

1 Not that I don't want to feed the lawyers in the
2 crowd, but let's get over it. They've gotten enough
3 over the years.

4 The other thing is Metro has weighed in
5 several times for (inaudible) in the last couple of
6 years. They have been ignored. I have been at work
7 sessions where they ask Mr. Burkhalter (phonetic),
8 "What happens to all these things we keep sending
9 over to CRC? We never get anything back. Are they
10 ignoring us?" And he says, "Well..." And that is
11 the issue. They feel ignored, and have been. Had
12 their ideas actually been thoroughly studied
13 according to the NEPA process, we could put it up
14 and we could look at it. The same with all these
15 other options. A thorough study would mean we could
16 actually take out the documents and look at it.

17 If you feel it's been studied, then show
18 us the thorough studied documents required under the
19 NEPA law. Thank you.

20 **MR. HEWITT:** Jim Karlock.

21 **MR. KARLOCK:** My name is Jim Karlock. I
22 live in Northeast Portland, and I drove my gas
23 guzzler here.

24 I am, however, contemplating, due to the
25 price of gas, changing to another car. And that

1 \$4.00 a gallon gas that we all so much fear would
2 end up being essentially a dollar and a half, \$2.00
3 gas, so I'm all set for it to go to 6 or \$8.00. And
4 I'll be paying less then than I do now.

5 This whole thing about peak oil, I wasn't
6 going to talk about. But I heard one guy earlier
7 tonight talk about "The sky is falling." We've only
8 got 42 years of peak -- of oil left. 42 years? If
9 I ran a small business and had 42 years' of
10 inventory in my back room, I'd be broke. I'd be
11 mismanaging it. And, of course, we have a lot of
12 oil that's just off limits, politically, to explore.
13 Hitler ran his war machine on oil made out of coal.
14 We could do the same. And don't forget the hybrid.
15 When that finally reaches the market, we will have a
16 car that uses absolutely zero oil for the first ten,
17 twenty miles. As time goes on, that mileage will
18 increase. And it's a way of gradually taking us off
19 of oil, except for vacation trips, et cetera.

20 Now, back to my main point. Cost of gas
21 compared to cost of building the light rail portion
22 of this project; that is \$1.1 billion for an
23 estimated six million annual trips. When you
24 amortize the 1.1 billion at 5 percent, that comes
25 out at about \$9.00 per trip. Now, that's what the

1 fare ought to be set -- for light rail users, so it
2 will be fair with the fare -- with the toll we're
3 talking about putting on the bridge. Toll cars at
4 2.00, 2.50, toll light rail at \$9.00. Now it'll be
5 fair; everybody pays their own share. And, of
6 course, that's a four-mile section, so you end up
7 with about \$2.00 per passenger mile.

8 While currently the cost of driving the
9 average U.S. car with \$4.00 gas is 40 cents a
10 vehicle mile, now we'd have to -- So how high would
11 gas have to go so that driving a car costs \$2.00 a
12 passenger mile, which is the same as rail? I put it
13 about \$40.00 a gallon. Got that? Gasoline at
14 \$40.00 a gallon will make the average car about the
15 same price per passenger mile as light rail. And,
16 of course, if gas got to \$40.00 a gallon, we're not
17 going to be driving the average U.S. car 20, 23
18 miles per gallon; we're going to switch to hybrids,
19 maybe 50 miles per gallon. So at that point, it
20 would take hundred-dollar-a-gallon gasoline to match
21 the cost of building this light rail portion of this
22 project.

23 CO2, alternatives 4 and 5, you emit more
24 CO2 than no-build. Alternatives 2 to 3, you save
25 CO2, 11 tons a day. But the building emits 590

1 tons, so it's going to take 53,000 days to make up
2 for the CO2 emitted by build. That's only 146
3 years.

4 Energy's about the same situation. I put
5 it at 142 years for the energy to break even -- the
6 energy saving -- to break even considering the
7 construction costs.

8 One final note. Federal funding, I've
9 heard tell earlier at some of these meetings, is
10 going to be 80 percent. What I could find is 65
11 percent for the transit portion and Federal funding
12 of only 32 percent for the whole project. Thank
13 you.

14 **MR. HEWITT:** Ed Barnes.

15 **MR. BARNES:** My name is Edward L. Barnes.
16 I live at 4009 Northeast 50th Avenue.

17 I've been a transportation commissioner in
18 the state of Washington since 1995 through November
19 1st of this last year. I've followed this whole
20 process. I've attended probably 98 percent of the
21 meetings both in Oregon and Washington where they've
22 been in shopping centers, where they've been in
23 schools, where they've been a bi-state (inaudible)
24 regional transportation meetings. Sharon and I've
25 been at every City Council meeting, County