARISE WELLER: And it should be a part of the
17 consideration of the bridge. Like I said, it seems like who
18 we've been talking to here was that it was dismissed and not
19 thought of as an alternative, but I think it's a very important
20 alternative to consider.

21 JAN SECUNDA: Okay.

22 DARISE WELLER: What's it.

23 (Attached DVD and brochure.)

24 BARRY HENNELLY: All right. I just wrote down a few
25 comments.

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P-0937-003

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).

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1 I believe the Delta Park improvements that are
2 occurring right now are positive and are a good first step
3 leading into this project. The thing that I would like to see
4 happen is the new bridge with LRT, better ped/bike connections
5 and tolling. I think this is critical to the city, the region
6 and the West Coast's economic well-being, which is based
7 largely and increasingly on trade.

8 I believe our manufacturers need this, as do our
9 warehouse and distributors.

10 I think the failure to act reduces Portland's
11 competitiveness, forces business and workers over the river
12 permanently to the Washington side of the river from Portland
13 and reduces our livability on this side of the river,
14 ultimately on the Oregon side.

15 I think that the traded-sector companies are getting
16 tired of dealing with the Portland Metro sort of transportation
17 logjam and attitudes towards transportation that are so biased
18 away from freight movement, auto movement, that sort of thing.

19 Let me see. I think the Marine Drive interchange
20 should use the, quote, unquote, standard design as the cheapest
21 and best solution.

22 And I think I've made my comments right there, if
23 that's okay.

24 JAN SECUNDA: You know, I told you I live in Linnton.
25 I spoke with vendors who do the concrete in the metal for the

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P-0937-004

In 2006, the project had developed a schematic design which did not allow for a precise cost estimate. Best available information was used at each project stage. Later in project development, the project team was able to develop more detailed cost estimating and conduct advanced risk analysis. 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 addresses 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.

P-0937-004

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P-0937-004

1 bridges and their estimation is that the true cost is going to
2 be \$10 billion, not 4.3 or 3.8. It's more than twice as much
3 as what they've being say here.

4 I believe 'em.

5 ****

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7 (SPOKEN COMMENTS CONCLUDED.)
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State of Oregon)
 : ss.
County of Multnomah)

I, Michael R. King, a Certified Shorthand Reporter for Oregon, hereby certify that at the time and place set forth in the caption hereof, I reported in stenotypy 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 3 to 16, both inclusive, constitutes a full, true and correct record of such testimony adduced and oral proceedings had and of the whole thereof.

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

Michael R. King

Michael R. King, C.S.R.
C.S.R. No. 90-162



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