

P-0983-001

1 MR. MARINO: Hi. I'm Robert Marino. And  
2 I live at 6935 North Greeley, Portland 97217. First  
3 of all, thank you guys for coming here and for  
4 allowing us to speak -- allowing me to speak.

5 And I say this simply as someone forming  
6 an opinion. I'm going to write in a more well-  
7 thought-out set of thoughts. But I'm concerned at  
8 this point, that, from my own experience, when --  
9 when -- when I've been in a situation where I needed  
10 to change my behavior and I didn't, certain things  
11 would happen in my life, and I would get a -- like a  
12 reminder lesson. That -- that's really -- you're  
13 not blending in with the system. You need to work a  
14 little differently. And if I still didn't get the  
15 lesson -- or if I still didn't adjust my behavior,  
16 I'd get a harder lesson. And -- and I keep getting  
17 these lessons until I figured out how to adjust my  
18 behavior. And so, I'm -- I'm wondering -- I'm --  
19 I'm concerned if maybe we haven't gone far enough in  
20 thinking about pollution from an automobile.

21 So my -- my understanding of climate  
22 change is that, you know, we have about ten years to  
23 -- to make big changes, and some people even say  
24 less than that. So if this is a defining moment for  
25 us, I really hope we're -- we're getting it right.

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Based on modeling and analysis, the CRC LPA is expected to significantly increase transit ridership and reduce the number of vehicles crossing the river. This shift toward transit, reduction in auto crossings, reduced congestion, removal of bridge lifts, and lower accident rates are all factors that contribute to lower CO2 emissions with the project than without it. These factors will also make it easier for the region to meet goals for reducing greenhouse gas (GHG) emissions.

While there was no standard threshold or standardized methodology for estimating GHG emissions when the DEIS was being developed, the project team worked with federal and state agencies to develop an appropriate analysis methodology that would allow disclosure of impacts and a comparison of alternatives. Chapter 3 (Section 3.19) of the DEIS summarized the results of GHG emissions and climate change analysis conducted for the DEIS alternatives. Further detail was included in the Energy Technical Report that was released along with the DEIS. Following the public comment period on the DEIS, the Metro Council and Portland City Council requested the CRC project team secure independent review of the GHG evaluation conducted for the DEIS. The "Columbia River Crossing Greenhouse Gas Emission Analysis Expert Review Panel Report" (January 8, 2009) describes the activities and findings of the independent review panel. The panel concluded that the GHG evaluation methods and the findings in the DEIS were valid and reasonable. They also found that the findings were likely conservative, and that the LPA would likely reduce GHG emissions even more than estimated in the DEIS. The GHG and climate change analysis in Chapter 3 (Section 3.19) of the FEIS updates the analysis that was in DEIS, but the basic conclusion that the LPA would have lower emissions than No-Build Alternative remains unchanged.

The CRC project embodies nearly all of the Governor's Climate Change Integration Group's recommendations for planning transportation

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1 Because it doesn't seem like we have a lot of wiggle  
2 room, if -- if we agree with what the consensus is  
3 from -- from organizations like the IPCC. That's  
4 all I got for tonight. Thank you very much.

5 MR. HEWITT: Thank you.

6 MR. LEWELLAN: My name's Art Lewellan. I  
7 live in Northwest Portland.

8 I want to speak in defense of building the  
9 light rail, I think, mainly before you here today.

10 I didn't really come very well prepared, so I'll  
11 just try to throw brief comments out.

12 As a transit user, I find that the  
13 distance that you can comfortably ride transit on  
14 light rail is twice that of what you can on the bus,  
15 and more comfortable. I've ridden through, you  
16 know, the bus system here and throughout the region,  
17 and I remember taking the bus out to Hillsboro  
18 before the light rail was built, and it was not a  
19 pleasant ride. It was bearable. But the ride -- If  
20 you want people to really use transit, comfort is a  
21 big part of that. And -- and then, you have to add  
22 the reliability. And on top of that, you --  
23 (inaudible) an opportunity to change the way our  
24 region and all cities who apply it right to the way  
25 they develop and build the changes in it. It -- I

projects to reduce GHG emissions. These recommendations include highway tolling, relieving chronic highway bottlenecks, increasing transit, and increasing pedestrian and bicycle facilities. Meeting the legislative goal to reduce future statewide emissions below 1990 levels will require numerous actions in all sectors. There is no requirement or expectation in law or policy that any single action by itself should or can have the effect of reducing future emissions below existing emissions. Such broad reductions can only result from a wide variety of actions. As stated in the DEIS, the preferred alternative by itself would reduce GHG emissions compared to No-Build Alternative. This helps move GHG emissions in the right direction, and when combined with other actions, can play an integral role in helping the state meet its overall greenhouse gas reduction goals.

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