

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:

- **Light rail IS NOT REQUIRED** by any government agency.
- “High Capacity Transit” IS NOT REQUIRED.
- Only **1650 people, per day make round trips across the bridge on transit.**
- High transit usage projections rely on **light rail caused Vancouver density increase.**

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

- Build South Bound highway bridges for 60,000 daily users.
- 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.
- 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!

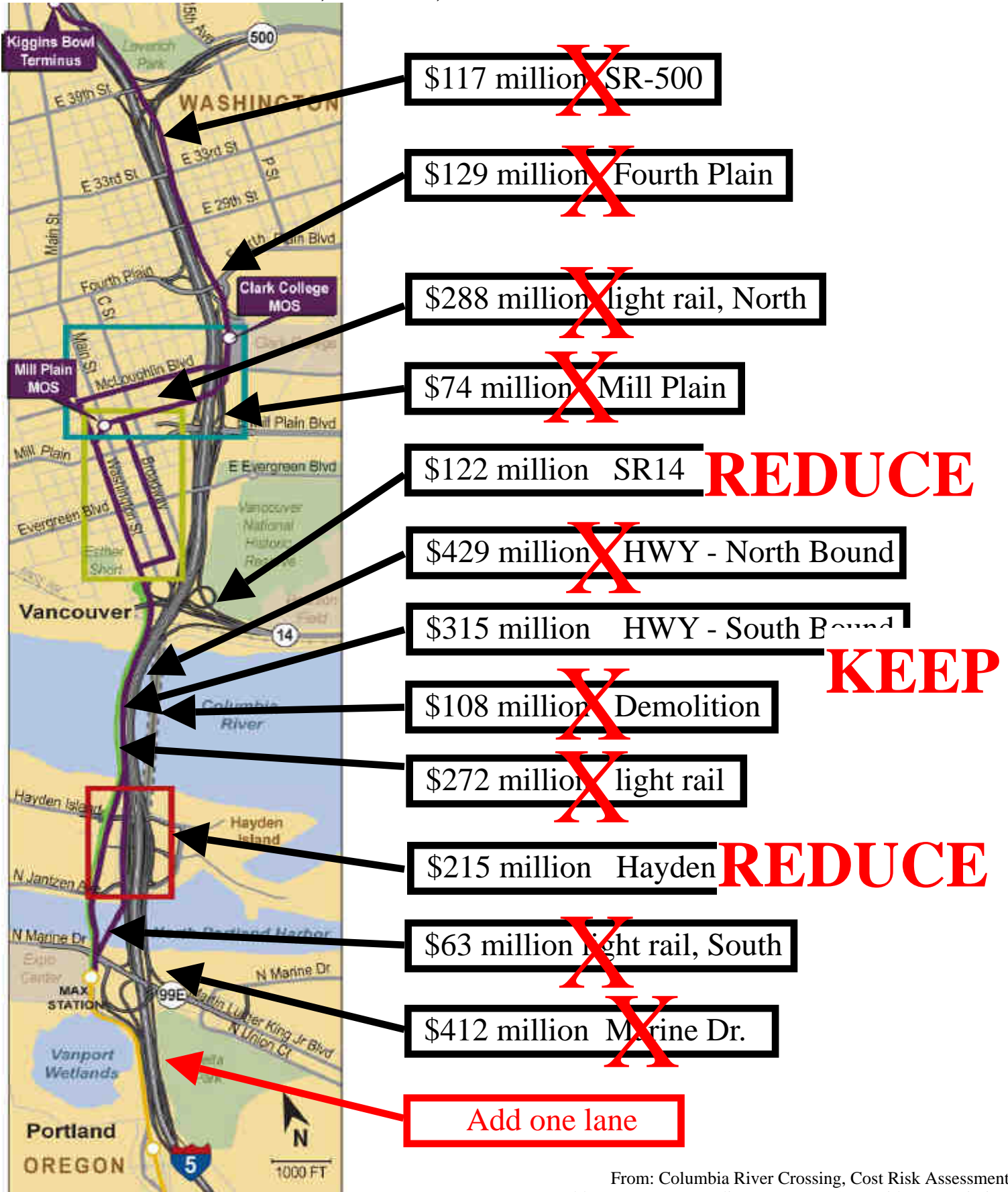
- Build South Bound highway bridges for 60,000 daily users.**
- Seismic upgrade existing bridges for North Bound traffic.**
- Add 1 lane Victory Blvd to bridge, Marine Dr. & Hayden Island get own lanes.
- Run busses in general purpose lanes.
- ~~Build North Bound highway bridges for 60,000 daily users.~~
- ~~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.

NoBridgeTolls.com

Stripping The DELUXE PLAN

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



(CRC DEIS, page S-17)

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