

The Columbia River Crossing needs to be stopped:



The CRC shows a lack of transparency

- Where is our \$2.3+ million a month going?
- The CRC has spent over \$150 million.
- The CRC office burns up about \$70,000 per day.
- The CRC wants to spend over \$3.6 billion.
- With interest and cost-overruns it could be \$10 billion.
- David Evans (who has received over 100 million from the CRC) sued Washington State Department of Transportation to block the release of audited financial statements.

The CRC plan will not solve traffic issues.

- The massive project will reduce only 60 seconds off the peak morning commute and create more issues with the Portland Rose Quarter.

The CRC plan does not create as many jobs as claimed.

- The “average annual regional jobs” created is not 20,000, but actually 1,907 temporary jobs.

Taxpayers for Common Sense report says the CRC project should be axed

- The D.C. based group Taxpayers for Common Sense is generally well-respected as a fiscal hawk willing to take on projects adored by the right and left.

Telecommuting is the fastest growing way of commuting for nearly three decades.

- The unmistakable message of the American Community Survey from the US Census Bureau shows a 31% national increase from 2000 to 2008 in employees that now work at home.
- In Portland, more people now work from home than use transit and the trend is growing - up 33% from 2000 to 2009 while transit ridership has decreased 3%.

Tolls will take away money from our local economy.

- If the 60,000 vehicles that cross I-5 were to pay an average of \$8 toll round-trip, for 250 work days a year, it would cost each commuter nearly \$2,000 per year. The drain on the Clark County economy would be approximately \$10 million per month.
- Tolls could be as high as \$8 each way.

The I-5 replacement bridge would create a choke point for river commerce.

- The proposed new bridge would become the lowest clearance bridge from the Pacific Ocean to The Dalles (190 miles). The current I5 bridge has a fully lifted clearance of about 179 feet. The Glenn Jackson I-205 bridge has about 144 feet of clearance.
- The CRC plan does not meet current marine traffic clearance needs, will limit future marine business, and goes against national trends of higher bridges and larger vessels. The Columbia River is one of the few important military and commerce major waterways on the West Coast.
- Water transportation is the most fuel efficient, least polluting, safest, and least expensive means of moving cargo.

Don't fall for the fear tactics - Our current bridge simply needs seismic retrofitting.

- A seismic retrofit to our current bridge could be done for a small fraction of the cost of replacement.
- As of March 2012, Washington has 487 bridges in its Seismic Retrofit Program that need seismic retrofitting.
- Our historic bridge is one of many listed in the National Register of Historic Places (NRHP).
- A majority of Portland bridges have a major issue with seismic vulnerability.

The CRC plan has been designed around controversial light rail from day one.

- 2012 Proposition 1 failed a public vote in Vancouver Washington on a sales tax increase for the C-Tran share of maintenance and operations cost of the Tri-Met MAX light rail extension between Expo Center and Clark Park & Ride.

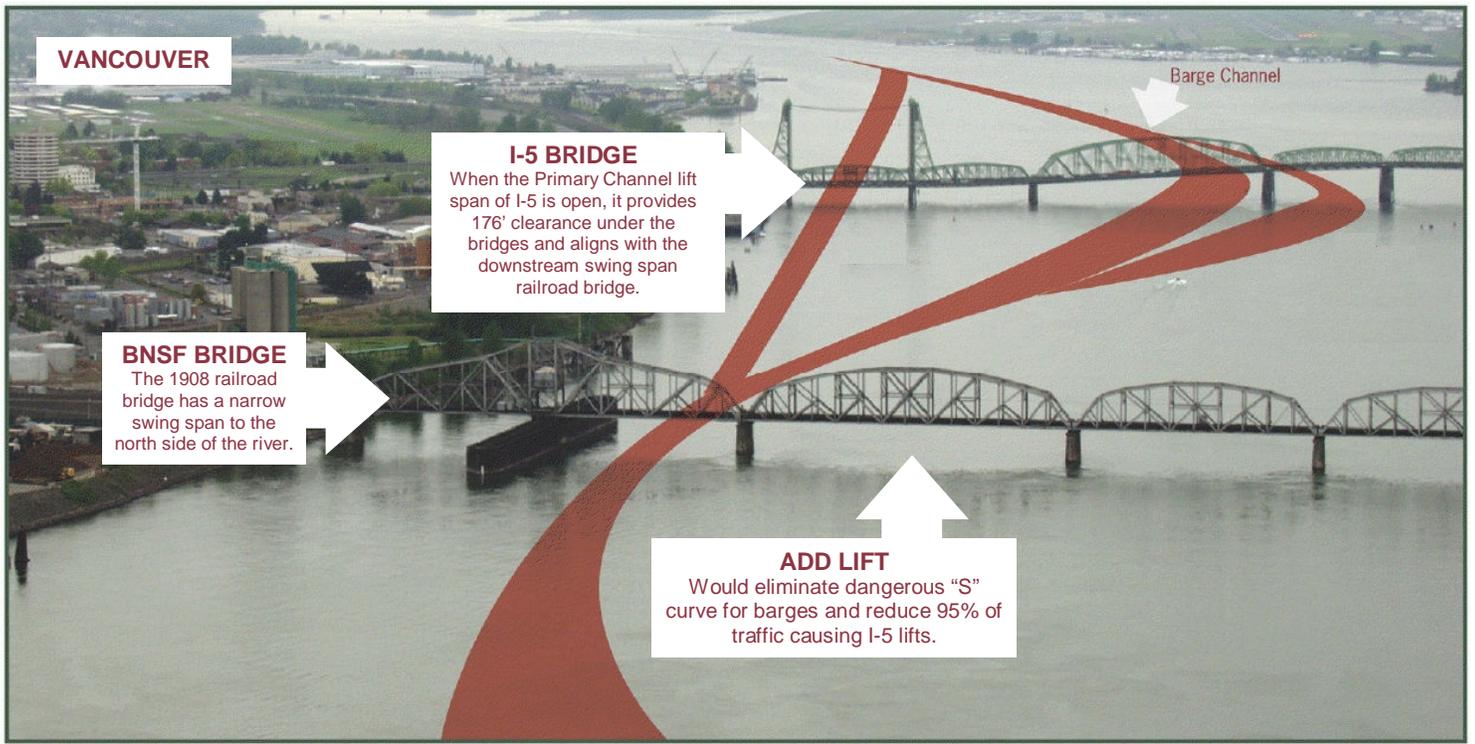
We can not afford the “local contribution.”

Look up these cautionary tales about what happens when an infrastructure project goes bad:

- Jefferson County Alabama bankruptcy from \$3 billion of sewer bonds
- Stockton California bankruptcy from bond debt through ill-advised infrastructure projects
- Mammoth Lakes California bankruptcy resulted from losing a lawsuit over development
- The Big Dig in Boston was scheduled to be completed in 1998 at an estimated cost of \$2.8 billion. The project was not completed until December 2007, at a cost of over \$14.6 billion.

95% of I-5 bridge lifts would be eliminated by updating the railroad bridge.

In Short: The railroad bridge is a swing bridge, but the swing is aligned with the lift section of the I-5 bridge. If the railroad bridge was updated with a middle lift, barges could pass under the I-5 tallest section without I-5 traffic causing lifts. This project would cost 80 times less than the CRC plan.



In Detail: When the Primary Channel lift span of I-5 is open, it provides the tallest clearance (179') under the bridges and aligns with the swing span of the downstream 104 year old railroad bridge. When the lift span is closed the tallest clearance is at the Barge Channels (72'). When using the Barge Channels, vessels must navigate an "S" curve between the I-5 Bridge and swing span of the Railroad Bridge. Captains most often use the Primary Channel because the "S" curve maneuver used to avoid lifts is considered one of the most dangerous maneuvers on the Columbia River. **Thus, the Railroad Bridge causes most traffic causing I-5 bridge lifts.**

With this evidence, it's hard to ignore that the CRC plan is outdated, wasteful, and needs to be stopped.

In the CRC's 7 years of existence they have spent over \$150 million and still has no bridge, no set height, no funding, outdated studies, and ever mounting mitigation issues. During these times of budget shortfalls, debt, growing environmental concerns and a rapidly increasing trend of people working from home (telecommuting), it is painfully clear that freeway expansion, tolls, and light rail is antiquated thinking. Treat the cause, not the symptom. The problem is not the bridge, it is why we cross the bridge. Our efforts would be better spent on promoting local businesses that provide long term job opportunities to attract cross-state commuters to stay closer to home and encourage our residents to spend locally which would strengthen our city and spur more local jobs.

Write your elected officials and vote responsibly in support of your local community.

Please visit stopcrc.com for sources of this information.

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