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To Heather Gundersen	From C. William Savery
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June 21, 2008

Heather Gundersen, CRC Environmental Mgr.
Columbia River Crossing
Vancouver, WA 98660
FAX: (360)737-0294

RE: Comments on Columbia River Crossing DEIS

Dear Ms. Gundersen:

A very important issue is the connection between bridge building and land development; this seems to be ignored in the DEIS. There is a feedback between the two which could overwhelm the bridge development in short order. Freeway builders have found this out the hard way. Furthermore there may be other unanticipated consequences that considerations of land development might highlight. Planning models are available which can factor in these effects. Why aren't they being used?

Multnomah County Commissioners have proposed a more gradual approach starting with imposing tolls on the existing two Columbia River bridges. Besides generating income for future construction this approach would allow experimentation with variable congestion tolling to measure its effect. Using an incremental approach to bridge development which seriously affects a whole urban region and is estimated to cost almost four billion dollars seems wise, even if it results in some delays.

Furthermore currently we seem to be in an extremely dynamic period of highway fuel prices. Finally fuel prices have reached a point where they are becoming noticeably elastic, unlike in the past. Planning efforts should factor this variable into consideration.

I found that the air quality comparisons in Exhibit 27 of the May 28 Executive Summary to be simplistic at best. This is an important issue. The fact that all five alternatives have an identical reduction in four pollutants due solely to projected automotive technology improvements takes no account of variation in vehicle trips, rush hour congestion, breakdown between trucks and automobiles, number of spans, etc. I suspect that my same objections apply to the CO2 Emissions stated in Exhibit 27. I don't believe that the overall less than 10% variations shown reflect all of the above variations among the alternatives.

Yours truly,

C. William Savery

C. William Savery, Ph.D.
Prof. Emeritus of Mechanical Engineering, Portland State University