

Draft EIS Comments

June 19, 2008

Columbia River Crossing
c/o Heather Gundersen
700 Washington Street, Suite 300
Vancouver, WA 98660



RE: Informal Questions and Answers Session

Dear Committee Members,

Please let me bring your attention to a few things in the DEIS that I am concerned about.

First let me bring your attention to page 3-117 regarding Temporary property easements: *Property used during construction could be returned to its owner once construction is complete, or alternatively, if the site is accessible to transit, the land might instead be purchased at a fair market value and then developed with transit-oriented uses, such as retail, residential, or mixed use.*

The text has an alarming tone when the words *could be returned* are used. I would like to see the word *could* changed to shall. The word *could* lends its self to the potential for the lawyer industry to have a field day in the court system.

Next, on pages 3-176 and 3-177 regarding tolling:

However without a toll, the demand for the crossing capacity would increase, and reduce the transportation benefits of this project; Including a toll would reduce congestion, improve travel times, and could even result in a slight improvement in air quality by reducing emissions.

And on page 2-41:

...motorists could equip their cars with transponders that would automatically bill the vehicle owner each time they crossed the bridge, while cars without transponders would be tolled by a license-plate recognition system that would bill the address of the owner registered to that plate.

Where can I find the tolls on pedestrians and bicycles in this DEIS? This smacks of discrimination to owners of motor vehicles using the bridge that has been paid their fair share of taxes for the study of it and to build it.

Columbia River Crossing
Informal Question and Answer Session
by Kim Dalton
Page 2 of 2

On page 3-30 regarding pedestrians and bicycles:

A second potential connection in Vancouver, closer to the Columbia River, would provide access (with an elevator) to water front attractions and the multi-use path along the shore. On Hayden Island, the pathway would be accessible via an elevator...

Will there be a charge for the use of the elevators? Will there be security?


In regard to the cost of this project: I am aware that WA state through the gas tax, has committed \$50 million to the study and the state committed another \$30 million recently. How much money has each state committed toward the study?

Are you aware that the bridge that collapsed in Minnesota will be completed in September of 2008? It is a 10-lane bridge with 13 and 14-foot shoulders. It will be LRT ready to accommodate future transportation needs, and it only cost \$234 million. The bridge-span is smaller than the I-5 span and they did not have to re-engineer an island and a portion of a city. If it's finished by September 15th the contractors will receive a \$27 million bonus.

Yes, the CRC is much bigger in scope and there are more components to build it. What happened to the \$4.2 billion that has changed to \$3.43 billion? I don't understand how this number can drop when the cost of everything else is going up?

Thank you for the opportunity to comment on the Draft Environments Impact Statement.

Respectfully,



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