

## **IBR ESG COMMENTS 2/16/2021**

Mark Meckler

1/31/21

A paper was just published in one of the top journals that studied large cost overruns in mega infrastructure projects and tried to determine core cost escalation factors. Some of them are controllable. Worth understanding before we get too far, might be helpful over the long haul. I'd be happy to serve 30 minutes at a meeting and present the findings. It's not research, but I can digest it and get right to reporting the major points/lessons.

Mark Meckler  
University of Portland  
School of Business

Richard Freedman

2/15/21

It is absolutely astounding that your commission is seeking public comment on how or whether to replace the interstate bridge. Years of study and design (CRC project) ended in abject failure and there should have been criminal charges against those who wasted approximately \$150MM of the taxpayer's money. Nevertheless, the time for comment and getting everyone's buy-in should have been long past, but apparently whoever is in charge of all this now is either delusional or worse.

The fact is hundreds of thousands of cars cross the river every day. The traffic is mind boggling. The frustration is mind boggling. What do you hope to accomplish by more study? Getting everyone's buy-in? Something that cannot and will not ever happen.

Design and build the bridge (or tunnel if that's cheaper)!! If competent people were in charge of this project it could be done in 4-5 years, but the way you are approaching this project it will take 10.

Those that don't want a new bridge are those that don't use Interstate 5. They don't see the need. Understandable, yes, but the bridge isn't just a luxury item, it isn't just maybe or a should be. And then, even the slightest earthquake will turn the bridge into a twisted piece of junk and then you'll be forced to deal with an acute problem. Fix it now, because it's only a matter of time before the subduction zone off the coast will make the decision for you.

Stop the public comment. Stop the endless studies. Design and build. Not later, now!!!!!!!!!!!!!!!!!!!!

February 9, 2021

P.S. Tolls or no tolls?? Consider this: tolls are a pain for everyone except the states and localities collecting revenue. Instead of a toll for all- just add an annual fee to both WA and OR residents when they renew their license tags; commercial traffic would be a slightly higher fee, but all other travelers would be required to pay a toll before crossing. States still get their revenue, but WA and OR residents and commercial traffic won't be forced to slow down and stop to pay the toll. Then, the technology exists to track every car that crosses the bridge, great for security and for fining those that cheat.

R.A.Freedman  
Vancouver, WA resident

## Bob Ortblad

2/16/21

ESG Public Comment

An Immersed Tube Tunnel would have a much lower environmental impact on Hayden Island, Vancouver, and the Columbia River than a new High-Level Bridge. The Columbia River Crossing bridge design is a 1950's elevated freeway design that would blanket both Hayden Island and Vancouver in concrete. (See attachment #1 & 2)

Göteborg, Sweden is the largest port in Scandinavia and the World's Most Sustainable City. It is famous for its municipal innovation. Last month the city opened its second immersed tube tunnel. The Marieholm and the Tingstad tunnels can carry a total of 180,000 vehicles/day with little impact on the river and its riverbanks. (See attachment #3)

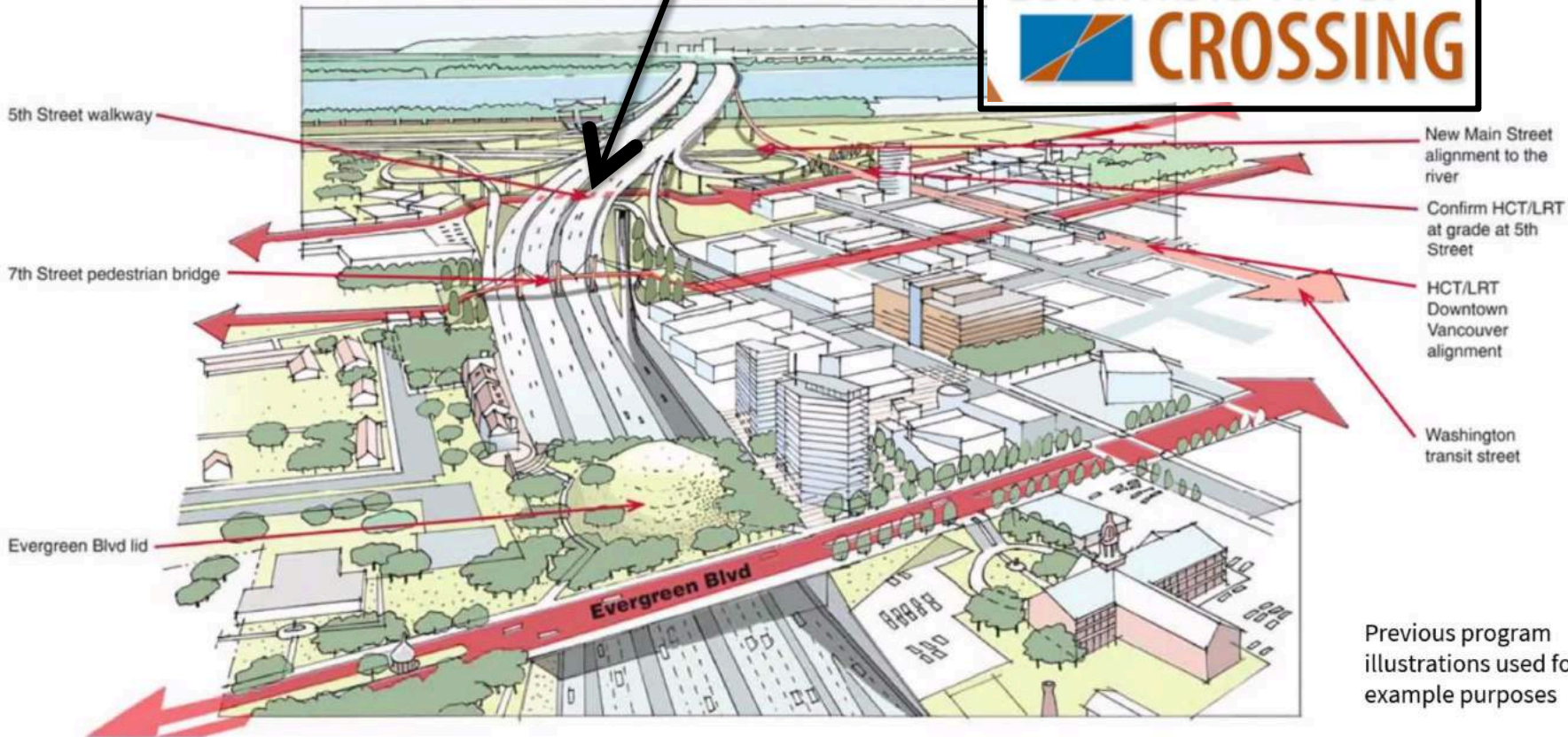
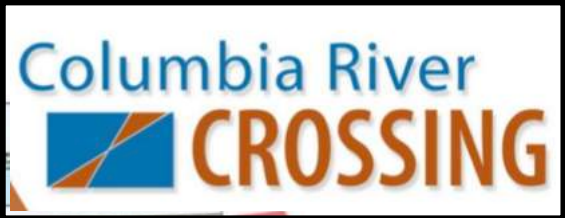
Attachment #4 has links to YouTube videos about Göteborg's newest immersed tube tunnel and several similar tunnels.

Respectfully

Bob Ortblad MSCE, MBA

\*ADA compliant versions of the attachments can be made available upon request

# 1950's Elevated Freeway design



Previous program illustrations used for example purposes





Environmental Impact of CRC Bridge design





The Marieholm tunnel 2020

55,000 /day

Gothenburg, Sweden

Tingstad tunnel 1968

125,000 /day





Trelleborg - How to build an immersed tunnel  
<https://www.youtube.com/watch?v=2Xkyyc9PIQA>

Trip through Tingstad Tunnel, Gothenburg  
<https://www.youtube.com/watch?v=KoEBbmeecd88>

Trip through Marieholm Tunnel before its Dec. 16 opening, Gothenburg  
<https://www.youtube.com/watch?v=BT9s2Pf9Wms&feature=youtu.be>

Construction of the Marieholm Tunnel, Gothenburg  
<https://www.youtube.com/watch?v=2kcAIBFCz8w&feature=youtu.be>

Launch of the Marieholm Tunnel elements, Gothenburg  
<https://www.youtube.com/watch?v=JC4mRlgwXU0>

Elizabeth River Tunnel, Norfolk, VA.  
<https://www.youtube.com/watch?v=NsnBdPFMuQY>

George Massey Crossing Tunnel Concept, Vancouver, Canada  
<https://www.youtube.com/watch?v=8At88ti-yFA>

Immersion Tunnel Coatzacoalcos by Volker Construction International, Mexico  
<https://www.youtube.com/watch?v=VFWkoZMja0k>

DERSA - Santos Guarujá Immersed Tunnel Project, Brazil  
<https://www.youtube.com/watch?v=du8KZob7Pkw>

Busan-Geoje Fixed Link in South Korea  
<https://www.youtube.com/watch?v=-aykpUulHJo>



**Immersed Tube Tunnel  
better than a  
New High Bridge**