

1 not just one way. We need to get rid of the
2 bottleneck that we have here and get the traffic
3 flowing.

4 Thank you very much.

5 **MR. HEWITT:** Thank you.

6 Mark Rabinowich.

7 **MR. RABINOWICH:** The writer, Kurt
8 Vonnegut, said that "A flaw in the human character
9 is that everyone wants to build, but nobody wants to
10 do maintenance." I support a stronger bridge with
11 transit. I do not support a wider bridge. I will
12 be formally requesting in the comment period, in
13 writing, a supplemental draft EIS for your failure
14 to factor in peak oil and peak traffic. The
15 National Environmental Policy Act states that there
16 are -- if there are new circumstances that impact a
17 project, they need to be factored in. The fact we
18 are in peak oil, globally, needs to be included in
19 your traffic analysis. The chart from ODOT -- which
20 I have extra copies of (indicated) -- shows the
21 traffic levels on Oregon State highways peaked in
22 2002. It's not quite the same in Multnomah, but
23 it's close, and is on a plateau. The federal
24 figures from the Bureau of Transportation statistics
25 say the same thing happened nationally two years

1 ago. Last week the Federal Highway Administration
2 said that in March 2008 there was the sharpest
3 decline of traffic they've ever recorded on a
4 monthly basis. It was 4.3 percent less than March
5 2007.

6 As we pass the global peak of oil,
7 gasoline prices are going to increase to the point
8 that travel demand will begin to decline. While no
9 one, not even Dick Cheney, can tell us what gas
10 prices are going to be in the design year of 2030.
11 It'll be surprising if gas is not either rationed or
12 just too expensive for many people to use. So-
13 called alternative fuels exist and there are
14 vehicles that are more efficient, but they're only
15 going to be able to mitigate, slightly, the energy
16 down-slope. Carpooling is going to be more
17 important than hybrids.

18 Transportation law that governs this
19 project says that federal aid projects have to
20 consider the travel demands 20 years in the future.
21 So you need to factor in what the price of gas is
22 likely to be in the year 2030 after most of the
23 world's oil fields are on terminal decline.

24 So, I would support building one bridge
25 that would likely withstand the earthquake that is

1 likely to come, design it for bidirectional travel,
2 so if the old bridge is toppled by the earthquake,
3 and the newer bridge is not. I do not support a
4 wider bridge. We're not going to need a wider
5 bridge once gasoline is much more expensive.

6 A final point: As for tolls, I do not
7 support setting up a surveillance system to track
8 everyone's travels so that voyeurs and the federal
9 government can keep track on everyone's travels.
10 The way to do this fairly is to pay it through the
11 gas tax; what the gas really costs. Those who drive
12 more, pay more. Those who drive more inefficiently,
13 pay more. And that's a much more equitable way to
14 do it than recording everyone's license plate.

15 **MR. HEWITT:** Thank you.

16 Peggy Anderson.

17 **MS. ANDERSON:** Peggy Anderson. I live at
18 5585 East Evergreen Boulevard in Vancouver,
19 Washington. That's right near Exit 3.

20 I retired here to Vancouver in 2006, and I
21 have used my bike to commute across the I-5 Bridge
22 most of the time, because I don't like the noise on
23 the 205 Bridge.

24 Personally, what I would really like to
25 see is the extension of light rail to Kiggins Bowl