To Members of the Bi-state Bridge Committee of Oregon and Washington

Senators Lee Beyer, Lew Frederick, Cliff Bentz, Denyc Boles, Steve Hobbs, Annette Cleveland, Ann Rivers, Lynda Wilson, Representatives Jake Fey, Sharon Wylie, Shelly Boshart Davis, Caddy McKeown, Ron Noble, Paul Harris, Brandon Vick.

Subject: A Data-driven Response

Governors Brown and Inslee held a joint press conference on November 18th in which they promised citizens any replacement to the Interstate Bridge would be "data driven".

A "data-driven" response to Governors Inslee & Brown and the Bi-State Bridge Committee

The "data" shows people want and need traffic congestion relief and improved freight mobility

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At their Nov. 18th signing ceremony, **Governors Jay Inslee** and **Kate Brown** told citizens that the Interstate Bridge "must" be replaced. Inslee said there is "no other option". Furthermore, they said the new replacement bridge and infrastructure must include high capacity transit. Both assumed part of the financing would include tolling. Finally, both Governors promised the solution would be "data-driven" and there would be a "very thorough analysis of the alternatives".

From a **KIRO** news report (here):

The only condition set in the paperwork signed by both governors on Monday is that the new bridge must have high capacity transit. *Gov. Inslee said that doesn't mean light rail, but that would be his first option.*

"We're not setting pre-conditions of type of high capacity systems," he said. "We're going to be driven by data, it will be a very thorough analysis of the alternatives, and we'll have a vigorous discussion in our constituencies to see what their thoughts are."

While most commuters in southwest Washington and northwest Oregon want congestion relief, the priorities for both governors put congestion relief last on their lists.

"The number one priority has to be seismic resilience for this particular project," Gov. Brown said. "Secondly for me it would include high capacity public transit. Hopefully that would move us toward reducing congestion."

"Hope" doesn't solve anyone's traffic congestion problems, Governor.

KIRO reports an important fact.

Gov. Inslee has no idea how much it will cost to replace the bridge. It would have cost over $3 billion in 2011, but Inslee said there is no other option but to replace it.

"The first order of business is to have a bridge that is not going to fall down tomorrow," he said.

The bridge is considered safe, but it is in need of a seismic upgrade.

As reported in **Clark County Today**:

"My answers would be largely the same,'' **Inslee** said. "I think the reality of this is, sometimes we sort of forget the purpose of this. This bridge could fall down any day, with a small seismic event. We do not have a choice, we have to replace this bridge."

Gov. Inslee's hyperbole is wrong. The bridge won't "fall down any day." The Interstate Bridge is NOT listed as "unsafe" by either **ODOT** or **WSDOT**. KIRO accurately reports there is no need to replace the two structures; they just need a seismic upgrade. One bridge was new in 1958; it is only 8 years older than I-5's Marquam Bridge which carries more vehicles than the Interstate Bridge. The original bridge received a significant upgrade in 1958. Both could serve as a viable "local" connection to Hayden Island and Marine Drive, removing significant numbers of vehicles off I-5. See articles here and below.

Furthermore, ODOT told the community (here) during the CRC debate that **"with ongoing preservation, the bridge could serve the public for another 60 years".**

In Sept 2012 during the CRC debate, both ODOT and PSU seismic experts told us "we do know how to retrofit bridges if funding were available". We do have choices other than replacement.

Clark County Today had the best, most revealing reporting. Ken Vance shared in a column (here) the question asked by reporter Chris Brown:

Brown asked the governors to state what the most important element of the I-5 Bridge replacement project should be? Brown offered choices of decreasing commute times (reducing congestion), adding a mass transit option, or safety.

"There's no question for me that our absolute No. 1 priority has to be seismic resilience for this particular project," Oregon Gov. Kate Brown said. "Secondly, for me, it would include high capacity public transit hopefully that would move us toward reducing congestion."

Washington Gov. Jay Inslee virtually repeated Gov. Brown's answer.

In Dec 2019 (after the Governors press conference), an ODOT spokesman told KATU news: "The bridge is currently safe; however, we need to replace this piece (trunnion) before it becomes unsafe and there is an emergency," said Kimberly Dinwiddie, a spokesperson for the Oregon Department of Transportation."

Why do Governors Inslee and Brown ignore the data, as reported by their own departments of transportation?

What does the data say people want?

First — 94 percent of people want to use their privately owned vehicles according to the 2018 **PEMCO** transportation survey (viewed here).

When you are commuting to and from work or school, or out doing errands or other activities, what form of transportation do you most often use?

Total	WA	OR	
94%	93%	94%	I drive myself
10%	9%	11%	I walk
9%	11%	7%	I take the bus
6%	7%	6%	I use a carpool or vanpool
4%	4%	4%	I use light rail
1%	1%	1%	Other

(PEMCO graphic)

Second — an April 2019 **Oregon Transportation Commission** survey found 51% of citizens want to "expand and improve interstates and interstate bridges." Another 14% want expanded arterials.

Third — **Metro**'s 2019 poll showed people's top priority is roads and highways. The **Portland Tribune** summarized: *"On its own, improving public transit is a lower priority than making road improvements and the more overarching goal of easing traffic — voters still overwhelmingly rely on driving alone to get around,"* reads the poll's conclusions.

As reported by the Cascade Policy Institute (here): "More than 75% of residents in the Portland tri-county region commute to work by car. Therefore, it should come as no surprise that a similar percentage of voters surveyed by Metro consider traffic congestion a serious problem (73%) and say that improving roads, bridges, and highways to ease traffic should be a regional goal (78%)."

Fourth — a new study reports Portland has the seventh worst traffic congestion in the nation.

Portland took seventh in a new ranking that looked at the average drive times for people in large cities across the U.S.

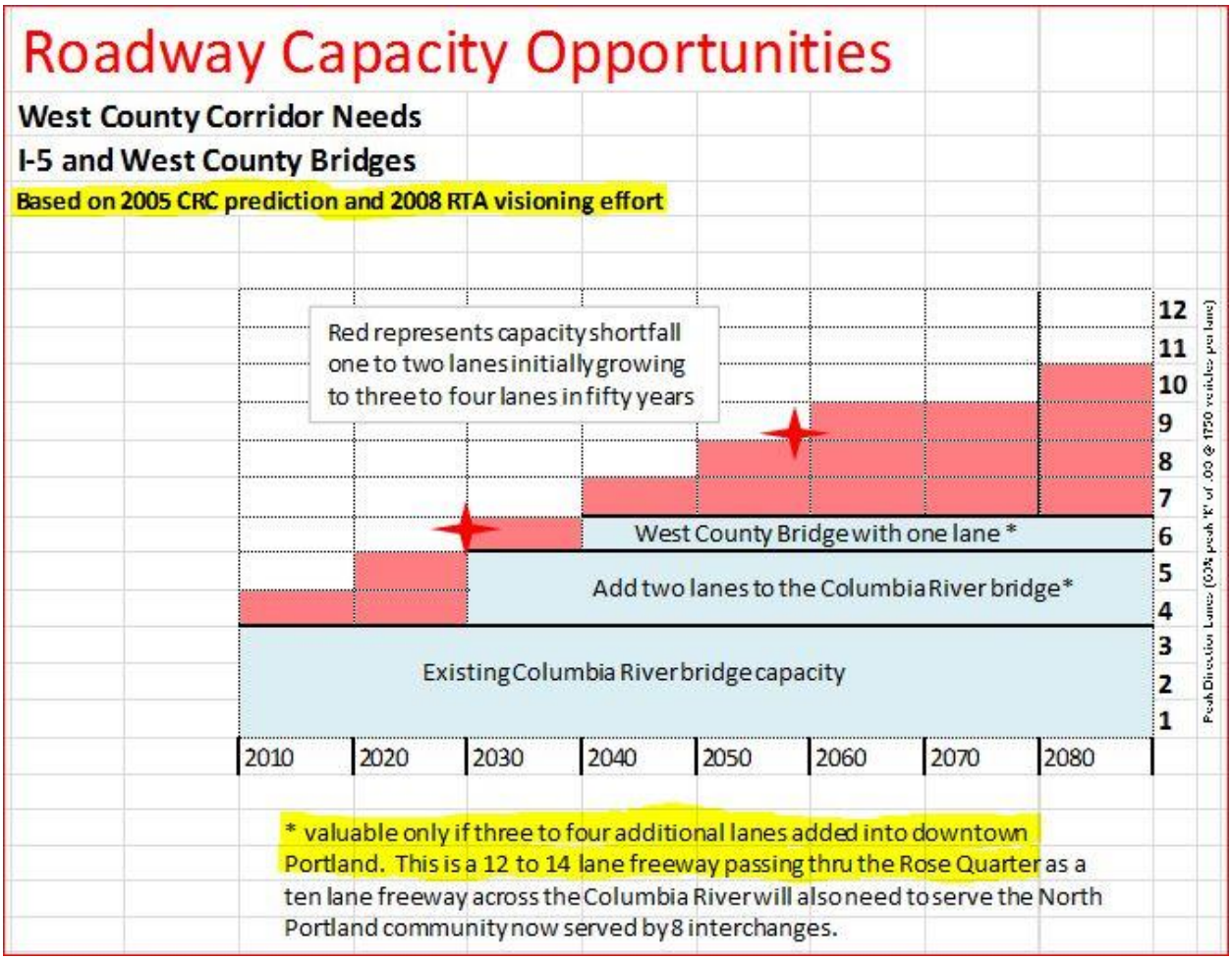
The study, published by Apartment Guide, found that drivers in the Portland metro lost about 116 hours each year from congestion on the roads. It also said that the cost of congestion per driver was $1,625 a year.

The CRC traffic data

Transportation architect Kevin Peterson has designed and built transportation systems all over the world. He scrutinized all the CRC traffic projection data and reported that in 2030, the I-5 corridor would need **six lanes in each direction** crossing the Columbia River. Furthermore, the I-5 corridor would need **9 lanes in each direction by 2060**.

Most importantly, Peterson reported those lanes are **"valuable only if three to four additional lanes (are) added into downtown Portland. This is a 12-14 lane freeway passing through the Rose Quarter".**

He summarized his finding by publishing the following graphic.



(graphic from Keven Peterson)

The question for Governor's Inslee and Brown and the members of the Bi-State Bridge Committee — are you committed to building a 12-14 lane freeway through the Rose Quarter?

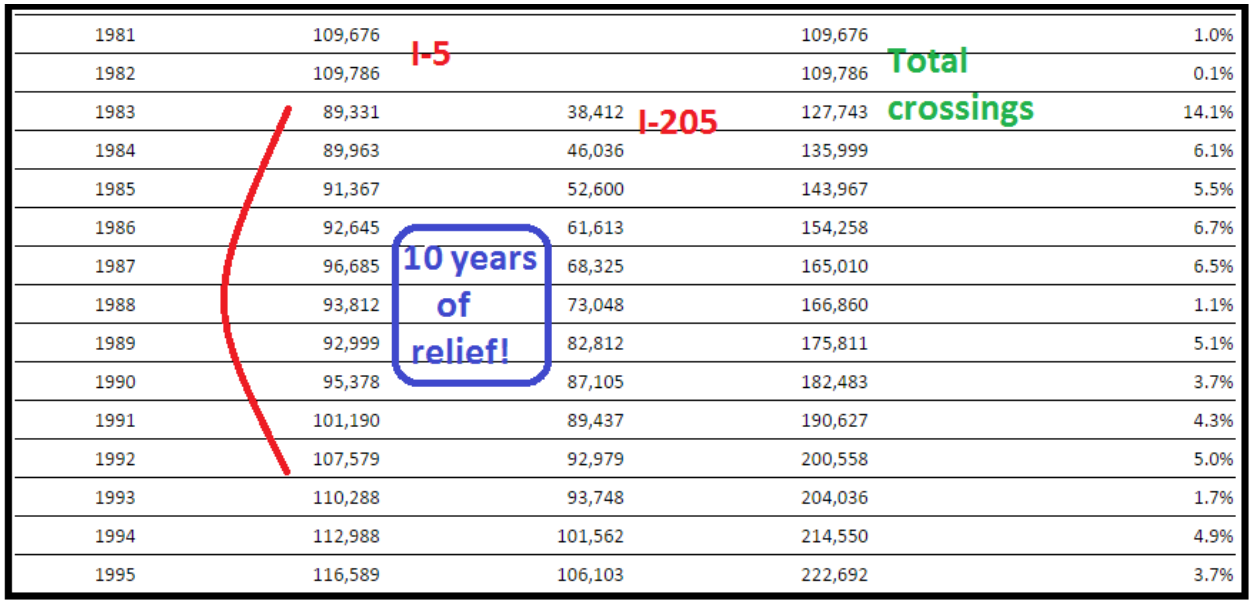
That is what the data shows according to transportation architect Kevin Peterson. If you're not going to demand more through lanes at the Rose Quarter, then you're not serious about what the data shows is needed to reduce I-5 congestion. Sadly, you'd be wasting scarce transportation dollars.

Peterson — new transportation corridors are needed.

Peterson reported that new east and west transportation corridors are truly what's needed. He acknowledged Portland's unwillingness to add that many lanes to I-5 at the Rose Quarter, but called it

"the bull in the china shop". Peterson was well aware of the data when a new transportation corridor was built.

It's been almost 40 years since I-205 was built, opening in Dec. 1982. Regional population (and the number of cars on the road) has doubled. The new transportation corridor provided a decade of congestion relief on I-5 and the Interstate Bridge.



1981	109,676		109,676	1.0%
1982	109,786		109,786	0.1%
1983	89,331	38,412	127,743	14.1%
1984	89,963	46,036	135,999	6.1%
1985	91,367	52,600	143,967	5.5%
1986	92,645	61,613	154,258	6.7%
1987	96,685	68,325	165,010	6.5%
1988	93,812	73,048	166,860	1.1%
1989	92,999	82,812	175,811	5.1%
1990	95,378	87,105	182,483	3.7%
1991	101,190	89,437	190,627	4.3%
1992	107,579	92,979	200,558	5.0%
1993	110,288	93,748	204,036	1.7%
1994	112,988	101,562	214,550	4.9%
1995	116,589	106,103	222,692	3.7%

(Ley graphic from RTC data)

If politicians had followed through and built a western bypass corridor (planned to open in 1990), the I-5 corridor would have enjoyed even longer congestion relief. (Map here.)

Washington County would not be "gridlocked" today, as Commissioner Roy Rogers told the tolling PAC in 2018. Former Oregon Rep. Rich Vial would not have had to propose his "northern connector" in 2017 (here). The people recently told the Washington County Commission (here):

For a new (southern) route linking the Sunset Highway near Hillsboro to I-5, 68 percent of those sampled strongly or somewhat favored it; 23 percent opposed it.

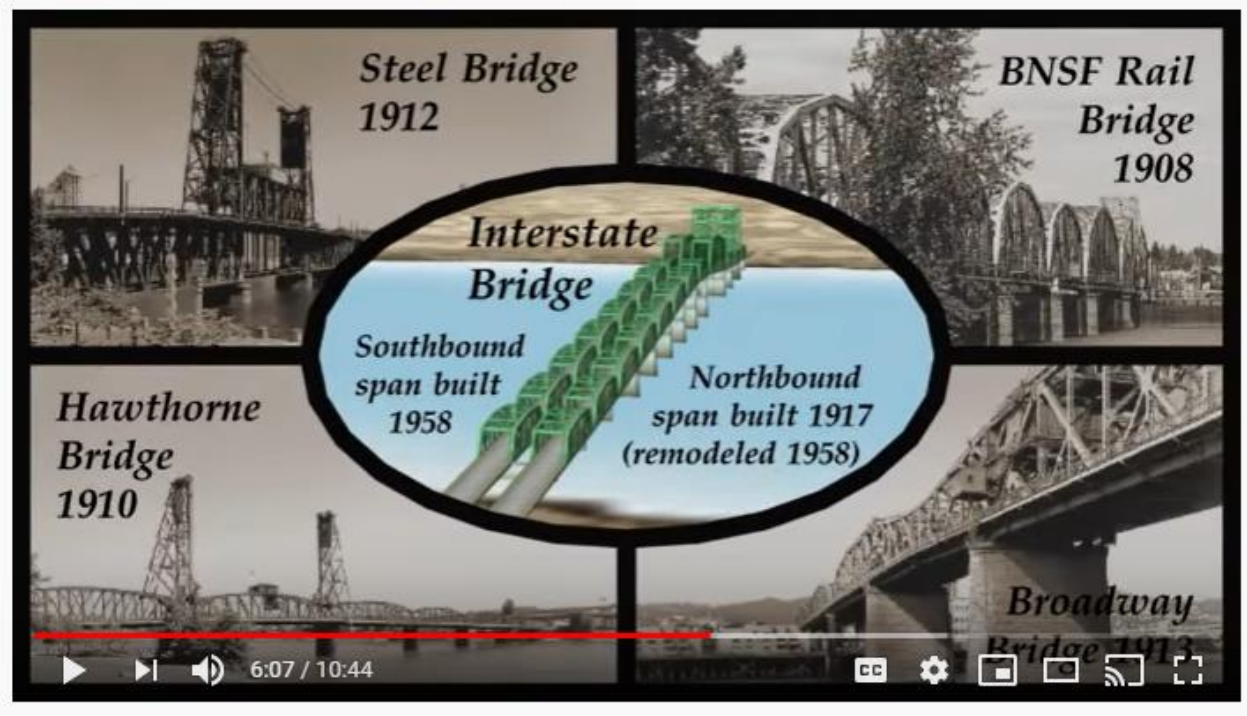
For a new (northern) route linking the Sunset Highway to U.S. 30, 60 percent strongly or somewhat favor it; 24 percent opposed it.

Peterson also estimated an east county bridge (east of I-205), would provide 15-20% relief to the I-205/I-84 interchange from Airport Way south. See his July 2014 presentation to our community here.

The Seismic Issue

Both Governors said their top priority was "safety" due to alleged seismic concerns. But neither ODOT nor WSDOT say the two interstate bridges are "unsafe". As KIRO reported: "***The bridge is considered safe, but it is in need of a seismic upgrade.***"

The Interstate Bridge is not the “oldest” bridge in the region. In fact, EVERY light rail train line crosses the Willamette River on the Steel Bridge, built in 1912.



(graphic from Common Sense Alternative)

What are the seismic hazards? Both Governors allege concern over the Cascadia Subduction Zone and its potential for a 9.0 earthquake. The Oregon Department of Geology (DOGAMI) issued a report in 2018. They shared:

Earthquakes come from four different sources: crustal, subduction zone, intraplate, and volcanoes. The most common are crustal earthquakes, which occur along faults, or breaks in the earth’s crust, at shallow depths of 6-12 miles (10-20 km) below the surface. The two largest earthquakes in recent years in Oregon, Scotts Mills (magnitude 5.6) and the Klamath Falls main shocks (magnitude 5.9 and magnitude 6.0) of 1993 were crustal earthquakes.

Great subduction zone earthquakes occur around the world where the tectonic plates that make up the surface of the earth collide. When these plates collide, one plate slides (subducts) beneath the other, where it is reabsorbed into the mantle of the earth. This sloping boundary between the two plates is the site of some of the most powerful earthquakes ever recorded, often having magnitudes of 8 to 9 or larger.

More specifically, we’re 320 years into a 190-1200 year Cascadia risk cycle according to DOGAMI (here).

The Cascadia Subduction Zone is a 600-mile fault that runs from northern California up to British Columbia and is about 70-100 miles off the Pacific coast shoreline. There have been 41 earthquakes in the last 10,000 years within this fault that have occurred as few as 190 years or as much as 1200 years apart. The last earthquake that occurred in this fault was on January 26, 1700, with an estimated 9.0 magnitude.

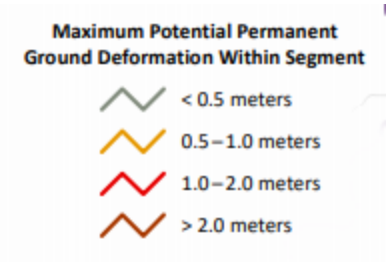
The Oregon Department of Geology and Mineral Industries (DOGAMI) has calculated a risk as high as a 37% chance of a major Cascadia Subduction earthquake occurring before 2065, according to a

Multnomah County report. The UW offers this: *"The geological evidence has led to different interpretations, moreover, about whether the entire CSZ always ruptures in great M9 earthquakes, or whether smaller M8 or M8.5-sized events also can break parts of the zone in between the full rupture events."*

DOGAMI shows the entire I-5 corridor from the Oregon border to south of Tualatin are "at risk" in a Cascadia Subduction Zone earthquake. That means to solve potential seismic problems, the Marquam Bridge, the Fremont Bridge, the Rose Quarter for both I-84 & I-5 and ALL the dozen bridges crossing the Willamette River must be replaced or significantly upgraded. I-205 needs upgrades as well at both the Glenn Jackson Bridge and Abernethy Bridge.

Here's a DOGAMI graphic showing "at risk" transportation networks. Brown and maroon highways have the highest risk – moving 1-2 meters or more.

(graphic from DOGAMI – Oregon Dept. of Geology)



You'll note I-5 is worse than I-205, but both are at risk in a 9.0 magnitude earthquake. The red is 1-2 meters of ground movement, and the darker brown is greater than 2 meters (6 feet) of ground movement. There are no major highways in the region that don't "move" at least 3 feet -- can you say unusable!

Portland's Bridges

Portland has a dozen bridges across the Willamette River, many are older than the original Interstate Bridge. If the Governors are correct in saying our 50+ year old bridges "must be replaced", then what is Portland doing with their bridges?

In 2015, Multnomah County issued its Capital Improvement Plan (CIP) for the Willamette River bridges.

The centerpiece of the CIP is the collection of four downtown Portland bridges: Hawthorne, Broadway, Burnside and Morrison. All four are listed on the National Historic Registry, and the first two are more than a century old. Additionally, they are all mechanically-complex bridges that open for river traffic. These iconic engineering marvels proudly grace Portland's skyline, but they are also costly to maintain and repair by current standards. They are also highly susceptible to failing in the event of a major earthquake.

Doesn't that sound like our two Interstate Bridges — on the National Historic Registry, mechanically-complex that open for river traffic, and one more than a century old? **Is Portland replacing their bridges? No.** Their plan calls for seismic upgrades. Their plan omits the Steel Bridge which all MAX trains use.

"*In the event of a Cascadia Subduction Zone earthquake with a magnitude of 9.0, all of Portland's bridges in or around the downtown core are expected to be unusable for weeks, if not months or longer"* Multnomah County Commissioners told the Oregonian in Dec. 2019.

Proving this point, Multnomah County released the following video in 2017 showing the destruction of not only the Burnside Bridge, but the closure of I-5 and the east end of I-84. It also impacts MAX light rail service. The section of I-5 closed carries over 130,000 vehicles a day, almost as much as the Interstate Bridge. Again, the Rose Quarter will be shut down, the region's real #1 bottleneck. (View video here.)

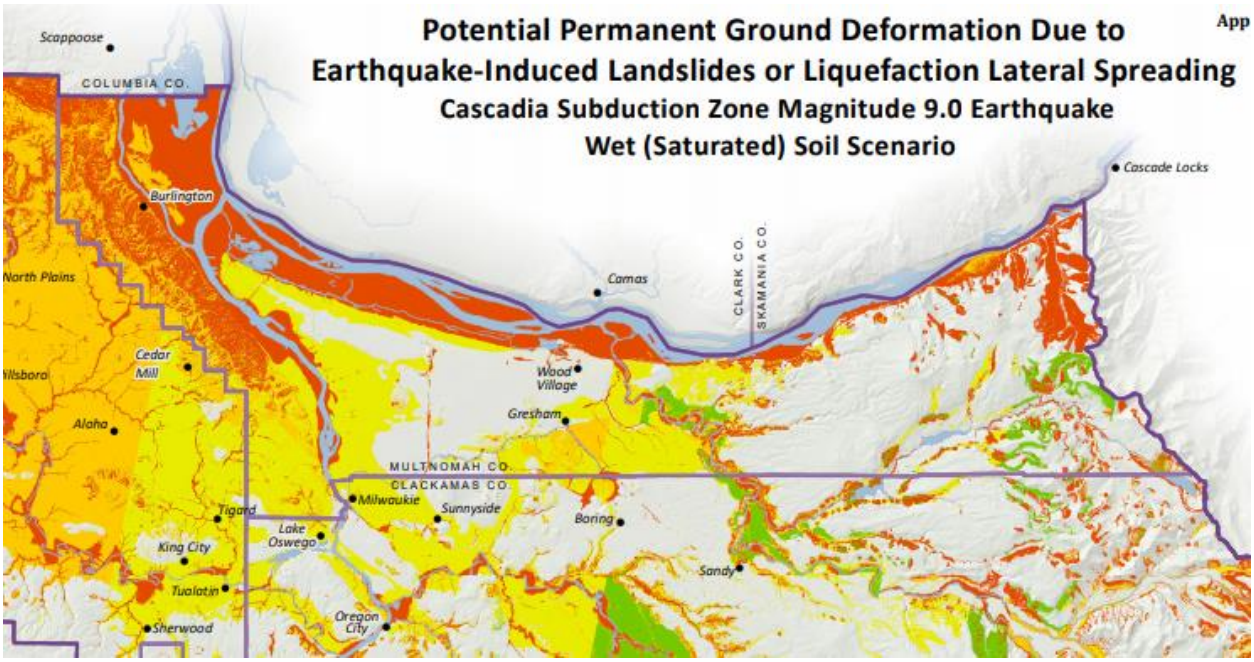
The simulation only looked at the Burnside Bridge which received an "upgrade" in 2002, prior to this simulation. But as the Multnomah County Commission reported, all Portland's bridges (except the Tillicum Bridge) would be damaged or destroyed in a Cascadia 8.0 or greater earthquake.

A 2012 KATU news report covers all the Willamette River bridges into downtown Portland. It shows significant degrees of damage or destruction to all the bridges except the Sellwood and (soon to be completed) Tillimum Crossing bridges.

Consider building in a lower risk zone

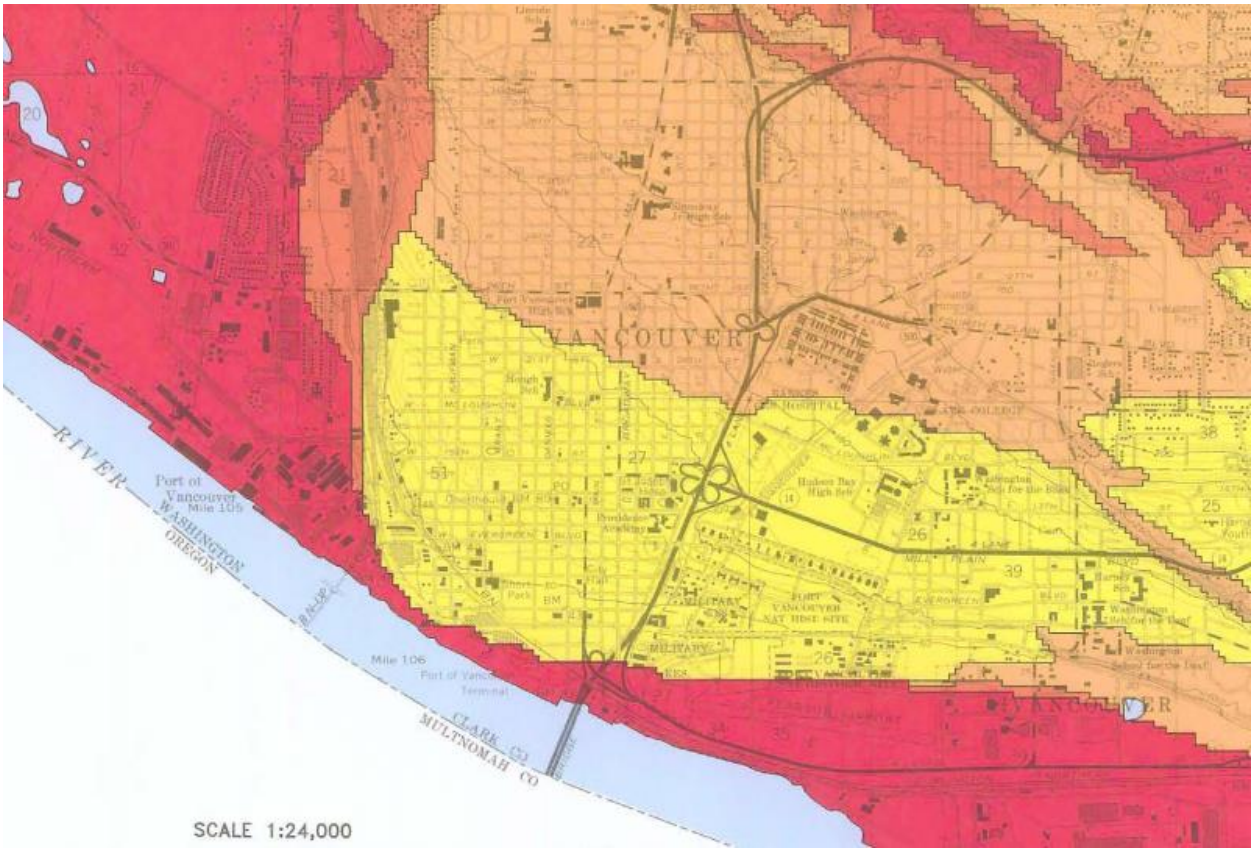
If you look at the regional map below, the area of Wood Village and north Gresham have minimal “risk” according to DOGAMI.

Why not build a new, 3rd bridge across the Columbia River in an area that has reduced risk, in east Clark County and Multnomah County? If the Governors are truly concerned about seismic risk then building in an area with significantly reduced seismic risk is logical.



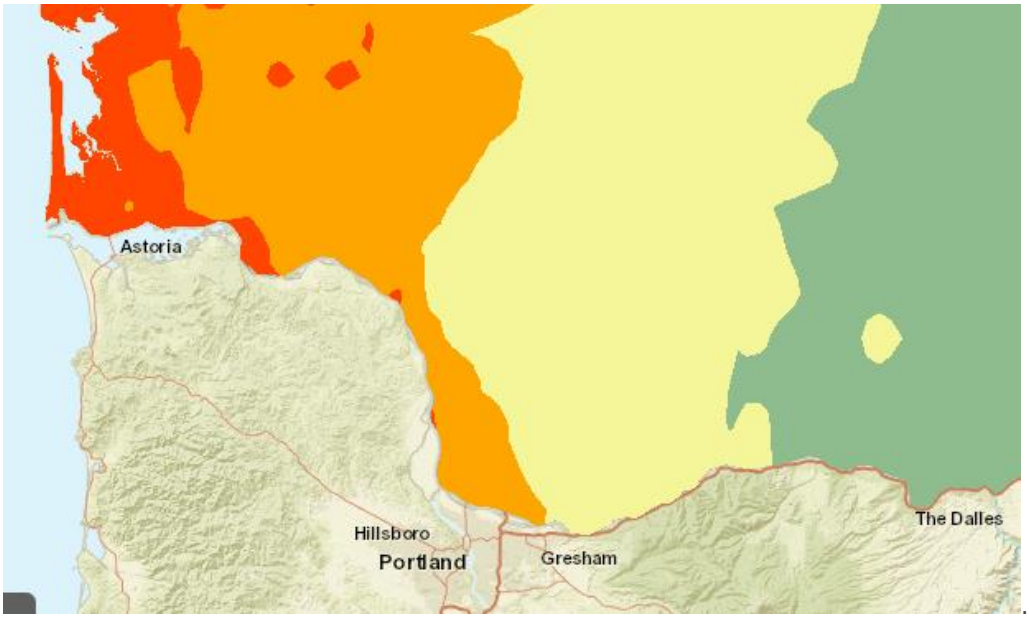
(Graphic from DOGAMI)

And “yes” the area around downtown Vancouver is also “at risk”. A western bypass would be “best” if built crossing from Woodland to St. Helens or Columbia City area.



(Graphic from WA Dept. of Natural Resources)

Here's a WA DNR map showing more of the SW WA region in a Cascadia 9.0 earthquake.



(Graphic from WA Dept. of Natural Resources)

Another light rail project in search of a bridge?

In the previous battle over the CRC, an Oregon Supreme Court Justice correctly labeled the project "a light rail project in search of a bridge". Read **"A Bridge Too False"** here. As Willamette Week reported:

*A **2010** governors' independent review panel found the massive project will shave exactly 60 seconds off the peak morning commute.*

And here's why: The Interstate Bridge and nearby interchanges are just one bottleneck. The project does nothing to fix the choke point at the Rose Quarter, five miles south, where I-5 narrows to two lanes.

Today, the bridge actually serves as a traffic-control device by slowing the flow of cars headed toward the Rose Quarter. A wider bridge with streamlined interchanges will simply create a bigger jam down the road.

Last summer, the governors' review panel said that failing to address the Rose Quarter congestion would be like hooking a garden hose to a fire hydrant.

"Questions about the reasonableness of investment in the CRC bridge because of unresolved issues to the south [the Rose Quarter] threaten the viability of the project," the panel wrote in July 2010.

The 2010 Oregon Governor's panel found the Rose Quarter must be addressed. More importantly, government bodies have repeatedly found there was a need for more bridges across the Columbia River.

The 2008 Regional Transportation Council "Visioning Study" identified the need for two new transportation corridors across the Columbia River, one WEST of I-5 and one EAST of I-205.

In a **2003 Portland/Vancouver I-5 Transportation & Trade Partnership**, **ODOT Director Bruce Warner** offered the following comparison of river crossings.

Portland had two highway crossings and one rail crossing.

Norfolk had 4 highway crossings and zero rail crossings. Cincinnati had seven highway crossings and 2 rail crossings. Kansas City had ten highway crossings and 3 rail crossings. Pittsburgh had over 30 highway crossings and 3 rail crossings. St. Louis had eight highway crossings and 2 rail crossings.

By any measure, the Portland metro area was behind 16 years ago. We're further behind today.

In **1977-79**, a Washington legislature study found: ***"Without a new crossing, the I-5 bridge would be overloaded 30% beyond its capacity by the year 2000."*** Their report included 5 possible locations for a 3rd bridge.

A 1980 Washington legislature study concluded: ***"travel demand on the I-5 corridor beyond the year 2005 will require additional facilities".***

A **1980** Oregon & Washington **Governor's Task Force** said ***"a 3rd bridge would not increase the capacity for interstate travel unless it were accompanied by a new corridor north and south of the Columbia River"***. The technical analysis concluded that ***"the region would not have to revisit the question of additional river crossings until 1990."***

Additionally, that same study recommended ***"bottlenecks north and south of the I-5 bridge were the limiting factors and not the bridge itself"***.

The 1980 Bi-State Study forecast 185,000 cross-river daily vehicle trips in 2000.

A **1988** study show I-205 traffic had already exceeded the 2000 forecast. Today WSDOT reports roughly 310,000 daily crossings. That 1988 study also discussed the benefits of TWO new bridge crossings, one west of I-5 and one east of I-205.

That's seven government studies since I-205 construction began that data showed the need for more bridges and transportation corridors across the Columbia River.

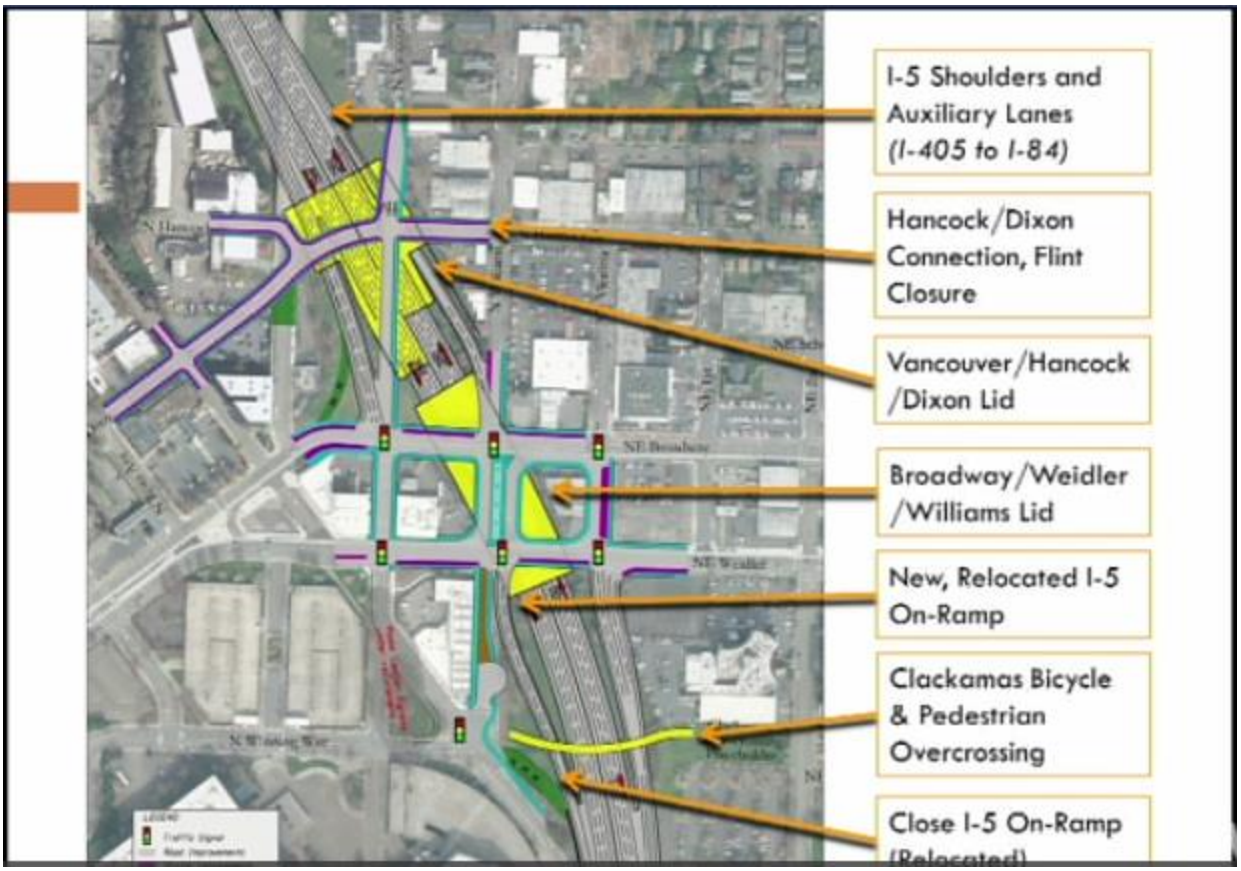
The Rose Quarter

ODOT reports there are FOUR bottlenecks on I-5 in the region. How many will be eliminated? Not the bottleneck at the Rose Quarter.

Understand that Oregon's current plans for the Rose Quarter will NOT add any new through lanes. The $500 million project simply extends existing "auxiliary lanes" and moves on/off ramps. **ODOT reports: "the auxiliary lanes will not provide long-term capacity relief to congestion problems."**

The Rose Quarter has the highest accident rate of any section of road in Oregon. It is three times the accident rate of the Terwilliger Curves.

Oregon will spend HALF of the $500 million on what politicians have labeled "community redevelopment". The original plan was to build two concrete lids over I-5 and a very expensive bike/pedestrian bridge. Now they are considering one, much larger lid complete with parks and 5-6 story office buildings for the lid. This is using scarce transportation dollars for "community redevelopment". Taxpayers and the Oregon legislature should be outraged.



(ODOT graphics - #1 larger, single lid; #2 original two lid proposal.)

Willamette Week reported:

ODOT's designs include highway lids -- which would connect existing bridges to create one large, continuous cap for parks and new building to be built on.

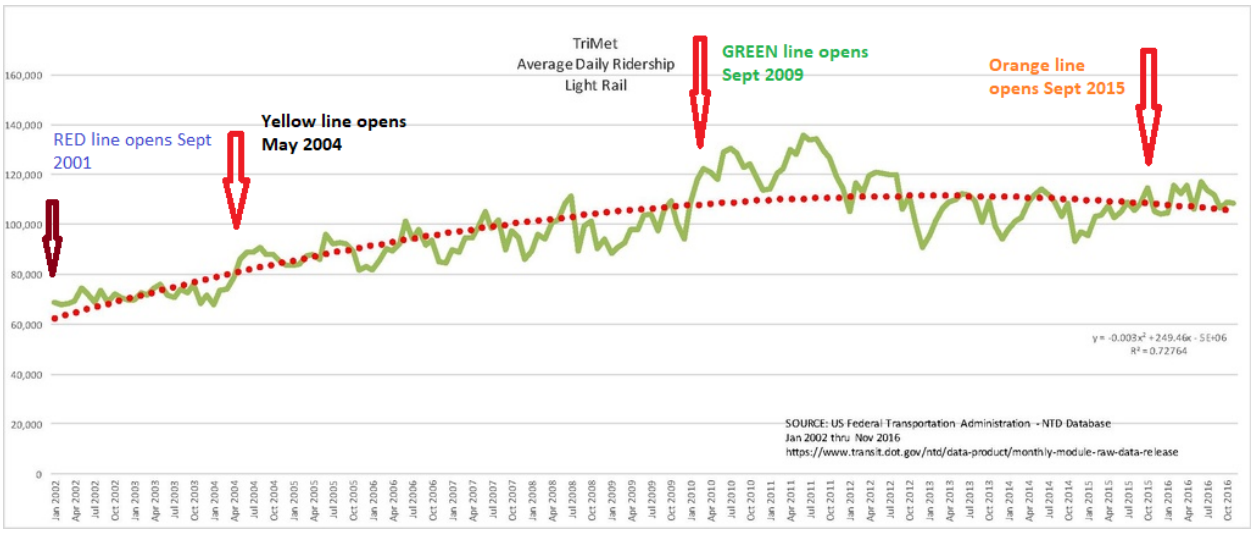
The Rose Quarter improvement plan includes lids that might support two-story building, and advocates for the neighborhood are pushing for stronger caps that cover longer segments of the highway.

The Rose Quarter I-5 bottleneck and associated safety issues will not be solved with current Oregon plans. ODOT expects accidents to be reduced by 30-50 percent. The Rose Quarter will still have the highest accident rate in the state.

Mass transit won't solve the problem

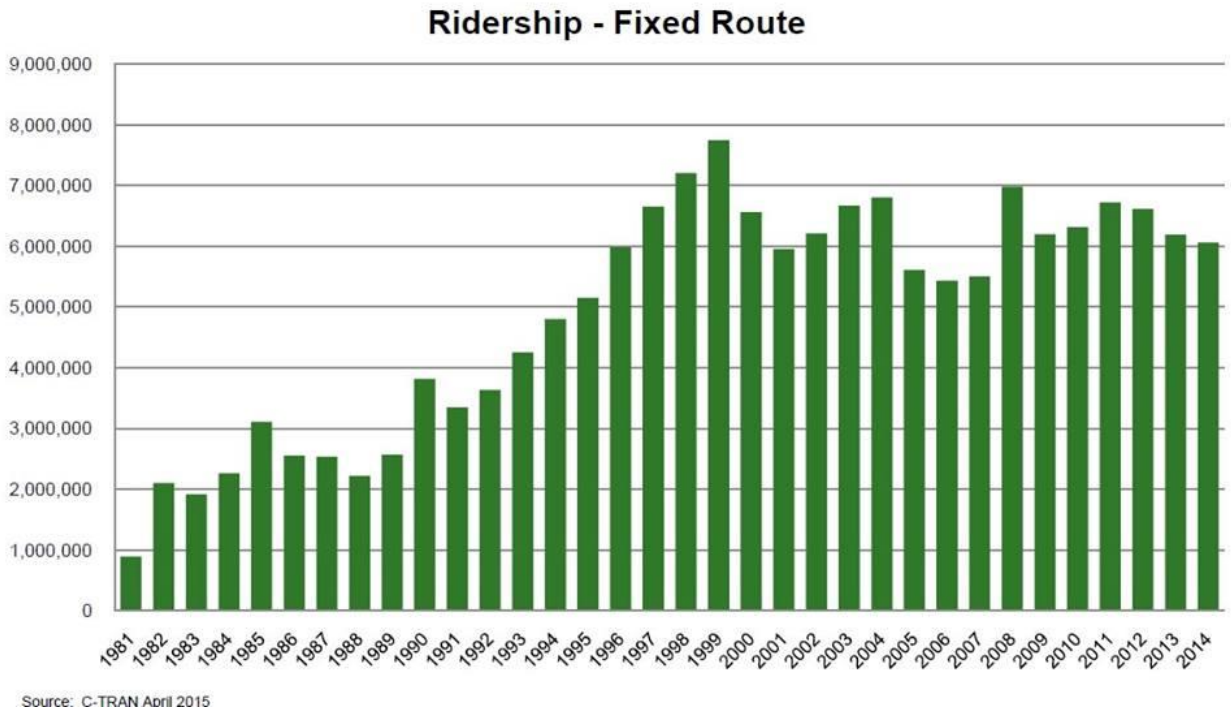
At present only 1,422 SW WA citizens ride any of the seven **CTran** Express bus lines into Portland on an average day. Five travel the I-5 corridor and two travel the I-205 corridor. This is about 203 people per express bus line daily. That's a rounding error of the 310,000 vehicles WSDOT reports cross the Columbia River daily. TriMet offers no cross-river service.

Furthermore, mass transit use is DOWN significantly from its peak a decade ago in the region. TriMet's MAX light rail ridership is down in spite of adding TWO new light rail lines in the past 10 years. The MAX Yellow line travels at an average speed of about 15 MPH, with 17 stops from the Expo Center to PSU.



(FTA graphic with MAX line start dates.)

TriMet bus ridership is down 14%, or 9.4 million annual passenger boardings according to their annual report. And while **CTran** has recently reported a slight increase in bus ridership, it is still 1.25 million passenger boardings below the 1999 peak ridership, an 18% decline.



(CTran Annual Report)

In transit friendly Seattle, **Uber** and **Lyft** now carry more people than Sound Transit's light rail. The Seattle Times reports the reality here.

TOLLING -- 43% vs. 1%

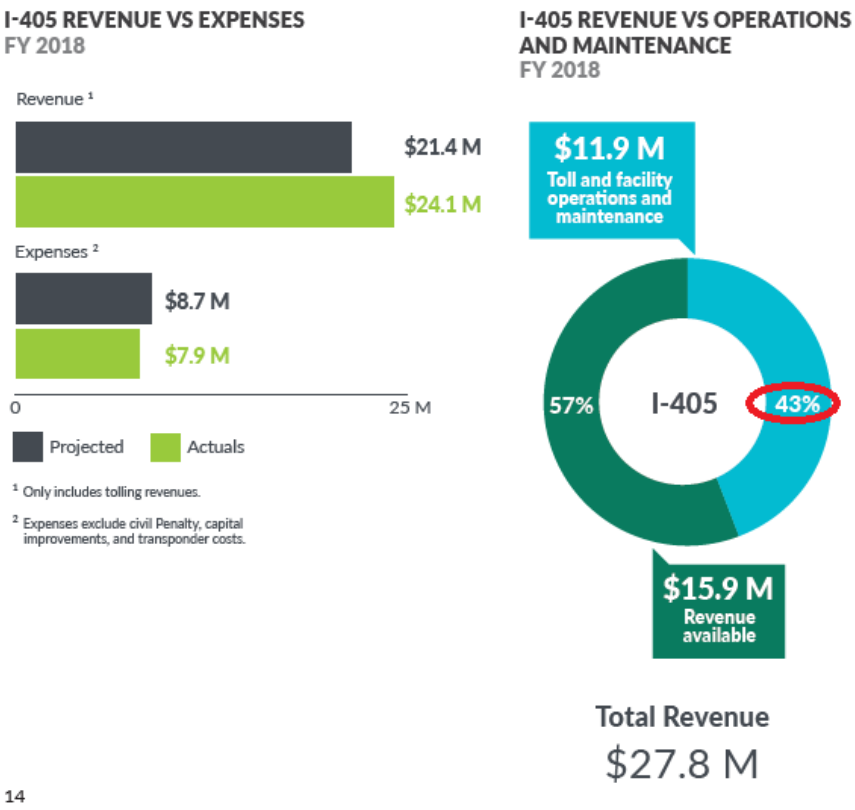
In the failed CRC, the plan called for borrowing up to $1.5 Billion from Wall Street. The financial analysts expected to collect $3.3 Billion in tolls to pay back the $1.5 Billion borrowed money. That nearly doubled to cost of the project.

In the current plan, both Governors assumed part of the financing would include tolling. That might be appealing as a "user fee", but horrible in terms of the efficient use of the people's money for funding transportation projects.

Reema Griffith, Executive Director of the Washington State Transportation Commission recently told the Tacoma News Tribune: **"There may never be a tax that is as cheap to collect as the gas tax"**. The cost of collecting the gas tax is about 1 percent. That means 99 percent of people's money goes to fund transportation projects.

Whereas tolling is hugely inefficient. The "cost of collection" can run from 25% to 50% of tolls.

In Seattle on their new I-405 HOV-Toll lanes, fully 43 percent of driver's tolls went to the cost of collection last year, according to WSDOT.



(Graphic from WSDOT 2018 Tolling Division Annual Report)

The Tacoma News Tribune recently quoted Washington Senator **Phil Fortunato:**

"After a 21-month study of tolls – which are, in truth, a tax on a road you already paid for – transportation planners decided State Route 167 and Interstate 405 should be tolled permanently, even though doing so won't ease congestion.

The third party collecting the toll will get a 30-percent cut, double the original projection.

To make things worse for commuters, WSDOT officials recently revealed they altered tolling algorithms to allow more congestion and therefore boost toll-lane revenues."

Tolling is hugely inefficient, and it harms the poorest the most. A recent Portland Bureau of Transportation report indicated:

"Portland's challenge is intensified because unlike many other larger cities, the bulk of commuters who drive alone into downtown and close-in neighborhoods for work in the Rose City aren't wealthy. PBOT officials said ***65% of peak car commuters in Portland are medium or low-income****, so finding out how to charge users to drive is a tricky issue."*

Tolling also causes vehicles to divert off tolled roads and on to free side roads. ODOT told citizens at the 2018 Policy Advisory Committee (PAC) meetings:

50,000 vehicles presently divert onto side roads (due to a lack of vehicle capacity). If they TOLL all of I-5 & I-205 – an additional 80,000 vehicles divert!

That is 130,000 vehicle diversions; or almost the number of vehicles that cross the Interstate Bridge daily!

How many vehicles will divert to I-205 to avoid I-5 bridge tolls? I-205 is already "at capacity" many hours of the day. How many more drivers might pay a bridge toll, and immediately divert onto side roads because they can't afford the rest of Oregon's planned tolls for I-5?

How much will the tolls be? The CRC estimated $8 tolls each way or $2,000 per year. That's a huge financial hit to the working poor. How much will Oregon's proposed tolling of all I-5 add to an $8 or more bridge toll?

There are presently in excess of 70,000 SW Washington citizens commuting into Oregon. They are already paying Oregon income tax. In 2017, (the most recent data available), over 74,000 Clark County citizens paid $221 million. Another 43,000 residents from "other" counties paid $104 million, according to the Oregon Treasurer. That $325 million would pay for a huge amount of transportation projects.

Clark Co., Wa.	74,139	3.6%	$3,524.3	2.6%	$221.3	2.7%	6.7%	7.0%	7.3%
Other Wash.	43,997	2.1%	$1,540.4	1.1%	$104.1	1.3%	-3.8%	-3.1%	-1.5%
California	43,006	2.1%	$1,227.7	0.9%	$55.0	0.7%	5.5%	1.2%	8.5%
Idaho	14,490	0.7%	$436.7	0.3%	$28.0	0.3%	5.7%	6.7%	6.7%
Other	86,987	4.2%	$3,248.2	2.4%	$230.4	2.8%	9.1%	24.7%	29.1%
Total	**2,085,153**	**100%**	**$134,164.7**	**100%**	**$8,233.9**	**100%**	**2.2%**	**6.7%**	**8.6%**

(graphic from Oregon State Treasurer report)

Furthermore, Oregon's present TOLLING proposal will add no new lanes to either I-5 or I-205 in the metro area, and yet drivers will be forced to pay for existing, fully paid for roads. What will people get in exchange for their money? You can't look at bridge tolls in a vacuum.

The People's Money

The CRC was a pork-barrel laden $3.5 Billion project. In reality, the bridge part of the CRC cost $791 million, about 23% of the project; (not the $1.2 Billion stated in the ODOT/WSDOT briefing). Furthermore, $95 million was included to tear down the existing two "safe" bridges. The bridge alone was $695 million.

Acuity Forensics reported the actual cost of the bridge alone, without transit and without demolition of the old bridges, to be $574 million in the CRC budget, and $696 million with a 60% confidence level for inflation and risk.

Base Cost Estimate Escalation To 60% Confidence Level

		Base Cost estimate per CEVP			Increase Base by 21.281205%		
Location	Description	Total Highway	Total Transit	Total per CEVP report	Highway	Transit	**Total w Risk Escalation**
Interstate Bridge	Bridge Demolition	$78.6 M		$78.6 M	$95.4 M		**$95.4 M**
Interstate Bridge	New Columbia R. Bridge	$573.7 M	$73.2 M	$647 M	$695.9 M	$88.8 M	**$784.7 M**
Total Interstate Bridges		$652.4 M	$73.2 M	$725.7 M	$791.3 M	$88.8 M	**$880.1 M**

The fourth and seventh columns are the added cost of light rail modifications to the bridge structure. (Graphic page 40, Cost Allocation Discrepancies – Acuity Forensics.)

Bottom line – if you don't destroy the old bridges, you save $95 million. If you remove light rail, the bridge could be built for $696 million with no need for $1.5 billion in Oregon and Washington interchanges. There would be no need to borrow money. This is below the $900 million Oregon and Washington were committed to spend on the failed CRC.

At the November Bi-State Bridge Committee meeting, legislators from both states said they would not be bound by the original assumptions in the failed CRC effort. As several citizens testified, "**change the assumptions, you change the solution".**

Eliminating light rail not only saves $850 million, but it saves several other pork barrel spending items buried in the CRC plan. No need for an "upgrade" to Portland's Steel Bridge. No need for a $2.7 million new TriMet Headquarters building. No need for an overpriced $50 million "upgrade" to TriMet's Ruby Ridge (Gresham) maintenance facility.

The $796 million "Oregon Interchanges" could be significantly reduced or eliminated if the existing bridges were saved and used as a local connector. Similarly, the $713 million in "Washington Interchanges" could be significantly reduced or eliminated.

Building a new bridge crossing the Columbia River could easily cost $700-$800 million. No need for tolls and the ensuing traffic diversion tolling causes. You eliminate much of the pork-barrel spending.

Table 1. Budget Discrepancy Summary

Project Component	Escalated Cost per CRC Published Map and Public Statements[(a)]	Escalated Cost per CRC Budget	Difference
Oregon Interchanges	$ 595,000,000	$ 796,473,365	$ 201,473,365
Interstate Bridge	$ 1,200,000,000	$ 791,300,910	$ (408,699,090)
Washington Interchanges	$ 435,000,000	$ 713,426,623	$ 278,426,623
Transit (Light Rail)	$ 830,000,000	$ 824,799,102	$ (5,200,898)
Totals	**$ 3,060,000,000**	**$ 3,126,000,000**	**$ 66,000,000**

(a) - We are uncertain why the CRC's map does not match their CEVP report for a $3.126 Billion project - assume rounding

(graphic from Acuity Forensics CRC report)

KISS – "Keeping It Simple" will save the taxpayer's money, if you focus on adding vehicle capacity via a 3rd new bridge and don't destroy our historic, "good for 60 years" Interstate Bridge.

Summary

The bridge won't "fall down any day." The Interstate Bridge is NOT listed as "unsafe" by either ODOT or **WSDOT.** DOGAMI data shows the entire I-5 corridor including the Marquam Bridge, the Rose Quarter, the Fremont Bridge and I-405 are "at risk" in a Cascadia Subduction Zone event. Additionally, I-205, Hwy 26 & 217 are at risk of moving 3-6 feet or more. The data shows an east county bridge connecting near Gresham or Wood Village would have the least seismic risk. A western bridge would be "best" from a seismic standpoint, located just north of Scappoose. The data shows we are only 320 years into a 1,200 year "risk" time frame, with up to a 37% chance (guess) of a quake happening before 2060.

Portland is not destroying their existing bridges across the Willamette River. Instead they are planning seismic upgrades for their "historic" bridges. Why isn't a seismic upgrade an option for the "historic" Interstate Bridge? ODOT and WSDOT report the bridge is "safe". Refusing to demolish the two Interstate Bridges saves $95 million, roughly half the cost of a seismic upgrade of both structures.

The I-5 corridor will need 6 lanes across the river in each direction by 2030 and 9 lanes by 2060 (2005 data). Furthermore, the Rose Quarter will need 12-14 lanes if you chose to funnel all traffic on the existing I-5 corridor. Current Oregon plans add zero new through lanes at the Rose Quarter, spending half the $500 million to create real estate by building a lid over I-5. A 2010 governors' review panel said that failing to address the Rose Quarter congestion would be like hooking a garden hose to a fire hydrant. *"Questions about the reasonableness of investment in the CRC bridge because of unresolved issues to the south [the Rose Quarter] threaten the viability of the project,"* the panel wrote in July 2010.

A new transportation corridor would remove significant numbers of I-5 vehicles, especially to "gridlocked" Washington County. Clearly, multiple "data driven" past government studies indicate the region needs more than two bridges and transportation corridors across the Columbia River.

ODOT reports 80,000 vehicles presently divert onto side roads due to a lack of highway vehicle capacity. Tolling both I-5 and I-205 would cause an additional 50,000 vehicle diversions – 130,000 which nearly equals the number of vehicles presently using the Interstate Bridge.

Both Governors push mass transit, but that hasn't solved traffic congestion problems in either Seattle or Portland. Declining numbers of people ride it in the Portland area in spite of expanded transit service. It doesn't go where they want, and it goes too slow – 15 mph for the MAX Yellow line. People want point to point service – Uber and Lyft carry more people in Seattle than Sound Transit's light rail. Furthermore, with all MAX light rail trains crossing the 1912 Steel Bridge, a major seismic event would also shut down much of the MAX system. Only new road and bridge capacity will reduce traffic congestion.

We should spend scarce transportation resources to add new bridges and transportation corridors. That is what the people want. As PEMCO showed, 94 percent of people prefer to use their cars. Why not keep the Interstate Bridge and save $100 million? That's half the cost of a seismic upgrade. ODOT said it was "safe" and could serve the people for 60 years. Build a new, 3rd bridge connecting Oregon and Washington. We need more vehicle capacity to reduce traffic congestion and improve freight mobility. It has been 40 years since a new transportation corridor was built. Regional population and the number of cars on the road have doubled.

Just the "facts" and data driven solutions! Contrary to what the Governors said at their joint press conference, you do have many, many options.

Sincerely,

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