



**From:** [Marcus Simantel](#)  
**To:** [Columbia River Crossing](#)  
**CC:**  
**Subject:**  
**Date:** Wednesday, May 28, 2008 8:27:40 PM  
**Attachments:**

**P-0722-001** | I think Robert Liberty's concerns are genuine. \$4+billion is a huge amount of transportation money. It's what Oregon schools spend per year!

**P-0722-002** | I served on the Peak Oil Task Force for the city of Portland. It was an eye opening experience. And so many of the predicted outcomes of that report are already emerging, yet ODOT, CRC, and others continue to act as if life is going to go on as if oil will forever be cheap and plentiful, as if India, China, and the rest of the developing countries around the world are not players in the energy realm. Gas is getting pricey, food is getting pricey, shipping is getting pricey. Don't you folks sense that a shift in how we do the business of living is pretty inevitable?

WILL THIS 4 BILLION DOLLAR PROJECT ACTUALLY BE NECESSARY BY THE TIME IT IS BUILT? THIS REALLY SMACKS OF SIXTIES AND SEVENTIES THINKING!!!

Marcus Simantel  
 2024 SW Howards Way#204  
 Portland, OR 97201  
 503-219-9211  
[msimantel@comcast.net](mailto:msimantel@comcast.net)  
 retired farmer from Washington County  
 past member of the Washington County Planning Commission

### **P-0722-001**

As the only continuous north-south Interstate on the West Coast connecting the Canadian and Mexican borders, I-5 is vital to the local, regional, and national economy. The I-5 crossing also provides the primary transportation link between Vancouver and Portland, and the only direct connection between the downtown areas of these cities. As described in the DEIS, serious problems face this important crossing, including growing congestion, impaired freight movement, limited public transit options, high auto accident rates, substandard bicycle and pedestrian facilities, and vulnerability to failure in an earthquake. The fact that other important issues face our communities does not diminish the importance of addressing the problems plaguing the I-5 crossing.

CRC assumes funds allocated to other projects would remain dedicated to those projects, and anticipates needing to find new funds to finance the project. Funding for the project will come from a variety of sources including federal grants that would not be available to other transportation projects in the region, State of Oregon, State of Washington, regional and local sources. In addition, it is assumed that the replacement bridge will be tolled. Please refer to Chapter 4 of the FEIS for a description of the current plans for funding construction and operation of the LPA.

### **P-0722-002**

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.