

April 10th 2013

Dear Senator,

In regards to your upcoming vote on the funding for the Columbia River Crossing (CRC),

PLEASE KNOW: The CRC was created in 2005 to complete a buildable plan in 3 years at a cost of \$50M. Currently in it's 8th year, it has spent over \$170M - That's a 240% cost overrun. The \$170M already spent on design is less than 5% of projected construction costs of a \$3.6 billion (\$3600M) project.

PAGE 2: As indicated by Congresswoman Jaime Herrera Beutler, this project is full of questionable expenditures and finances.

PAGE 4: The Clark County Commissioners signed a resolution to oppose the CRC.

PAGE 5: The City of Washougal signed a resolution to oppose the CRC.

PAGE 6-7: After the September 2012 elections ten current and newly-elected officials from across Clark County issued a joint statement in the wake of Clark County citizens' rejection of Proposition 1.

PLEASE KNOW: Our elections have repeatedly shown that light rail and tolls are not supported by SW WA voters. Our one term mayor was elected only by his "no tolls" platform and flipped once he was in office. Tolls will minimally take over \$2000 a year from struggling family budgets, between \$55M and \$85M per year out of the Clark County economy, and strap our community with debt for 45 years.

PAGE 8: The 2009 ODOT "Seismic Vulnerability" report shows that an earthquake scenario of magnitude 9.0 at the Cascadia Subduction Zone resulted in only slight or moderate damage to the Columbia River Interstate Bridge with no extensive damage and no collapse.

PAGE 9: A majority of the existing Columbia River Interstate Bridge was built in 1958. With ongoing preservation the bridge can serve the public for another 60 years.

PAGE 10: A seismic retrofit could be done for a fraction of the cost (\$88M to \$265M).

PLEASE KNOW: There are 850 "structurally deficient" bridges in Oregon & Washington and the Interstate Bridge is not one of them.

PAGE 11-12: This project is a job killer. The FEIS does not factor in the thousands of long term jobs lost due to the relocation of businesses because of the proposed low bridge plan. The un-approved 116' height would create the greatest river commerce choke point for 190 miles between the Pacific Ocean and The Dalles.

PAGE 13: The downtown business community in Vancouver would be crushed by 6.3 years of choking construction and suffer from a loss of access to I-5 and Highway 14.

PAGE 14: Telecommuting grew nationally by 73% between 2005 and 2011. Telecommuters now outnumber transit riders in the Portland metropolitan area - All with virtually no public investment.

PAGE 15: Over 90% of I-5 bridge lifts could be eliminated by the "Vancouver BNSF Rail Bridge Project."

PAGE 16: Ask highway builders how to fix traffic problems and they will always answer with more highways.

PLEASE KNOW: The fundamental flaw with this project is that the root of our traffic problems in Clark County is not a bridge, a lack of lanes, or a lack of transit - It is due to a lack of local jobs in SW Washington. It is completely counterproductive to invest in a project that destroys or chases out the good long term jobs we have already built here. Treat the cause, not the symptom.

Please support the will of the voters and stop all funding for the CRC - Thank you
For links to supporting documents and source material please visit StopCRC.com

COMMITTEE ON APPROPRIATIONS
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March 6, 2013

Nancy Fenno Boyd, P.E., L.E.G.
Director, Columbia River Crossing
700 Washington Street, Suite 300
Vancouver, WA 98660

Dear Ms. Boyd,

I am writing to obtain information on proposed expenditures within the Columbia River Crossing I-5 project. Outside sources have investigated the financial documents for this project, which have raised some interesting questions and expenditures that need to be explained. I hope you can provide me with some clarity regarding the purpose and relevance to the underlying project of the following:

- \$51 million for a TriMet Maintenance facility in Gresham Oregon -- located approximately 10 miles east of the CRC project.
- \$2.7 million for an administrative facility for Oregon's Mass Transit organization, TriMet, in South Portland.
- \$10 million for a "Curation Facility." The best explanation my office has found for this expenditure is that it refers to the construction of and/or improvements to a museum. I would appreciate your clarification.
- \$15 million for a restoration project at the Lewis River -- located approximately 22 miles north of the project.
- \$343,936 for upgrades to Portland's Steel Bridge. This bridge is located 6 miles south of the project.
- \$6.9 million for Hood River Channel Restoration, located 60 miles east of the project.
- The CRC's prime contractor was granted a \$50 Million "Maximum Amount Payable" contract to perform the environmental impact studies for this project. Through June 2012, that contract stood at \$131.2 Million.

- According to the CRC, the actual cost of building the bridge structure is \$790 million in post escalation dollars. In that same scale, the CRC budget shows that Oregon interchanges will cost \$800 Million. The CRC's finance plan calls for the cost of the bridge to be paid for by tolls, and includes the Oregon interchange price tag in that cost. If the current proposal were to move forward, Southwest Washington commuters would pay a lion's share of the tolls, meaning that Southwest Washington taxpayers would also be paying for a large share of Oregon interchange improvements.
- The projected per mile costs for the CRC light rail portion of the project are unprecedented. For a 2.9 mile expansion of Portland's light rail system, the CRC is estimating a cost of \$850 million -- or \$293 million per mile. The projected cost per mile is significantly higher than that of recent light rail projects in both Seattle (\$179 million per mile) and the latest Portland line (\$204 million per mile). Both projects had the distinction of being the most expensive in the nation as they required extensive tunneling in poor soil conditions, elevated sections, stations as deep as 180 feet and, in the case of the Portland line, a dedicated light rail bridge across the Willamette River. Excluding these projects, the average per mile costs of Light Rail across the nation are about \$35 million per mile. What makes the CRC's light rail costs so much higher?
- In a recently released report, serious questions have been raised pertaining to several subcontractor relationships by the CRC. Details have been provided which speak to a troubling pattern of former employees of CRC contractors leaving their employment to return as subcontractors at substantially higher rates of income. Are these subcontractors performing work duties that are similar to the work they provided as employees? How did these increased expenditures help the project achieve strategic objectives? Have state and federal employment regulations been adhered to? What steps are being taken to protect our taxpayers who must foot the bill for these substantially higher costs?

Since I've been asked by some within the community to support this project in Congress, it is important to me that I have an understanding of its full scope. It is also important to me that every taxpayer dollar is used wisely, and I hope you can ease my mind in that regard.

Sincerely,


Jaime Herrera Beutler
Member of Congress

RES. 2013-02-03

**RESOLUTION TO OPPOSE THE
COLUMBIA RIVER CROSSING (CRC)
LIGHT RAIL TOLLING PROJECT**

WHEREAS, the nearly \$10 Billion long-term cost of the CRC will result in significant losses of state and federal funding opportunities for the transportation infrastructure needs of our region; and

WHEREAS, new fees and taxes will likely be required and imposed upon our citizenry without the opportunity for voter approval; and

WHEREAS, there is abundant evidence of widespread and overwhelming public opposition including the recent general election where the majority of voters defeated a measure to fund light rail; and

WHEREAS, more appropriate transportation priorities can provide more effective solutions to relieve traffic congestion, save significant cost and potentially gain better public support; and

WHEREAS, we (as elected officials) are obligated to speak up for our citizenry and to protect vital future funding sources; and

WHEREAS, it is important for elected officials to stand up and be counted on what may be the largest transportation project in state history,

**NOW, THEREFORE, THE CLARK COUNTY BOARD OF COMMISSIONERS
RESOLVES AS FOLLOWS:**

The Clark County Commission hereby directs the County Administrator to notify all of those concerned with the CRC, including ODOT, WDOT, TriMet, RTC, C-Tran, Metro, the City of Portland, the City of Vancouver, the Washington and Oregon Governors' offices, both State Legislatures, the Federal Transit Administration, the Federal Highway Administration and Congressional delegates that:

The Clark County Commission strongly objects to the efforts to commit any funding to the Columbia River Crossing Light Rail Tolling project as currently planned;

And

That Clark County urges all other Oregon and Washington cities and counties to stand up and be counted on this very important matter.

INTRODUCED AND ADOPTED this 12th day of February, 2013.

David Madore, Clark County Commissioner



Tom Mielke, Clark County Commissioner



**A Resolution of the City of Washougal regarding the Columbia River Crossing (CRC)
Locally Preferred Alternative**

Whereas, there is a necessity to increase vehicular transportation capacity between the Portland metro area, Clark County, and the surrounding areas across the Columbia River; and

Whereas, the current I-5 bridge does not provide adequate capacity for traffic during peak hours, has delays caused by a bridge lift, and needs structural reinforcement due to age; and

Whereas, the Columbia River Crossing (CRC) Locally Preferred Alternative project replaces the existing I-5 bridge at a cost of \$3.5B, includes Light Rail, and Tolls up to approximately \$4 each direction; and

Whereas, if such toll levels are implemented, there will likely be an increase in traffic on the I-205 bridge, impacting the commutes of Washougal residents traveling to Oregon; and

Whereas, this diversion of traffic may result in both States implementing a toll on the I-205 bridge, which would seriously and adversely impact the finances of Washougal residents; and

Whereas, Washougal voters recently voted against a proposition to increase sales taxes to fund the Operations & Maintenance of CRC Light Rail and a 4th Plain bus rapid transit project; and

Whereas, the City Council heard from Washougal citizens at a recent Town Hall meeting where serious concerns were expressed regarding the CRC Locally Preferred Alternative, even by some who were generally supportive of the project; and

Whereas, the State of Oregon has recently approved a share of funding for the CRC Locally Preferred Alternative, and similar funding is currently being considered by the Washington State Legislature; and

Whereas, our legislative delegation has requested that the Washougal City Council communicate its position regarding the CRC, Locally Preferred Alternative; and

Whereas, the City Council wishes to state its position regarding the CRC Locally Preferred Alternative;

NOW THEREFORE, be it resolved by the City Council of the City of Washougal, as follows:

1. The City of Washougal cannot support the CRC Locally Preferred Alternative in its current form, including the light rail component.
2. The City of Washougal is opposed to tolling the I-205 bridge.
3. The City of Washougal recognizes that the I-5 bridge is not sufficient for today's traffic.
4. The City of Washougal urges the Washington Legislature and the Washington State Department of Transportation to pursue a more cost effective alternative to the CRC Locally Preferred Alternative, including the possible addition of new bridges of adequate height east of the I-205 Bridge and west of the I-5 Bridge.

PASSED by the Council of the City of Washougal on the 8th day of April 2013.

City of Washougal, Washington

Sean Guard, Mayor

November 8, 2012

FOR IMMEDIATE RELEASE

Contacts: Casey Bowman (202) 225-3536

Southwest Washington Officials Respond to Rejection of Proposition 1
*Current and newly-elected officials from the federal, state, county and city level
push for a new path for CRC*

VANCOUVER – Today, ten current and newly-elected officials from across Clark County issued a joint statement in the wake of Clark County citizens’ rejection of Proposition 1. The statement was issued by U.S. Congresswoman Jaime Herrera Beutler, Washington State Senators Don Benton (17th District) and Ann Rivers (18th District), Washington State Representatives Paul Harris (17th District) and Liz Pike (18th District), candidates for Washington State Representative Brandon Vick (18th District) and Julie Olson (17th District), Clark County Commissioner Tom Mielke, candidate for Clark County Commissioner David Madore, and Vancouver City Councilman Bill Turlay.

“Clark County citizens sent a message with their ballots on Proposition 1: it’s time to revise the plan to replace this bridge. The failure of Proposition 1 is only the latest in a number of major financing, design and process challenges to the CRC’s preferred alternative. While we believe the current I-5 bridge is inadequate and must be addressed, a new direction is needed.

“We are concerned that the CRC’s mounting problems are jeopardizing the project’s chance for success, and we care too much about this region to simply let it fail. The rejected proposal to pay for light rail operations and maintenance is only the tip of an iceberg threatening to derail the project as currently proposed.

“Consider the funding problems. No state-level financing plan has earned the support of either Oregon or Washington legislatures to meet the \$900 million they are being asked to pay. There are serious concerns about the use of tolls to fund \$1.4 billion of the project’s costs -- concerns about whether tolling projections are flawed and can come close to this funding level, and concerns from citizens unwilling to shoulder the tolling burden for a project that doesn’t meet their needs.

“Right now, the CRC does not have a design that will earn the necessary permits to move forward. The Coast Guard has signaled that it will not permit a design with insufficient clearance capacity – nor should it. It would be unwise and illogical to build a bridge that won’t allow the passage of U.S. Army Corps of Engineers (USACE) dredging vessels, or of ships owned by private businesses that support our economy. Furthermore, the CRC’s Environmental Impact Statement (EIS) is significantly flawed. We cannot see how the USACE will grant permits for channel and levee alterations that are completely absent from the EIS. A redone or amended EIS will likely require a new public process. Consequently, a redesign will take more time, but significant delays to the project already appear inevitable.

“Perhaps most troubling about the current design is that the project’s users – the public -- were discouraged from participating from the start. Shielding citizens who will use and pay for this project from its planning process no doubt contributed to design and financing flaws. There is little

doubt it contributed to voters' rejection of this modest proposal to fund even a tiny fraction of the CRC's hefty \$3.5 billion price tag.

“We want this process to move forward, but it’s time for compromise. Rather than issue ultimatums over what Clark County residents must accept, the CRC must produce a design that can earn the support of communities that rely on the I-5 roadway and Columbia River. That is the only way this needed project will succeed.

“We know it cannot succeed without our support, and that what we’re proposing will take a lot of hard work. Thanks to this year’s national transportation bill, the federal government has the ability to pay its share of a new bridge. The state legislature has invested significant time and resources to bring transparency to the process, and to start re-earning the public’s trust. Once there is a project alternative that has the support of Clark County citizens, we will put all of our resources into making the bridge project a reality.”

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2009 ODOT "Seismic Vulnerability" report

An earthquake scenario of magnitude 9.0 at the Cascadia Subduction Zone resulted in 6 complete collapses, 64 extensive, 106 moderate and 164 slight damage states. The losses calculated were \$1,080 million for bridge repair and replacement and \$177 million travel time related losses. *Figure 5.11* shows a map of component damage states for the western part of Oregon.

Figure 5.11 : Component Damage States for a Magnitude 9.0 Cascadia Subduction Zone Scenario EQ

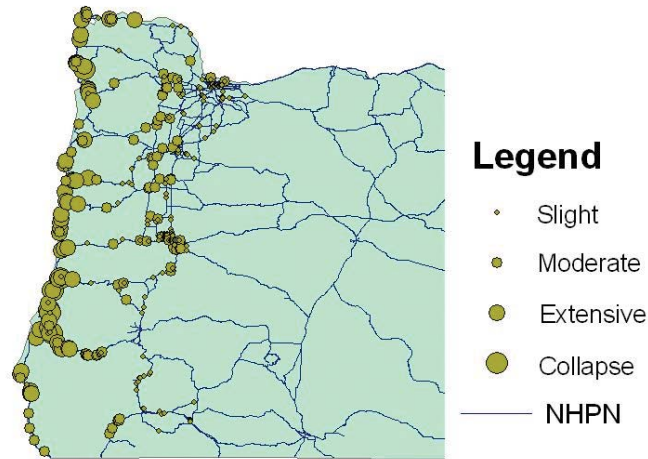


Table5.7 : Summary of Seismic Hazard Analysis

Event	Route	Damage States				Economic loss (in Million \$)	
		Slight	Moderate	Extensive	Complete	Bridge Repair/Replacement	Travel Time Loss
CZ 9.0	I-5 (Mult-Clack)	5	1	0	0	\$8	
	I-5 (Clack-Lane)	18	3	1	0	\$14	
	I-5 (Lane-Jacks)	22	0	0	0	\$5	
	I-84	10	0	0	0	\$3	
	US-101	7	14	35	5	\$684	
	US-26	7	4	0	0	\$8	
	I-205	8	2	0	0	\$10	
	I-405	7	0	0	0	\$2	
	US-30	5	3	2	0	\$26	
	US-20	4	3	5	0	\$19	
	OR-38	3	2	1	0	\$9	
	OR-42	4	13	13	1	\$147	
	Others	64	61	7	0	\$145	
	Total	164	106	64	6	\$1,080	\$177

Project Summary:	A \$10.8 million project to replace electrical wiring, lights, signs, signals, motors, electrical cables and brakes on the Interstate Bridges (I-5) northbound and southbound lift spans.
Status and Timeline:	Construction began March 2004 and completed mid-May 2005.
Traffic Impact:	Work is complete on this project.

Project Information

An estimated \$10.8 million project is under way to replace electrical wiring, lights, signs, signals, motors, electrical cables and brakes on the Interstate Bridges (I-5) northbound and southbound lift spans. The contractor is Hamilton Construction of Springfield, OR. Pedestrian safety barriers will be added and the traffic gates replaced. Much of what is being replaced is over 40 years old. Upgrades are spread out over the length, width and height of the structures. The upgrade addresses structural modernization and replacement of the lift-span control panel.

Though work will take place during day and nighttime hours, lane closures on and near the bridges will be limited to evening and early morning hours.

Motorists can expect minor traffic impacts. To cross the Columbia River and avoid construction, motorists may use the Glenn Jackson Bridge by way of I-205.

Gear replacement will affect river traffic for approximately three months during the course of the project. However, the high-span and prescheduled openings will provide river traffic passage beneath the bridges during these periods.

Intermittent restrictions will be placed on pedestrian and bicycle movements. Both northbound and southbound structures will be affected. There will be an alternate route during these restrictions.

Nighttime construction noise is expected to be minimal. Noise generated from construction activities is expected to be no louder than existing vehicular and air traffic. It is ODOT's intent to keep those nearest the work notified of nighttime construction activities. Use the phone numbers below to report noise problems or other incidents requiring immediate attention.

Interstate Bridges Facts and History

The Interstate (twin) Bridges on Interstate 5 connect Portland, Oregon with Vancouver, Washington across the Columbia River. The bridges consist of northbound and southbound spans built in 1917 and 1958, respectively. The side-by-side steel structures have tandem lift-span capabilities to accommodate a national and international shipping industry.

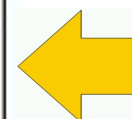
The two bridges have a full-time crew on deck to keep the aging structures in top operating condition. Only three other Oregon bridges -- all in Astoria -- have a designated maintenance crew. This personalized care, combined with large maintenance projects, has kept the spans healthy and free of weight restrictions. With ongoing preservation, the bridges can serve the public for another 60 years.

The Interstate Bridges continue to be a vital link between Portland and Vancouver and complement any long-range plans to manage and improve transportation in the I-5 corridor between the two states.

Maintenance and repairs keep the bridges healthy and free of weight restrictions. Some recent bridge preservation efforts have included:

- 1987-90 - Replacement of the lift-cables, drums, expansion joints and deck pavement overlay (\$3 million)
- 1995 - Replacement of diesel generator and lift-engine (\$120,000)
- 1997 - Replacement of an axle-like steel trunnion, counterweight sheaves and steel ropes (\$3 million)
- 1999-2001 - Painting, sub-deck and steel rehabilitation on the northbound bridge (\$20 million)

The current project will upgrade and replace significant portions of the electrical systems within the two spans. Transportation funding experts estimate a replacement bridge would cost between \$500 million and \$1 billion.



1. Executive Summary

The Columbia River Crossing (CRC) project convened a panel of bridge and geotechnical engineers (the Panel) with relevant seismic design and retrofit experience to consider and discuss critical issues concerning the seismic vulnerability and retrofit possibilities of the existing I-5 Interstate Bridges.

The Panel was asked by the CRC project team to specifically address three questions. The questions and the responses from the Panel are as follows:

1. Is it feasible to retrofit the existing structures? If so, how?

Yes, it is technically feasible to retrofit the existing bridges to the current seismic safety standards. The Panel identified expected vulnerable elements of the bridges and discussed potential retrofit concepts to address these vulnerabilities. Retrofit concepts could include strengthening or replacing significant portions of the existing bridges.

2. How would a retrofit affect the existing structure with regard to 4(f) sensitivities?

For the purpose of protecting the structures' historic significance, the design effort can minimize changes in the structures' appearance. Examples of this include:

- Foundation and pier strengthening could follow the outline of the existing bridge elements, and although the resulting elements would be larger, there would be minimal visual impact.
- Bearing retrofit or replacement would be virtually unnoticeable to the untrained eye.
- If truss member strengthening and tower reconstruction is required, member shapes could be reasonably replicated.

3. What is the cost to seismically upgrade the existing bridges?

The Panel discussed and developed their opinion of estimated raw bridge construction costs to retrofit both bridges. This opinion ranges from \$88 million to \$190 million. This opinion of cost increases from \$125 million to \$265 million when design, permitting, right-of-way, construction inspection and management, agency oversight, and contingencies are added. (Note: The Expert Panel determined an opinion on ranges of construction costs and did not estimate the added costs.)

Discussion of these issues and others, including recommended next steps for more clearly defining the retrofit, if needed, are developed in more detail in the body of this report.

CRC Update: A troubled bridge over waters

Details Category: Design & Construction Published on Friday, 08 February 2013 01:00
Written by Jodie Gilmore



According to Nancy Boyd, Washington project director for Columbia River Crossing (CRC) project, the bridge design phase is now complete, and they are in the permitting/preconstruction phase – which includes finalizing funding. The final phase is construction itself.

“Other highway locations, or other drastically different designs,” said Boyd, are not really being considered. “We already have federal confirmation about how to move forward. This project is the culmination of regional planning and solving highest priority problems.”

The federal confirmation Boyd spoke of is the official “federal record of decision” reached in December 2011. This was the culmination, she said, of seven years of brainstorming, evaluating many different ideas and alternatives, and a lot of public involvement.

“A lot of the questions we get now were covered and studied early on and weighed against each other,” said Boyd. “The public process enabled us to refine the design to what it is today.”

However, not everyone is as complacent about the current design. In particular, the height of the bridge is a major bone of contention among some area business owners.

“Greenberry Industrial is in favor of a new Columbia River bridge,” said Dan Rubin, Greenberry spokesman. “However, Greenberry currently delivers large fabricated projects under the existing Interstate Bridge with its 178-foot height, and some projects barely clear the span.”

The current design calls for a height of 116 feet, which Boyd said “impacts something less than seven vessels, one of which isn’t even built yet.” She also said the CRC staff is “still working on mitigation plan for impacted users, and is in close communication with three metal fabricators and marine contractors.”

However, Tom Hunt, communications representative for Thompson Metal Fab (TMF), questions whether there is “sufficient mitigation to keep TMF in business,” adding that “moving was definitely an option.”

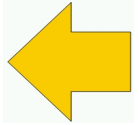
Businesses such as TMF and Greenberry represent large chunks of the local economy. Hunt said that TMF employs more than 250 employees in Clark County, with an annual payroll \$16.2 million. He estimates this business creates another 215 jobs at other Clark County businesses, worth about \$8.9 million. With more than 700,000 square feet of fabrication space, TMF ships about \$76 million worth of metal structure projects per year, and supports another \$25.8 million in business revenue throughout Clark County.

“Between 2009 and 2011 we had three big projects that we estimate brought \$500 million to the community,” said



Hunt.

Greenberry, too, has given Clark County's economy a shot in the arm since their arrival in Vancouver in 2010. Rubin said that in 2010, they employed 200 total employees and revenue was \$33 million. Currently, they have about 500 employees (175 here in Vancouver), and revenue has grown to \$185 million.



"Reducing the clearance for marine traffic from 177 to 116 feet would be a disaster for major Clark County businesses," stated Clark County Commissioner David Madore.

Besides the imminent impact on the business, Hunt said the 116-foot clearance was extremely short-sighted.

"We're building a bridge for the next 100 years, and everything on the river is getting bigger. Everyone who uses it will tell you that," said Hunt. "In 2006 we said we needed 125 feet – today we'd tell them we need 150 feet."

The height controversy is in part related to the light-rail component of the project, which Boyd said was part of the 2011 federal record of decision – making it conditional for federal funding of the project. However, Americans with Disabilities Act (ADA) requirements limit the access slopes, which in turn limits the bridge height.

Scott Patterson, C-TRAN's director of development and public affairs, said that in light of the bond failure last November, they are "in the mode of determining next steps." He said a board workshop was scheduled for late February. Boyd said that light rail construction is covered by the federal grant, and the CRC is looking for \$2 to \$5 million per year for operational and maintenance funds.

"In the general scheme of things, we have time to figure it out, and will be doing what we can to work with C-TRAN to provide what they need," said Boyd.

In the meantime, added Boyd, the CRC staff is engaged in working with the Oregon and Washington legislatures, to provide the information they need to make funding decisions relating to the project.

"We're anticipating a lot of robust discussion in the Washington Legislature," said Boyd. "There's a lot of tension and increased feeling that the federal funding component is 'ready' – we need to move ahead so we don't lose out on that."

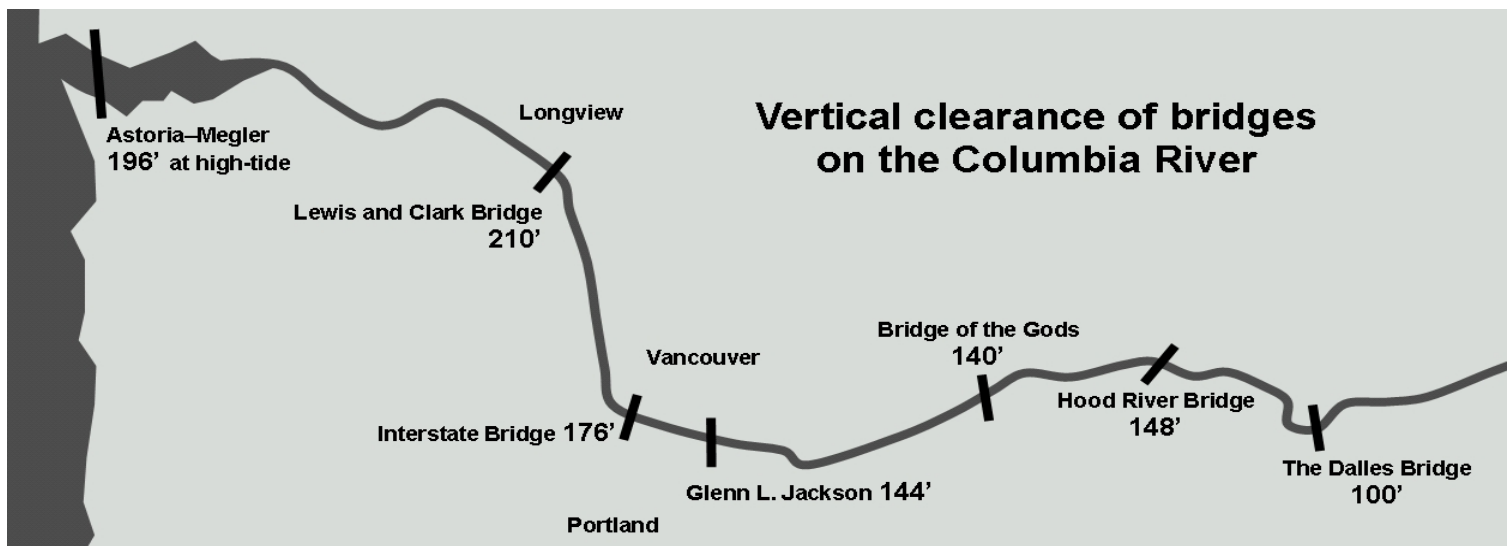
Pre-construction work has included drilling test shafts. Boyd said the foundation will be 200 feet (much deeper than the current bridge). According to Boyd, by drilling shafts and instrumenting them, engineers can be more precise when doing calculations, potentially saving millions in cost overruns.

The goal, said Boyd, is to have all pre-construction documents in place within about a year, so that the project can get under contract by the end of 2014, providing the funding pieces fall into place.

But will the bridge that gets built be right for the community?

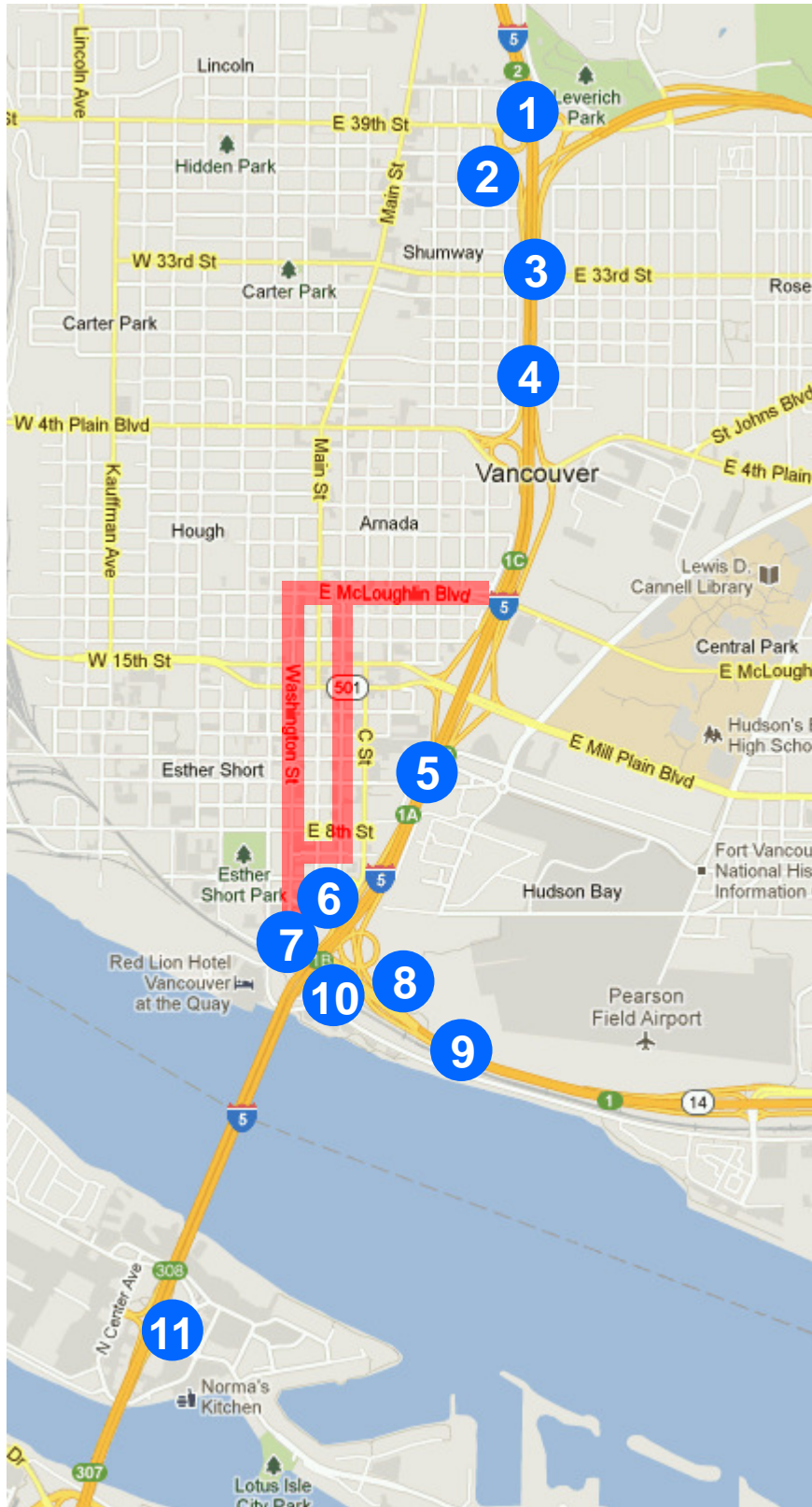
"TMF company president John Rudi is a strong supporter [of the CRC project] right up until they put us out of business," said Hunt. "They are not looking very far over the horizon."

Rubin put it this way: "If an undersized bridge is built, major companies that commission [massive fabricated structures] will simply take their manufacturing needs elsewhere, eliminating many jobs and the economic benefits for the region, permanently."



Approximate Closure Durations for the 6.3 years of Columbia River Crossing (CRC) construction.

FROM THE CRC FINAL ENVIRONMENTAL IMPACT STATEMENT - ENVIRONMENTAL CONSEQUENCES • 3-55



1. **39th St Overpass**
CLOSED 1 YEAR
2. **39th St to I-5 South**
CLOSED 1-2 YEARS
3. **33rd St Overpass**
CLOSED 1 YEAR
4. **29th St Overpass**
CLOSED 1 YEAR
5. **Evergreen Blvd Overpass**
CLOSED 1 YEAR
6. **5th St (between WA & Main)**
CLOSED 4-5 YEARS
7. **Washington St to I-5 South**
CLOSED 5 YEARS
Washington St to SR14 E.
CLOSED 1 YEAR
8. **SR14 West to City Center**
CLOSED 5 YEARS
9. **I-5 and SR 14 access**
CLOSED 5 years
"During reconstruction of the SR 14 interchange, it is estimated that connections between SR 14 and downtown Vancouver, and between I-5 and downtown Vancouver, could be closed for nearly 5 years. Connections between SR 14 and downtown Vancouver and between northbound I-5 and downtown Vancouver would be rerouted to Columbia Way or the Mill Plain Boulevard interchange."
10. **I-5 North to City Center**
CLOSED 5 YEARS
11. **Hayden Island to I-5 North**
CLOSED 2 YEARS

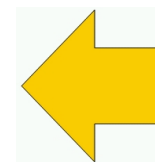


Light Rail "Construction within downtown Vancouver would likely require full or partial closure of sections of Washington Street, Broadway, 7th Street, and 17th Street, and a short segment of McLoughlin Blvd, with impacts to both local and through traffic movement. Detour routes are available; however, there is a potential for traffic intrusion into the residential areas adjacent to 17th Street."

Teleworkers by Type of Employer	2005	2006	2007	2008	2009	2010	2011
For Profit Employer	1,468,084	1,712,562	1,877,271	2,159,915	2,225,497	2,284,006	2,387,745
Non Profit Employer	173,271	238,554	247,952	273,620	298,436	306,598	320,494
Local Government Employer	73,714	81,171	88,302	103,740	113,007	114,150	123,001
State Government Employer	74,018	102,457	115,299	131,245	138,801	151,244	158,362
Fed Government Employer	30,268	161,521	147,213	157,858	153,492	167,030	158,711
Total Employee Teleworkers	1,819,355	2,296,265	2,476,037	2,826,378	2,929,233	3,023,028	3,148,313

Based on a special analysis we ran of the latest American Community Survey data (2011 data based on surveys conducted in 2010 to 2011), 2.5% of the U.S. employee workforce (3.1 million people, not including the self-employed or unpaid volunteers) considers home their primary place of work.

Growth of Multiple Days per Week Employees (not including self-employed) telecommuting increased 73% from 2005 to 2011 though the rate of growth slowed during the recession:



2010 to 2011 = 4.1% (3.1 million or 2.5% of the workforce)

2009 to 2010 = 3.2% (3.0 million or 2.5% of the workforce)

2008 to 2009 = 3.6% (2.9 million or 2.3% of the workforce)

2007 to 2008 = 14.1% (2.8 million or 2.18% of the workforce)

2006 to 2007 = 7.8% (2.5 million or 1.99% of workforce)

2005 to 2006 = 26.2% (2.3 million or 1.86% of workforce)

There is no government-wide count of telecommuters who do so less than half the time and estimates vary widely. Based on all the research we've done, our estimate is that 20 to 30 million Americans work from home at least one day a week. Of that:

15 to 20 million are road warriors / mobile workers

10 to 15 million are home businesses

15 to 20 million people (including the self-employed) work at home part-time with about half doing so 1-2 days a week

3 million employees doing so full-time.

76% of telecommuters work for private sector companies, down from 81% in 2005—the difference is largely attributable to increased telework among other types of employees.

The federal government has the highest proportion of teleworkers:

Federal employees = 5%

Private sector for-profit employers = 75.8%

Private sector non-for profit employers = 10.2%

State government workers = 5%

Local government workers = 5%

The 2012 Status of Telework in Federal Government Report shows 31% of Federal workers are eligible for telework (down from 61% in 2011)

WorldatWork estimates that 16 million employees work at home at least one day a month, a number that increased almost 62% between 2005 and 2010.

Growth of Telecommuting (updated August 2012)

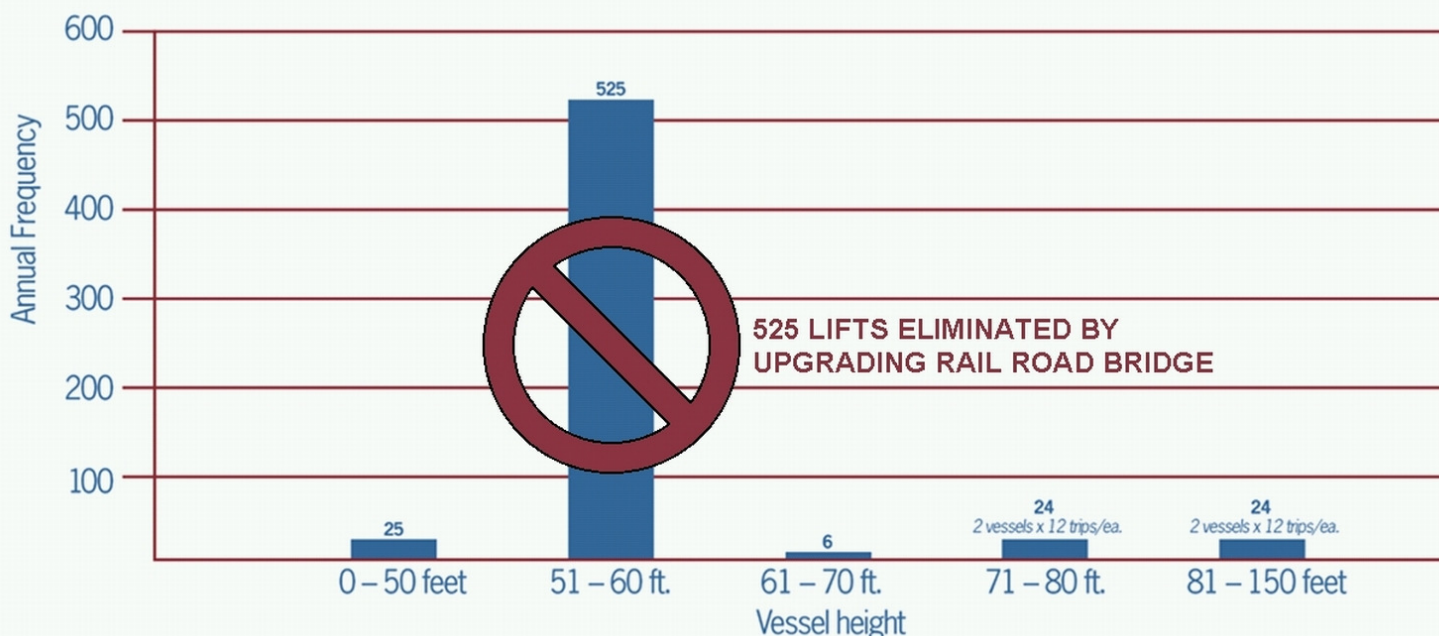
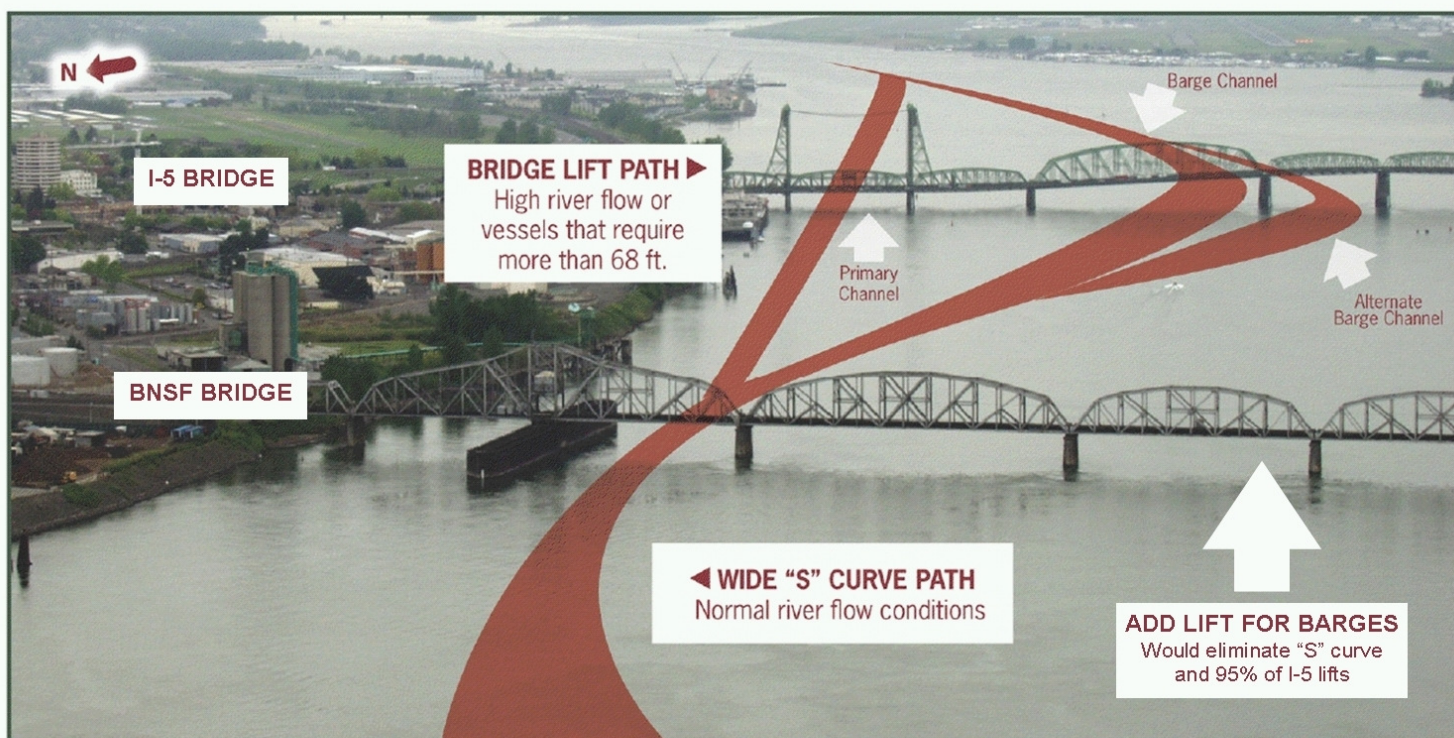
Regular telecommuting grew by 73% between 2005 and 2011 compared to only 4.3% growth of

Over 90% of I-5 bridge lifts would be eliminated by the “Vancouver BNSF Rail Bridge Project.”

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.

If the existing “swing span” was replaced with a “lift span” and placed closer to the middle of the river, all barges would no longer need to request a I-5 bridge lift.

The benefits would be safer river navigation, less disruption to rail users due to faster lift opening, and significant I-5 traffic benefits by eliminating nearly all highway traffic causing I-5 bridge lifts.



Paul Edgar

From: Paul Edgar [pauloedgar@qwest.net]
Sent: Tuesday, March 21, 2006 9:53 AM
To: Henry Hewitt; Harold A. Dengerink, Ph.D.; Rob DeGraff
Cc: Rep. Deb Wallace; Rex Burkholder; Sam Adams; Marc Boldt
Subject: I am going to speak to this at tomorrows CRC Task Force Meeting (Please print this and have it in the packets for the members)

Paul,

Thank you for your efforts to bring a regional perspective and a sense of accountability to the congestion problems in the Portland area. I agree with nearly everything you are trying to accomplish and I appreciate your efforts to "keep the pressure" on the leaders of the Region. In my opinion, we are on the same side...and we want the same things for Portland / Vancouver. If we differ at all, it's in the matters of scope and timing. Let me explain:

Scope: I think our goal should be, not to fix one corridor between Portland and Vancouver, but to fix them all. I don't want to just widen I-205, or build a new Columbia River Crossing at I-5 or to build a new third bridge connecting the Ports and better serving the western communities...I want all three, and, looking to the twenty year future, the metropolitan area will need all three. So what we are trying to do is to pursue a strategy that will give us the best chance of getting all three.

Timing: The question is...How to do this, and in what order??? Should we try for the easier (and less expensive) widening of I-205 first? Maybe, but if so, that might reduce the perceived need for an improved I-5 corridor? Should we try for the third bridge first to improve the connection between the Ports with a new "freight" corridor? Maybe, but that might be seen as a substitute for widening I-205 and for improving the I-5 corridor.

So, what we seem to be settling on is trying to get the most difficult project (the I-5 corridor) underway first. If we can get that project started (and funded) and prove to the public and the legislature our ability to make a positive difference at the I-5 crossing...then, it is not such a great leap to build public support for the other two, and ...there is no question that both other projects can still stand on their own as necessary and cost effective. The fear is, if we do I-205 or the third bridge between the Ports first, then these projects will be used by some as an excuse to not support the I-5 improvements and we will further delay the replacement of these critical bridges.

I hope that you can accept (or at least not object to) this strategy. In fact, my real hope is that you will use your considerable influence to support and help us find a way to build all three of these needed projects.

Thank you again for your active support of improved transportation in the Portland / Vancouver area.

David O. Cox
 Division Administrator
 FHWA - Oregon Division
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