

To RTC Board, May 3, 2016 Submitted by Margaret Tweet

About your public participation plan on today's agenda. I read that "RTC commits to ...hold public meetings at convenient and accessible times and locations."

Citizens that came to the April meeting to testify, and were shut down by an abrupt change to rules and RTC practice. We arrived prior to the completion of the public comment as we have done for years, including this year, and this time, were prohibited from public comment. A new rule, the yellow card must be turned in by 4 PM sharp. Chair Burkman didn't make the changes in the rules clear prior to the April meeting. Convenient? Accessible? Why put another barrier up to citizen participation? We have to pay for the travel and parking to get here, compared to many of you who are paid for your time, with free parking too. When board members arrive late, they are still allowed to speak. Citizens who arrive in the public input period should be allowed to offer input too.

The input I had in April was about your decision in April to award David Evans and Assoc of CRC infamy yet another contract. According to this OregonLive, (See attached).

Regarding Bus on Shoulder. The PDX airport off of I-205 is a major transportation hub for business and travel. It is not uncommon for items to fly off vehicles and land in a lane of traffic, or the shoulder. Recent flying objects seen include a lawn chair which bounced into the right hand lane, then to the shoulder, and a ladder in a lane of traffic. For safety, these items are pulled to the shoulder until they can be removed. Common sightings in the shoulder include tires and stalled or abandoned vehicles. On a recent trip to the airport on I-205 Glenn Jackson bridge heading south, a large semi-truck moved into the right hand lane, and apparently didn't notice my vehicle in the position they were moving into. Thankfully, I was able to move to the shoulder and an accident was prevented. My main concern about the bus on shoulder is that our freeways are crowded, and the shoulder is often required as a safety lane for vehicles or their loose contents. Especially on the bridges, crowding the safety shoulder with busses could reduce safety for all.

HOV Lane. Please work to open up the OR HOV lane on I-5 North leading to the Columbia River bridge to all traffic, including freight. It is nonsensical to restrict the lane during peak traffic weekdays from 3-6 PM. Years ago, WA state tried an HOV on I-5 headed South and it worsened traffic congestion. The lane was reopened to all traffic, and I-5 travel south significantly improved. It's high time to open all lanes to all traffic all hours, with exceptions for maintenance etc.

I-5 Bridge Lifts. Allowing bridge lifts for single pleasure boats during busy traffic hours seems ridiculous. The hours for bridge lifts should be cut down for pleasure craft. Lining up for a lift, or set times are other ways to limit the lifts. This board can and should do more to affordably improve traffic conditions on I-5. (Voter rejected light rail is not affordable.)

Regional Transportation Council
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MAY 03 2016

submitted to RTC 5-3-2016

David Evans & Assoc -
single bid contractor

Columbia River Crossing audit finds \$ questionable spending



A Washington state audit found \$17 million in questionable spending for the \$188 million abandoned Columbia River Crossing project to build a new Interstate 5 bridge to Vancouver. (The Associated Press)



By **Jeff Manning** | [The Oregonian/OregonLive](#)

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on April 16, 2014 at 7:21 PM

The **Washington State Auditor's Office** has found more than \$17 million in questionable and excessive payments among the \$188 million paid for the aborted Columbia River Crossing.

Most of that \$17 million – about \$12.3 million – was listed as questionable because the approximately 30 subcontractors that collected the payments did not submit proper overhead and profit markup documentation to the general contractor, David Evans and Associates.

Chris Cortines, a principal performance auditor with the Washington Auditor's Office who led the CRC audit, said the subcontractors' markups could have been acceptable. But the state lacks the documentation to be sure.

"WSDOT should never have accepted that kind of arrangement," Cortines said. But this long after the fact determining whether the \$12.3 million was proper is impossible.

Washington backed out of the I-5 bridge and freeway project last year. Oregon attempted to keep the project alive on its own. But the Legislature refused to go along and the mega-project died when the short session ended in March.

The vast majority of the CRC contracts examined checked out, Cortines said. The overall spending level of \$188 million was near the norm given how far along it was at the time work halted last month.

Given the initial project budget of \$3.5 billion, the CRC had spent roughly 5 percent and had gotten through environmental review and preliminary engineering and was entering final design cycle, this looks about right," Cortines said.

The audit determined the CRC spent another \$1.45 million it deemed "excessive" to **David Evans contractor**.

Evans in 2006 demanded it be paid a 4 percent markup on all sub-contractor and consultant charges was entitled to a cut on all jobs it subcontracted out equal to 4 percent of the total contract to cover overhead and hassle.

The state agreed even though they had already signed a contract with Evans that made no mention of the markup, "the audit said.

The audit also deemed questionable \$400,000 the CRC paid to its Seattle public relations consultant during the contract period, the firm never submitted proper paperwork on its labor rate, Cortines said.

The Washington Legislature last year called for the audit to be performed.

-- Jeff Manning