



**From:** [Allbefit@aol.com](mailto:Allbefit@aol.com)  
**To:** [Draft EIS Feedback;](#)  
**CC:**  
**Subject:** Highways vs Environment  
**Date:** Saturday, June 14, 2008 10:47:37 PM  
**Attachments:**

**P-1082-001** | Highways are for vehicles to move, but not for idle on: waste money and pollute air.

Pavel Goberman, Oregon  
 (503) 643-8348

**P-1082-002** | P.S. I many times applied for work for the Oregon Department Of Transportation (ODOT), but was discriminated in hiring.  
 P.G.

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### P-1082-001

The air quality evaluation presented in the DEIS assessed how emissions would be expected to change by 2030 and how the project would affect emissions of pollutants regulated by state and federal standards as well as vehicle emissions that are not regulated. Oregon and Washington, as well as the federal government, have established ambient air quality standards for criteria pollutants. These standards are based on human health risks. The DEIS evaluation included an analysis demonstrating that the CRC project would allow the region to retain conformity with state and federal air quality standards for relevant criteria pollutants. See the Air Quality Technical Report for a detailed explanation of the state and federal regulations concerning air quality and the evaluation of how the project complies with relevant air quality regulations. See Section 3.10 of the FEIS for an updated explanation of the pollutants regulated by state and federal law.

The DEIS also evaluated how the project alternatives would affect emissions of mobile source air toxins (MSATs) from I-5 traffic. MSAT emissions from vehicles are not currently regulated. The evaluation in the DEIS found "that future (no-build or build) emissions of all pollutants would be substantially lower than existing emissions for the region and the subareas" (page 3-277). These reductions in emissions are largely the result of on-going reductions in vehicle emissions that will occur with or without the project, and are based on standard assumptions regarding future vehicles and fuel. The anticipated vehicle emission reductions are based largely on regulation-driven improvements in fleet fuel efficiency standards and cleaner gasoline and diesel fuels. Any extraordinary improvements in fleet fuel efficiency or fuels would result in even greater emission reductions.

Projected reductions in vehicle fleet emissions would result in a 25% to 90% reduction in I-5 related criteria pollutant emissions over existing conditions, even with the anticipated growth in population, employment

and VMT. In addition, the build alternatives would provide small further reductions in vehicle emissions at the regional level and for most pollutants in each of the subareas along I-5. CO and NOx emissions would be slightly higher with the project than with No-Build (but still lower than existing conditions) in the I-5 subarea between the SR 14 and SR 500 interchanges, as discussed in DEIS Chapter 3 (Section 3.10) and FEIS Chapter 3 (Section 3.10). The updated analysis conducted for the FEIS resulted in very similar findings to those in the DEIS.

**P-1082-002**

Thank you for your comment. Please refer to [http://www.oregon.gov/ODOT/CS/HR/docs/Affirmative\\_Action\\_Plan-05-14-09.pdf](http://www.oregon.gov/ODOT/CS/HR/docs/Affirmative_Action_Plan-05-14-09.pdf).