

Draft EIS Comments <sup>1 of 2</sup>

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,

**P-0445-001**

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.

**P-0445-002**

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.

**P-0445-001**

Currently, plans are to return property used temporarily during construction to its owner once construction is complete. If permanent acquisition occurs, property owners would receive just compensation for the estimated value of land and improvements acquired and for other impacts that result in a measurable loss of value to the remaining property.

**P-0445-002**

Details of the tolling system are still being refined as the project development enters the final design stage. It is currently not anticipated that transit users, bicyclists or pedestrians will pay a toll. Additionally, certain toll discounts or waivers for other groups have been and will continue to be considered. The ultimate decision on any tolling options will be made by both the Washington and Oregon Transportation Commissions.

**P-0445-003**

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?

**P-0445-004**

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?

**P-0445-005**

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 15<sup>th</sup> 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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**P-0445-003**

Existing plans do not include a charge for use of the elevators allowing access on Hayden Island. Security for any project elevators would be included in the Recommendation for Maintenance and Security Program that will be developed along with further bridge design refinement.

Chapter 2 of the FEIS contains further information on bicycle and pedestrian facilities.

**P-0445-004**

In 2006, WSDOT and ODOT agreed to a goal of contributing equally to the costs of the environmental process needed to reach a Record of Decision. This goal was agreed to in recognition that this project would contribute to the economic and freight mobility needs of both states and would include transit, highway and bridge improvements in both states. Though it is WSDOT and ODOT's shared goal to keep the project as close to equally funded as possible, it is understood that at any moment in time the total funds provided by WSDOT and ODOT may not be equal, owing primarily to the fact that each state's legislature operates on its own schedule and federal earmarks dedicated to this project are of unequal amounts and have been earmarked at different times.

**P-0445-005**

In 2006, the project had developed a schematic design which did not allow for a precise cost estimate. Best available information was used at each project stage. Later in project development, the project team was able to develop more detailed cost estimating and conduct advanced risk analysis. Since 2002, WSDOT has been developing a process of determining cost and schedule estimates, the Cost Estimate Validation Process® (CEVP®), to help deliver major projects. Compared to conventional cost estimating, CEVP® is a risk-based estimating process, iterative in nature, and represents a "snapshot in time" for that project under the conditions known at that time. CEVP® is the expression of

project cost and schedule as a range rather than as a single number. Providing cost information as a range accounts for risk factors that might otherwise cause costs to balloon over time. The cost information is given for the year of expenditure and addresses even “unknown” issues that may arise. CEVP® is a construction cost estimate tool and does not estimate long-term operations and maintenance costs. WSDOT now mandates all projects over \$25 million use the process. Chapter 4 of the DEIS, and the Cost Risk Assessment included as an appendix to the DEIS, include information about how costs were estimated for the DEIS. See Chapter 4 of the FEIS for more discussion on how project costs were estimated in the CEVP® that was conducted following publication of the DEIS.