

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

P-0959-001

Thank you for taking the time to submit your comments on the I-5 CRC DEIS.

P-0959-002

Significant increases in oil prices can have both short term and long term effects on travel behavior. In the short term, the options for responding to rising gas prices are more limited, and include driving less and/or changing from driving to walking, biking or transit for at least some trips. During recent increases in gasoline prices transit use increased and off-peak highway travel decreased. Peak period highway travel changed little.

Over the long term, there are more options for adjusting to changes in gasoline prices, besides changing driving behavior. Technological advances and legislative mandates can increase fuel efficiency standards in the long term. In turn, as older vehicles wear out, more consumers can replace them with more fuel efficient vehicles. Automobile manufacturers are developing and will continue to develop new vehicle and engine technologies that require much less, or even no, petroleum-based fuels. This trend is already happening as evidenced by the growing popularity of gasoline-electric hybrid and small electric vehicles.

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P-0959-002

1 VMT.
2 The CRC report does acknowledge that 97.5
3 of all transportation is powered by oil in this
4 country. There is mention of the 2005 U.S.
5 Department of Energy Commission Report on oil supply
6 by Robert Hirsch in a footnote. A high reference
7 price or worst-case scenario of \$100 a barrel in the
8 year 2030 is factored into the report. You may
9 remember that oil hit 130 last week. We're talking
10 22 years from now; it's still going to be at a
11 hundred for your planning? All right.

12 I'm going to go into more how they phrase
13 the oil section in the report, if I have time, but
14 let's get to the meat of it quickly. Rather than
15 rely on just government reports, like the City of
16 Portland's 2007 peak oil task force report or the
17 2005 U.S. Department of Energy's sobering Hirsch
18 report, let's look at the oil industry's own
19 figures. British Petroleum's 2007 statistical --
20 statistical review of world energy; this is the
21 industry standard. This is what the oil people use
22 to figure their numbers. The 2000 BP review
23 estimates there are 164.5 billion tons of proven
24 reserves of oil left. This estimate is consistent
25 with M. King Hubert's 1969 estimate. King Hubert

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1 predicted peak oil in the United States dead on and
2 is consistent with ten other estimates of proven
3 reserves. BP reports that 2006 oil consumption was
4 approximately 3.9 billion tons a year. That equals
5 42 years' of oil left. The Energy Watch Group's
6 estimates based on these numbers figures that in the
7 year 2030, world oil production will be half what it
8 is today. This will not only result in much higher
9 prices of fuel, but almost certainly, severe
10 rationing of transportation fuels. And, of course,
11 there will be severe repercussions for industrial
12 and agricultural production and employment. This is
13 the nine-million pound gorilla in the room, and this
14 is what has to be considered (inaudible).

15 **MR. HEWITT:** Molly Haynes.

16 **MS. HAYNES:** Good evening. My name is
17 Molly Haynes. I live at 2633 Southeast 67th Avenue
18 in Portland.

19 I work for Kaiser Permanente's community
20 benefit department. Kaiser Permanent seeks to
21 improve the health of our members and the
22 communities we serve. Since 2003, Keiser
23 Permanente's community health initiative has focused
24 its work on obesity prevention by promoting healthy
25 eating and active living, with a particular emphasis

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