



**From:** [Colburn, Kimberly](#)  
**To:** [Columbia River Crossing](#)  
**CC:**  
**Subject:** FW: Columbia River I-5 Bridge  
**Date:** Monday, June 09, 2008 11:14:14 AM  
**Attachments:** [image002.jpg](#)

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Per Mr. Werts' request, I am forwarding his comments to you.

Thank you.

Kimberly Colburn  
HQ Customer Service  
WSDOT Communications  
360-705-7438

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From: David C. Werts [mailto:[david.werts@comcast.net](mailto:david.werts@comcast.net)]  
Sent: Monday, June 09, 2008 11:05 AM  
To: Colburn, Kimberly  
Subject: RE: Columbia River I-5 Bridge

Thank you and please forward this to the project staff or anyone else involved.

Thanks,

**David C. Werts**  
Principal



360-844-1240 Office  
360-566-5556 Cell  
[www.legacyreinvestments.com](http://www.legacyreinvestments.com)

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From: Colburn, Kimberly [mailto:[ColburK@wsdot.wa.gov](mailto:ColburK@wsdot.wa.gov)]  
Sent: Monday, June 09, 2008 6:53 AM  
To: David C. Werts  
Subject: RE: Columbia River I-5 Bridge

Mr. Werts:  
Thank you for your e-mail to the Washington State Department of Transportation (WSDOT) with comments supporting a new I-5 Bridge over the Columbia River.

We greatly appreciate your feedback. With your permission, I would like to forward your comments to the Columbia River Crossing project staff or you can contact them directly through their Web site at <http://www.columbiarivercrossing.org/>.

Again, thank you for taking the time to write to us.

Kimberly Colburn

Ombudsman  
Washington State Department of Transportation  
PO Box 47322  
Olympia, WA 98504-7322  
(360) 705-7438  
[colburk@wsdot.wa.gov](mailto:colburk@wsdot.wa.gov)  
<http://www.wsdot.wa.gov/contact/ombudsman.htm>

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From: David C. Werts [mailto:david.werts@comcast.net]  
Sent: Friday, June 06, 2008 2:29 PM  
To: Colburn, Kimberly  
Subject: Columbia River I-5 Bridge

**B-030-001** I am writing regarding the building of a new Columbia River I-5 bridge, this is a great idea and should be a priority for all public officials in Oregon and Washington, especially SW Washington.

**B-030-002** I am amazed and dumbfounded every time I hear someone say that a wider bridge will increase traffic and pollution. The traffic is already there and taking longer to get to its destination thus creating more than necessary pollution during that extended commute. The bridge should reduce the air pollution, improve commute times and be an incredible stimulus for growth in so many ways that will all improve our standard of living.

**B-030-003** These freeways are referred to as arteries for good reason, they are essential for economic growth, efficient performance of the community and livability of its citizens. I would encourage leaders to look at San Antonio, Phoenix and Las Vegas where infrastructure has been a priority and has helped drive growth of all kinds in these communities.

**B-030-004** I urge you to support the building of a new I-5 bridge as soon as possible and as wide and large as possible. The less bureaucracy in the way of people, panels, committees and groups with control or decision making ability over this project the better and the sooner we will have a bridge and I can only see positives to the result.

Sincerely,

David Werts

David C. Werts  
Principal



### B-030-001

Thank you for taking the time to submit your comments on the I-5 CRC DEIS.

### B-030-002

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.

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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.

#### **B-030-003**

Thank you for taking the time to submit your comments on the I-5 CRC DEIS.

#### **B-030-004**

It is important that a project, such as CRC, provide ample opportunity for input from a diverse constituency of stakeholders and jurisdictions, and that it follow a process that complies with all federal, state and local legal requirements. The project sponsors intent is to progress at a deliberate pace to ensure that we meet public interests, meet the transportation needs, address the quality of local communities and the environment, and be financially and fiscally responsible. Following publication of the FEIS, there will be a record of decision. If that decision is to move forward with one of the build alternatives, then the sponsors will progress into final engineering, finance plan implementation, and then construction.