

1 testimony. All right.

2 The first six are: Ben Embree, Mark
3 Robino -- Robinowitz, and Peggy Anderson. And if
4 those three would all sit here (indicated) this will
5 facilitate our organization and process. And at
6 this table (indicated), Tamsen Wassell, Joseph
7 Schaefer. It looks like Joseph Schaefer's more than
8 one person. It says Joseph Schaefer, Kurt Redd, and
9 Carla Shown. Is there one of that group here who'd
10 like to speak?

11 **UNIDENTIFIED SPEAKER:** Yes, I'm going to
12 speak.

13 **MR. HEWITT:** Come on up.

14 **UNIDENTIFIED SPEAKER:** All right.

15 **MR. HEWITT:** And then the sixth person,
16 initially, is Bob Carroll. So, we'll start now
17 with Ben Embree.

P-0957-001 18 **MR. EMBREE:** Good evening. I think you're
19 going to get a lot of statistics tonight. I don't
20 think I need to go into that. But, other than the
P-0957-002 21 living-wage jobs that this will produce -- and there
22 will be many, many hundreds and thousands of hours
23 that go into this Project -- and, by the way, I
P-0957-003 24 would like to see the bridge built tomorrow.

P-0957-004 25 What I want to talk about is personal

P-0957-001

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

P-0957-002

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

P-0957-003

It is important that a project, such as CRC, provide ample opportunity for input from a diverse constituency of stakeholders and jurisdictions, and that it follow a process that complies with all federal, state and local legal requirements. The project sponsors intent is to progress at a deliberate pace to ensure that we meet public interests, meet the transportation needs, address the quality of local communities and the environment, and be financially and fiscally responsible. Following publication of the FEIS, there will be a record of decision. If that decision is to move forward with one of the build alternatives, then the sponsors will progress into final engineering, finance plan implementation, and then construction.

P-0957-004

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

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1 experience about working in Portland, living in
2 Southwest Washington. Now, I know this impacts
3 Vancouver and Portland greatly, but it's the whole
4 of Southwest Washington that it does impact. I live
5 in Longview, Washington. I commute several times a
6 week to Portland. My drive over the last ten years
7 has increased at least a half an hour. I have to
8 take 205, which is becoming I-5, with the volume of
9 traffic on -- on 205 nowadays, because people do not
10 want to drive I-5, because it's just -- you don't
11 know what you're going to get; an accident, a bridge
12 lift, or a massive traffic jam. I have to drive 20
13 miles further to get to my workplace, and that takes
14 a considerable time, if you're adding it daily back
15 and forth. And that takes away from my family. I'd
16 like to see this bridge built specifically for the
17 livability issues that we have in front of us. I
18 mean, people -- If we have to commute longer and
19 longer, we're going to end up like Seattle. And if
20 anybody's driven in Seattle traffic, nobody wants
21 that. Business doesn't want that, and the working
22 man doesn't want that, because they are taken away
23 from their families more and more every day. And in
24 ten years, you know, that's going to be an hour, an
25 hour and a half more time -- travel time each way,

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1 not just one way. We need to get rid of the
2 bottleneck that we have here and get the traffic
3 flowing.

4 Thank you very much.

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

6 Mark Rabinowich.

7 **MR. RABINOWICH:** The writer, Kurt
8 Vonnegut, said that "A flaw in the human character
9 is that everyone wants to build, but nobody wants to
10 do maintenance." I support a stronger bridge with
11 transit. I do not support a wider bridge. I will
12 be formally requesting in the comment period, in
13 writing, a supplemental draft EIS for your failure
14 to factor in peak oil and peak traffic. The
15 National Environmental Policy Act states that there
16 are -- if there are new circumstances that impact a
17 project, they need to be factored in. The fact we
18 are in peak oil, globally, needs to be included in
19 your traffic analysis. The chart from ODOT -- which
20 I have extra copies of (indicated) -- shows the
21 traffic levels on Oregon State highways peaked in
22 2002. It's not quite the same in Multnomah, but
23 it's close, and is on a plateau. The federal
24 figures from the Bureau of Transportation statistics
25 say the same thing happened nationally two years

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