


1 property and the waterfront that would allow us to
2 have street access to the property, and also allow
3 access from on one side of I-5 to the other.

4 We still might be taken out by the light
5 rail line, but we're working with TriMet on that,
6 and we have some hope that we can avoid that impact.
7 But if the -- if the standard option or the diagonal
8 option for the Marine Drive interchange is approved,
9 we're just going to be wiped out. That -- It's that
10 simple.

11 **MR. HEWITT:** Thank you.

12 Bob Carroll.

13 **MR. CARROLL:** I'm Bob Carroll. I'm a
14 resident of Vancouver; the Lincoln area. I'm a 
15 member of the IBEW Local W48. I'm also a business
16 owner in Vancouver.

17 I support the replacement bridge with the
18 rapid transit light rail options. Even if there is
19 less traffic on the bridge, because of gas prices
20 and stuff, I believe there will be an even larger
21 increase in rapid transit.

22 I worked up in New York City for two and a
23 half years; all I used was -- was the trains and the
24 subways, and that was a great way to get around. So
25 I greatly support that.

1 And as an aside, my business -- if the
2 light rail goes down on Main Street -- that is an
3 option -- I will probably be out of business there.
4 But for the greater good, I believe we need to build
5 these bridges now. And as the lady to my right
6 said, in today's dollars, instead of ten years or 20
7 years from now. Thank you.

8 **MR. HEWITT:** Thank you.

9 So at this table, the next three will be
10 Lori Charlton, Joe Baron, and Joy Overstreet. And
11 the next speaker will be Dana Carlile.

12 **MR. CARLILE:** Can you hear me?

13 **MR. HEWITT:** Pull it as close as you can.

14 **MR. CARLILE:** Okay. My name's Dana
15 Carlile. I live at 2349 Northwest Hoyt Street in
16 Portland, Oregon. Economists and (inaudible) Joe
17 Cortright, in his critique of the CRC report before
18 the Portland Development Commission in April,
19 enumerated a number of serious issues that needed to
20 be dealt with correctly for proper planning. But he
21 did not have time to deal in-depth with what -- with
22 what he considered to be the single most important
23 issue; namely, the effect of future fuel prices on
24 projected traffic levels. He only mentioned that
25 the recent prices increases were already depressing