

1 incorporating what other people have said; peak oil,
2 all that. More people are definitely going to be
3 shifting to bikes and transit, and I would like to
4 see all of that incorporated. In addition, tolls
5 and whatnot, that would encourage people to make a
6 smart choice. Thank you for allowing me to speak
7 tonight.

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

9 Next at this table (indicated) will be
10 Doug Klotz, J.R. Robertson, and Temple Lentz. And
11 the next speaker is Connie Wallace.

12 **MS. WALLACE:** Thank you. My name is
13 Connie Wallace. I live in Vancouver. I live off of
14 63rd Street, and I work in downtown Portland.

15 I moved here five years ago. I take the
16 light rail from (inaudible) Center, and I enjoy that
17 ride. And because I leave my house at 5:00 in the
18 morning, it only takes me seven minutes to cross the
19 bridge. However, I pay for it on the return home,
20 because I get back at 4:00, and so, I'm caught in
21 the traffic on the way back, and it usually takes me
22 about a half-hour to get home.

23 The -- the plan that I prefer would be the
24 new wider bridge with some form of mass transit.
25 And my first choice would be bus rail rather than

1 light rail. And -- for two reasons: One, it'll be
2 cheaper to do. It'll be less, I think, confusion
3 and construction. There already are some park-and-
4 ride transit centers. And I think it's cheaper to
5 build a park and ride for bus than it would be to
6 add station stops -- many station stops for light
7 rail and have to install tracks. I realize figures
8 can change, and I see some figures downstairs. I
9 haven't had a chance to really look at them all.

10 My second choice would be light rail, and
11 only if the Metro Council is disbanded and a new --
12 a new group is formed that would be independent of
13 just Oregonians and would have half Washington, half
14 Oregon. Only under those conditions, would I
15 approve anything that would have light rail. I
16 don't understand why there's even a separate council
17 for it, but that's because I'm from the Midwest, I
18 guess.

19 Just to give you a little background, I
20 was born and raised in the Chicago area, and I lived
21 in the county metropolitan all my life until I moved
22 here. The last 18 years, I lived in the largest
23 city in DuPage County, which is Naperville, which
24 is, actually, I think, larger than Vancouver. But
25 when I moved there it was only 65,000. When I left

1 there 18 years later it was 165,000. I represented
2 132 homeowners' associations on the transportation
3 advisory board while was there for the last five
4 years. I have some experience in transportation
5 issues, locally. But one thing I've never heard
6 mentioned by anyone -- and I haven't read all the
7 reports, so it's probably in here somewhere. At
8 least I hope it is. Everything that we made
9 decisions on was based on the 90/10 rule. Was it
10 good for 90 percent of the people? Not the 10
11 percent. A lot of people don't like change, but
12 sometimes change is inevitable, and I think that
13 it's necessary to look at that.

14 Another comment about the tolls. Tolls
15 don't go away, okay? They just increase. Take a
16 look at what happened in Illinois with Interstate
17 294. Tolls were only supposed to be there for 20
18 years to retire revenue bonds. And instead, they've
19 doubled in the last 20 years. So I don't think
20 tolls are the answer.

21 Statistics can be made to meet whatever
22 thing you want it to meet. So when people say that
23 traffic has peaked, they can say that ten years from
24 now and they can come up with different statistics.
25 I don't think that's an accurate thing to say now.

1 Traffic hasn't peaked. There's going to be all
2 different kinds of things. Thank you.

3 **MR. HEWITT:** Thank you.
4 Christian Steinbrecher.

5 **MR. STEINBRECHER:** I'm Christian
6 Steinbrecher. I live at 6161 Southwest Salmon
7 Street, and I'm here to talk about tolls.

8 And I want to point out that tolls have
9 been on the national scene for a long time.
10 Nationally, they're part of the -- part of the
11 financing of many roads and streets in metropolitan
12 -- of major metropolitan areas, including New York,
13 New Jersey, Chicago, Los Angeles, and Seattle. And,
14 in fact, tolls have been an integral part of the
15 Oregonian transportation seat for many years. The
16 Bartel Trail is the most well-known toll structure,
17 followed by the Trask River Road between Tillamook
18 and Yamhill, for those who don't know. Deschutes
19 River Bridge was not Oregon 213; it was a toll road,
20 as was the Ashland Road to California. All these
21 were toll roads. All those were built on a toll
22 basis. For those of us have been here for more than
23 ten years we know that the Astoria Bridge was a toll
24 road with the tollbooths just retiring here shortly.
25 Tolls have -- Toll -- And, in fact, today,