

1 should be spent, because there is a large amount of
2 (inaudible) available and many projects on -- on the
3 list. Thank you.

4 **MR. HEWITT:** Thank you.

5 Dan Kaufman.

6 **MR. KAUFMAN:** Yes, my name is Dan Kaufman.

7 And my mailing addresses P.O. Box 42669, Portland,
8 Oregon 97202. 

9 Thank you for taking my testimony today.
10 I've commuted to Vancouver, daily, for five years.
11 And I and the freight haulers that I traveled with
12 had no more than typical -- your typical congestion
13 -- is during that time. So from my perspective,
14 there is not a congestion issue. However, I'm sure
15 that is not the case for a freight hauler who's
16 going in the opposite direction.

17 Options for reducing congestion are, and
18 have been, available, and they're certainly a
19 significantly less cost than 4.2 billion.

20 Current options, as I see now, seem to be
21 boondoggles that reward bad behavior. And because
22 there are no good options, I support the no-build
23 option. I'd also like to point out that part of the
24 commuting I did, occasionally I did by bicycle, and
25 I rode over that bridge. And, yes, at first it

1 really was kind of scary. After a while, it wasn't
2 a problem at all. So I certainly, as a cyclist,
3 don't want to spend 4.2 billion to get a bicycle
4 bridge and -- However, if it is going to happen, I
5 would like to see better cycling and pedestrian
6 facilities and light rail. Thank you.

7 **MR. HEWITT:** Thank you.

8 Now, to this table (indicated), I'd like
9 to invite Joe Morrison, Jim Howell, Randy Salisbury.
10 And the next speaker is Doug Klotz.

11 **MR. KLOTZ:** Hi. I'm Doug Klotz; K-L-O-T-
12 Z, 2630 Southeast 43rd Avenue, Portland 97206.

13 Many in Portland would know me as a long-
14 time pedestrian advocate and, certainly, all the
15 build options to include improved pedestrian and
16 bicycle facilities, which is great.

17 However, as some of the previous speakers,
18 I am concerned about the modeling that is used to
19 determine traffic volumes and how that is -- would
20 be accepted by the current reduction in auto travel
21 that is occurring. And, certainly, most
22 commentators on the -- on the world scene would --
23 would -- would agree that oil prices are not going
24 down. Auto travel is going to be more expensive.
25 And to answer one of the previous speakers, yes,