

# Proposed Low Cost Version of the CRC I-5 Project negates the need for tolls

## The CRC project seeks to address six problems:

1. Growing travel demand and congestion.
2. Impaired freight movement.
3. Limited public transportation operation, connectivity, and Reliability.
4. Safety and vulnerability to incidents.
5. Substandard bicycle and pedestrian facilities.
6. Seismic vulnerability.

CRC DEIS, S-4

## Facts:

- Approximately 81,000 people make round trips across the river each day in cars.
- Approximately 150 people make round trips on bikes each day
- Approximately 30 people make round trips on foot each day
- Approximately 1650 people, per day make round trips on transit.
- **Light rail IS NOT REQUIRED** by any government agency.
- "High Capacity Transit" IS NOT REQUIRED.
- **"Both of the bridges are structurally sufficient and meet all of the requirements."**
- High transit usage projections rely on **Vancouver population density increasing.**
- Original project proposed cost breaks out to **\$26,222 per current daily road user**
- Original project proposed cost breaks out to **\$461,818 per current daily transit user.**

## The Current CRC Proposal (\$2,888 million):

- Build South Bound highway bridges for 81,000 daily users.
- Build North Bound highway bridges for 81,000 daily users.
- Tear down current bridges.
- Build light rail for 1650 users and hoped for future users.
- Rebuild SR-14 intersection in Washington.
- Rebuild 3 interchanges in Washington.
- Elevate Hayden Island section.
- Rebuild 1 interchange in Oregon.

## How to Save \$2,000 - \$2,300 Million and Not Need Tolls:

# Just Solve the Problem!

- Build South Bound highway bridges for 60,000 daily users.**
- Seismic upgrade existing bridges for North Bound traffic.**
- Add 1 lane Victory Blvd to bridge, Marine Dr. & Hayden Island get own lanes.
- Run busses in general purpose lanes.
- ~~Build North Bound highway bridges for 60,000 daily users.~~
- ~~Tear down current bridges.~~
- ~~Build light rail for 1650 users and hoped for future users.~~
- Minor rebuild of SR-14 intersection in Washington.**
- ~~Rebuild 3 interchanges in Washington.~~
- Minor rebuild of Hayden Island section, not elevated.**
- ~~Rebuild 1 interchange in Oregon.~~

**Option:** Build two bridges, and do the full rebuild of SR-14.

See [NoBridgeTolls.com](http://NoBridgeTolls.com) for references & more

# The DELUXE PLAN - 2 Bridges + LRT +5 Interchanges



\$114 DEIS, EIS, Etc

\$31 million 30% Design

\$122 million Right of Way

\$70 million Permitting

\$117 million SR-500

\$129 million Forth Plain

\$288 million LRT, North

\$74 million Mill Plain

\$122 million SR14

\$429 million HWY - NB

\$315 million HWY - SB

\$108 million Demo

\$272 million LRT

\$215 million Hayden Island

\$63 million LRT, South

\$412 million Marine Dr.

\$7 million LRT "Burn Time"

**GRAND TOTAL = \$2,888 mil.**

(CRC DEIS, page S-17)

From: Columbia River Crossing, Cost Risk Assessment  
Table 19: Vancouver Alignment Base Costs with Uncertainties,  
Downstream Replacement with LRT

See [NoBridgeTolls.com](http://NoBridgeTolls.com) for references & more

# Stripping The DELUXE PLAN

How to Save \$2,000 - \$2,300 Million and Not Need Tolls



\$117 million ~~X~~ SR-500

\$129 million ~~X~~ Fourth Plain

\$288 million ~~X~~ light rail, North

\$74 million ~~X~~ Mill Plain

\$122 million SR14 **REDUCE**

\$429 million ~~X~~ HWY - North Bound

\$315 million HWY - South Bound **KEEP**

\$108 million ~~X~~ Demolition

\$272 million ~~X~~ light rail

\$215 million Hayden **REDUCE**

**Extend Marine Dr. & J. Beach on ramps across bridge**

\$63 million ~~X~~ light rail, South

\$412 million ~~X~~ Marine Dr.

**Add one lane**

(CRC DEIS, page S-17)

From: Columbia River Crossing, Cost Risk Assessment Table 19: Vancouver Alignment Base Costs with Uncertainties, Downstream Replacement with LRT

See [NoBridgeTolls.com](http://NoBridgeTolls.com) for references & more

# CRC Supplemental Bridge



## CRC Philosophy

Build what we need PLUS what we may need if Portland's plans for densifying Vancouver happen **and** people actually reverse 80+ year trend away from transit.

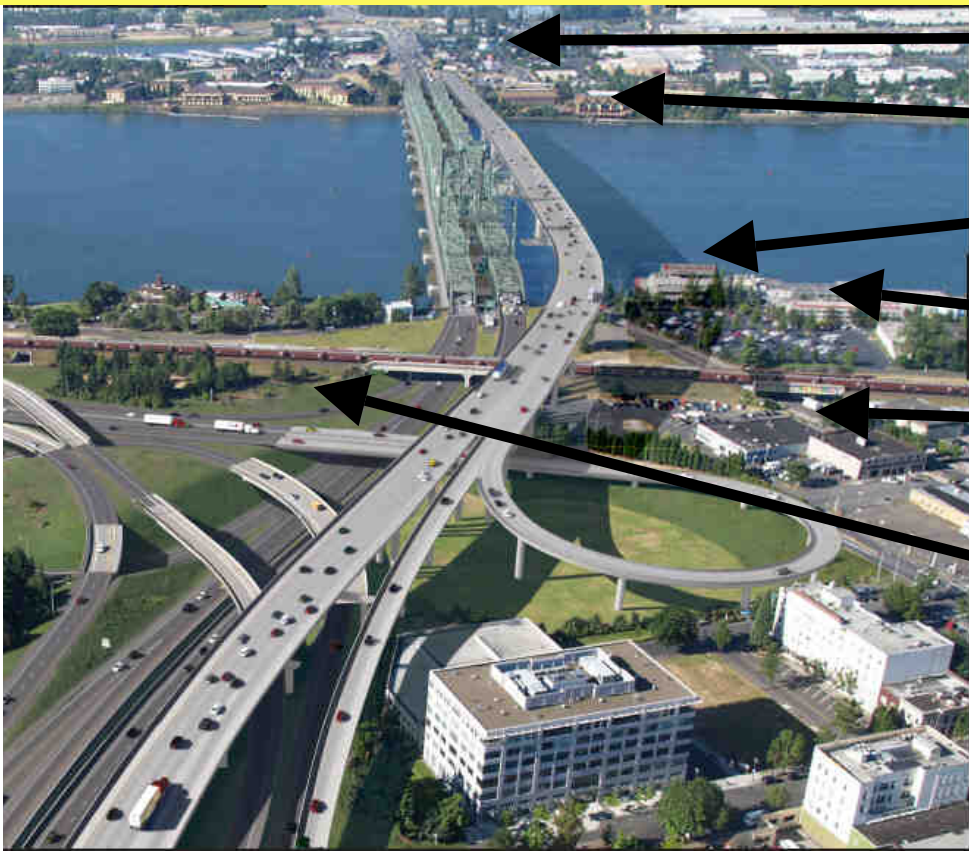
## Our Philosophy

Build what we need today, to serve future demand.

If we don't need it TODAY, don't build it until we actually need it. Then build it for future demand.

There is no current need for expensive transit as evidenced by only 1650 transit users.

## This Proposal - Build the essentials ONLY



Keeps Most Businesses

Keeps Hotel

Keeps The Red Lion

Keeps The Quay

Keeps Building

Keeps Most of Interchange

Leave Vancouver and Oregon interchanges mostly unchanged.

See [NoBridgeTolls.com](http://NoBridgeTolls.com) for references & more

**Required = \$550 - \$900**

**(approx, varies with details of chosen elements)**

Federal max = \$600 million (approx.), so we can get 50% Federal funding.

That leaves  $\$550/2$  to  $\$900/2 = \$275 - \$450$  million to finance locally. **\$137 - \$225 from each of Oregon & Washington.**

Oregon got \$200 million for a LRT bridge, so they ought to be able to get \$137 - \$225 for this.

**Required = \$550 - \$900 million**

**Federal (50%) = \$275 - \$450 million**

**Oregon = \$137 - \$225 million**

**Washington = \$137 - \$225 million**

**Tolls = ZERO**

**# People losing jobs  
due to tolls = ZERO**

See [NoBridgeTolls.com](http://NoBridgeTolls.com) for references & more

# Suppose Oregon & Washington Refuse to Provide Local Match?

Exhibit 4.3-2  
Financial Capacity of Toll Bonds by Alternative<sup>c</sup>

Bond Structure	Alternatives 2 and 3 (Replacement Crossing) <sup>a</sup>		Alternatives 4 and 5 (Supplemental Crossing) <sup>b</sup>	
	Low	Base	Low	Base
40-year non-recourse bonds	\$750	\$950	\$640	\$820
40-year non-recourse bonds with TIFIA loan <sup>d</sup>	\$980	\$1,230	\$810	\$1,030
30-year state-backed bonds	\$1,070	\$1,350	\$910	\$1,160

Source: CRC, Toll Financial Capacity Analysis Results, November 2007.

<sup>a</sup> The toll rates for the replacement crossing alternatives (Alternatives 2 and 3) vary by time of day, with a \$2.00 (in 2006 dollars) toll during peak periods for passenger cars with transponders.

<sup>b</sup> The toll rates for the supplemental crossing alternatives (Alternatives 4 and 5) are similar to the replacement crossing alternatives (Alternatives 2 and 3), except that the peak-period toll for passenger cars with transponders is \$2.50 (in 2006 dollars).

<sup>c</sup> Financial capacities are net of capitalized interest.

<sup>d</sup> TIFIA is a USDOT loan and credit enhancement program, described in Section 4.3.1.

Note: Bond capacities are shown in millions of dollars, rounded to nearest ten million.

## 4-22 • CHAPTER 4

Above from CRC DEIS

But we don't need \$750-\$850 million that a \$2 toll will provide, we just need \$275:

$275 / 850 = 32\%$   
32% of \$2 is \$0.65.

**A \$0.65 toll could provide the local match.**  
**\$0.65 = \$27/ mo = \$322 / year**

See [NoBridgeTolls.com](http://NoBridgeTolls.com) for references & more