



1 Not that I don't want to feed the lawyers in the
2 crowd, but let's get over it. They've gotten enough
3 over the years.

4 The other thing is Metro has weighed in
5 several times for (inaudible) in the last couple of
6 years. They have been ignored. I have been at work
7 sessions where they ask Mr. Burkhalter (phonetic),
8 "What happens to all these things we keep sending
9 over to CRC? We never get anything back. Are they
10 ignoring us?" And he says, "Well..." And that is
11 the issue. They feel ignored, and have been. Had
12 their ideas actually been thoroughly studied
13 according to the NEPA process, we could put it up
14 and we could look at it. The same with all these
15 other options. A thorough study would mean we could
16 actually take out the documents and look at it.

17 If you feel it's been studied, then show
18 us the thorough studied documents required under the
19 NEPA law. Thank you.

20 **MR. HEWITT:** Jim Karlock.

P-0978-001 21 **MR. KARLOCK:** My name is Jim Karlock. I
22 live in Northeast Portland, and I drove my gas
23 guzzler here.

24 I am, however, contemplating, due to the
25 price of gas, changing to another car. And that

P-0978-001

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.

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P-0978-001

1 \$4.00 a gallon gas that we all so much fear would
 2 end up being essentially a dollar and a half, \$2.00
 3 gas, so I'm all set for it to go to 6 or \$8.00. And
 4 I'll be paying less then than I do now.

5 This whole thing about peak oil, I wasn't
 6 going to talk about. But I heard one guy earlier
 7 tonight talk about "The sky is falling." We've only
 8 got 42 years of peak -- of oil left. 42 years? If
 9 I ran a small business and had 42 years' of
 10 inventory in my back room, I'd be broke. I'd be
 11 mismanaging it. And, of course, we have a lot of
 12 oil that's just off limits, politically, to explore.
 13 Hitler ran his war machine on oil made out of coal.
 14 We could do the same. And don't forget the hybrid.
 15 When that finally reaches the market, we will have a
 16 car that uses absolutely zero oil for the first ten,
 17 twenty miles. As time goes on, that mileage will
 18 increase. And it's a way of gradually taking us off
 19 of oil, except for vacation trips, et cetera.

P-0978-002

20 Now, back to my main point. Cost of gas
 21 compared to cost of building the light rail portion
 22 of this project; that is \$1.1 billion for an
 23 estimated six million annual trips. When you
 24 amortize the 1.1 billion at 5 percent, that comes
 25 out at about \$9.00 per trip. Now, that's what the

P-0978-002

Following the close of the 60-day DEIS public comment period in July 2008, the CRC project's six local sponsor agencies selected light rail to Clark College as the project's preferred transit mode. These sponsor agencies, which include the Vancouver City Council, Portland City Council, C-TRAN Board, TriMet Board, RTC Board and Metro Council considered the DEIS analysis, public comment, and a recommendation from the CRC Task Force (a broad group of stakeholders representative of the range of interests affected by the project - see the DEIS Public Involvement Appendix for more information regarding the CRC Task Force) before voting on the LPA.

As illustrated in the DEIS, and summarized in Exhibit 29 (page S-33) of the Executive Summary, light rail would better serve transit riders than bus rapid transit (BRT) within the CRC project area. Light rail would carry more passengers across the river during the PM peak, result in more people choosing to take transit, faster travel times through the project area, fewer potential noise impacts, and lower costs per incremental rider than BRT. Additionally, light rail is more likely to attract desirable development on Hayden Island and in downtown Vancouver, which is consistent with local land use plans.

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P-0978-002

1 fare ought to be set -- for light rail users, so it
 2 will be fair with the fare -- with the toll we're
 3 talking about putting on the bridge. Toll cars at
 4 2.00, 2.50, toll light rail at \$9.00. Now it'll be
 5 fair; everybody pays their own share. And, of
 6 course, that's a four-mile section, so you end up
 7 with about \$2.00 per passenger mile.

8 While currently the cost of driving the
 9 average U.S. car with \$4.00 gas is 40 cents a
 10 vehicle mile, now we'd have to -- So how high would
 11 gas have to go so that driving a car costs \$2.00 a
 12 passenger mile, which is the same as rail? I put it
 13 about \$40.00 a gallon. Got that? Gasoline at
 14 \$40.00 a gallon will make the average car about the
 15 same price per passenger mile as light rail. And,
 16 of course, if gas got to \$40.00 a gallon, we're not
 17 going to be driving the average U.S. car 20, 23
 18 miles per gallon; we're going to switch to hybrids,
 19 maybe 50 miles per gallon. So at that point, it
 20 would take hundred-dollar-a-gallon gasoline to match
 21 the cost of building this light rail portion of this
 22 project.

P-0978-003

23 CO2, alternatives 4 and 5, you emit more
 24 CO2 than no-build. Alternatives 2 to 3, you save
 25 CO2, 11 tons a day. But the building emits 590

P-0978-003

The FEIS estimates the project's impacts on operational GHG emissions as well as construction GHG emissions. The operational analysis is based on a travel demand model and an EPA emissions model. This method captures the primary energy savings associated with changes in trips and speed, but does not capture the energy savings from eliminating the congestion associated with bridge lifts or reducing the congestion associated with crashes. Bridge lifts and crashes both result in increased back-up, traffic idling and higher GHG emissions. This model also does not reflect the secondary energy savings associated with reduced fuel consumption. As such it is only a partial estimate of GHG reduction associated with operations. The construction analysis uses a CALTRANS model that reflects the comprehensive energy "costs" associated with all construction activities and materials (both primary and secondary energy use and GHG emissions). Therefore, because the construction estimates and operational estimates are not comparable, there is no estimate of a GHG "payback" period.

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P-0978-003

1 tons, so it's going to take 53,000 days to make up
2 for the CO2 emitted by build. That's only 146
3 years.

P-0978-004

4 Energy's about the same situation. I put
5 it at 142 years for the energy to break even -- the
6 energy saving -- to break even considering the
7 construction costs.

P-0978-005

8 One final note. Federal funding, I've
9 heard tell earlier at some of these meetings, is
10 going to be 80 percent. What I could find is 65
11 percent for the transit portion and Federal funding
12 of only 32 percent for the whole project. Thank
13 you.

14 **MR. HEWITT:** Ed Barnes.

15 **MR. BARNES:** My name is Edward L. Barnes.
16 I live at 4009 Northeast 50th Avenue.

17 I've been a transportation commissioner in
18 the state of Washington since 1995 through November
19 1st of this last year. I've followed this whole
20 process. I've attended probably 98 percent of the
21 meetings both in Oregon and Washington where they've
22 been in shopping centers, where they've been in
23 schools, where they've been a bi-state (inaudible)
24 regional transportation meetings. Sharon and I've
25 been at every City Council meeting, County

P-0978-004

Please see response to comment P-0978-003.

P-0978-005

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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