



THE CONFEDERATED TRIBES OF THE WARM SPRINGS RESERVATION OF OREGON

NATURAL RESOURCES BRANCH
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June 30, 2008

Ms. Megan Beeby
 Tribal Liaison Columbia River Crossing Project
 Columbia River Crossing Task Force
 700 Washington Street, Suite 300
 Vancouver, WA 98660

Re: Columbia River Crossing DEIS Comments

Dear Ms. Beeby,

T-002-001 The Confederated Tribes of the Warm Springs Reservation of Oregon Branch of Natural Resources welcomes this opportunity to provide comments and offers the following statement.

1. Bridges have the potential to act as a direct conduit to water bodies. A bridge with the capacity to contain the amount of traffic that this bridge is designed to carry could also contribute greatly to the toxics of the Columbia River. These contain everything from the copper filings from wearing brakes to petroleum products. Grates and piping to collect elements and compounds that would run off from rainfall events should be designed into the bridge system and have the runoff collected and processed off site with appropriate BMP's.
2. A suspension bridge design, which would not necessitate mid channel abutments, would limit in-channel construction and lessen long term risk associated with shipping, erosion and undermining.
3. A structure that would take into effect long term planning, estimates of population growth and transportation needs would limit the amount of future construction required thus avoiding further future impacts to aquatic and terrestrial species located within riverine and shoreline habitat.

CTWSRO anticipates, as this very important project is further developed, providing additional detailed and refined comments addressing NEPA concerns and project design.

Sincerely,

/s/ Robert A. "Bobby" Brunoe

Robert A. "Bobby" Brunoe, General Manager
 Branch of Natural Resources



T-002-001

Thank you for your comments. As discussed in Chapter 3.14 of the FEIS, improvements in stormwater management are anticipated to result in improved water quality in the Columbia River. Regarding a suspension bridge, though that bridge design has advantages in some respects, it is not feasible to use at this location as such a design would obstruct the airspace of the Portland International and Pearson Airports and could not curve, as needed for the design of the bridge over the Columbia River. Lastly, regarding planning horizon, the Columbia River Crossing (CRC) project will use 2030 as the horizon year for all alternatives. The No-Build Alternative includes planned improvements to the year 2030 for which need, commitment, financing, and public and political support are identified and are reasonably expected to be implemented.