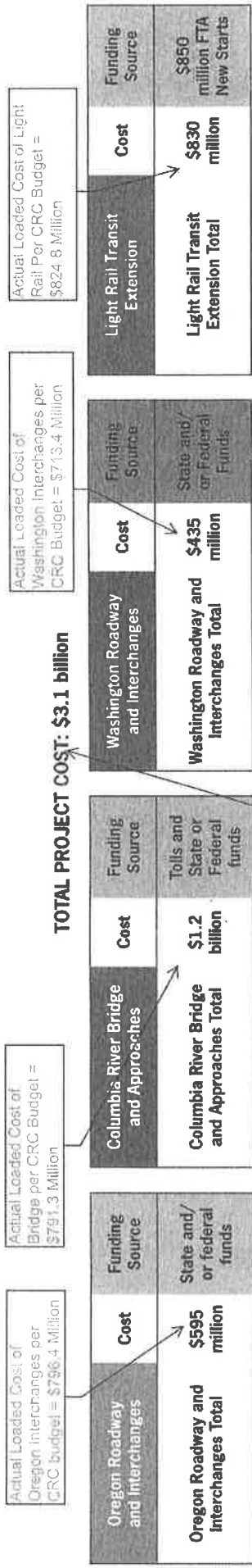


Columbia River CROSSING

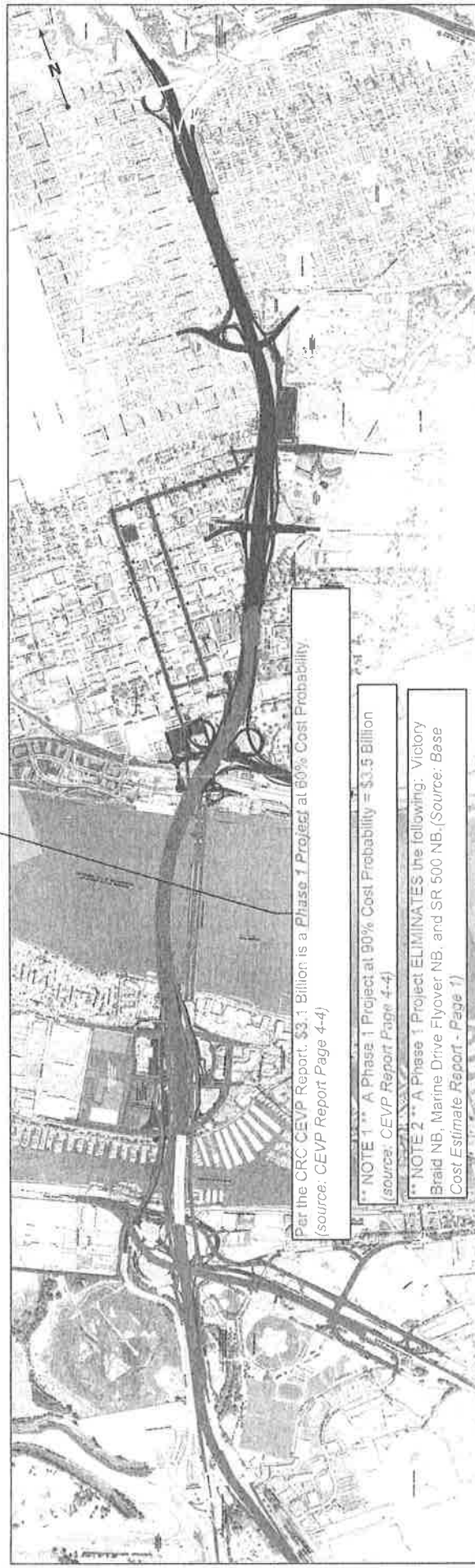
Project construction cost estimates by location

ALL COSTS SHOWN ARE AFTER RISK AND ESCALATION

02/07/12 DRAFT



Between \$2.2 and \$2.6 billion in funding from FHWA (\$400 M), tolls (\$900 M - \$1.3 B), and OR/WA (\$900 M).



Per the CRC CEVP Report, \$3.1 Billion is a Phase 1 Project at 60% Cost Probability (source: CEVP Report Page 4-4)

** NOTE 1 ** A Phase 1 Project at 90% Cost Probability = \$3.5 Billion (source: CEVP Report Page 4-4)

** NOTE 2 ** A Phase 1 Project ELIMINATES the following: Victory Braid NB, Marine Drive Flyover NB, and SR 500 NB. (Source: Base Cost Estimate Report - Page 1)

Red Font = Information Added by Acuity Group (See Attached Supporting Schedule)

- OR Roadway
- River Crossing
- Transit
- WA Roadway

EXHIBIT D
CRC ACTUAL COSTS FUNDING SOURCES

CONSTRUCTION COSTS

Total Capital Costs (Cost to Construct) \$ 3,507,000,000 *Per CRC FEIS, CEVP, and FFGA Documents*

Total Additional Costs (Interest, Repairs, Etc.) 2,032,305,396 *Per CRC FEIS*

TOTAL ANTICIPATED PROJECT COSTS **\$ 5,539,305,396** *Total Over 30 Years*

PLANNED FUNDING SOURCES

State of Washington \$ 450,000,000.00

State of Oregon 450,000,000.00

New Starts Grant 850,000,000.00

Federal Discretionary 400,000,000.00 ***Non Existent Program; Other WSDOT project competing for same dollars ***

Tolling Revenue Requirements 3,353,969,345.00 *Per CRC Capital & Operating Finance Plan - Amortization Schedules*

TOTAL ANTICIPATED FUNDING SOURCES **\$ 5,503,969,345.00**



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CLARK COUNTY
WASHINGTON

BOARD OF CLARK COUNTY COMMISSIONERS

Tom Mielke • Marc Boldt • Steve Stuart

Aug 29, 2012

Washington Columbia River Crossing Oversight Committee
Oregon Joint Legislative Oversight Committee on Columbia River Crossing
c/o Patrick Brennan, Committee Services Office
900 Court Street NE, Room 453 Salem, Oregon 97301

RE: Columbia River Crossing (CRC) Third Bridge Analysis

In a letter dated July 23, 2010 (attached), the Board of Clark County Commissioners, collectively and as members of the SW Washington Regional Transportation Council (a CRC Project Sponsor Agency), responded to a citizen request regarding the purported study of an option from Third Bridge Now. At the time, we clarified that an industrial arterial (RC-14 in the CRC DEIS) and a new freeway corridor (RC-16 in the CRC DEIS) were studied, but neither included the specific freeway and connection components represented by the Third Bridge Now alternative.

It is our understanding that a map belonging to Third Bridge Now was shown at the March 16, 2012 Oregon Joint Legislative Oversight Committee hearing. CRC staff reportedly stated that the map had been studied. If that statement was made, it was incorrect, as elucidated above.

The citizen who informed us of this misrepresentation, Ms. Sharon Nasset from Third Bridge Now, has spent a great deal of time and effort developing an alternative that her group believes deserves further study. While we understand the NEPA process does not require full study of every potential alternative, we think it's appropriate to correctly identify what alternatives have, and have not, been fully evaluated in the DEIS.

We hope this letter helps to clarify the issue raised by Ms. Nasset. Thank you for your attention and work on this complex project.

Sincerely,

Marc Boldt, Chair

Steve Stuart, Commissioner

Tom Mielke, Commissioner



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CLARK COUNTY
WASHINGTON

BOARD OF CLARK COUNTY COMMISSIONERS

Regional Transportation Council
RECEIVED
AUG 4 2010

July 23, 2010

The Southwest Washington Regional Transportation Council (RTC)
c/o Ms. Molly Coston, Chair
1300 Franklin Street, 4th Floor
Clark County Public Service Center
Vancouver, Washington 98666-1366

RE: Columbia River Crossing (CRC) Environmental Impact Study / Third Bridge Analysis

Dear Chair Coston and Council Members:

This correspondence is in follow up to a repeated request to RTC by concerned citizens about the lack of a "third bridge option" being studied and included in CRC's Draft Environmental Impact Study (DEIS). The specific area these citizens are interested in includes a new 6-lane freeway connecting I-5 at Mill Plain, west to the Port of Vancouver, south to Hayden Island, Marine Dr., and connecting with HWY-30 near Newberry Hill.

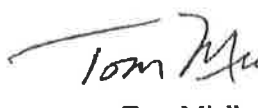
The CRC project references in a March 22, 2006, document, RC-14. RC-14 was used to create a possible transportation alternative in the Draft Environmental Impact Study. RC-14 modeled a multilane, multimodal bi-state industrial arterial or corridor starting near I-5 and Mill Plain, crossing next to the BNSF rail bridge and connecting south to Marine Drive. Traffic analysis of the RC-14 alternative showed that it did not sufficiently relieve traffic congestion to any significant degree on the I-5/Columbia River Bridge and therefore was not advanced into the next round of alternatives. In sum, this alternative provided for a new industrial corridor, but did not provide for a major freeway that would adequately address freeway congestion.

A new freeway corridor alternative was also studied. It was identified as RC-16 (New Western Highway). This alternative functioned as a new freeway bypass to I-5, but did not directly connect to I-5 via Mill Plain. The proposed corridor started near Ridgefield and went around the ports.

Given the specific concern, as stated above, the answer is no. A "third bridge option" as a new freeway starting at I-5 and Mill Plain was not fully vetted.

Sincerely,


Steve Stuart, Chair


Tom Mielke

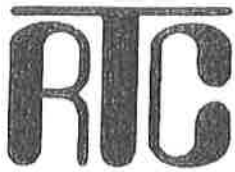

Marc Boldt

cc: Ms. Sharon Nasset
Ms. Tamara McLane

1300 Franklin Street • P.O. Box 5000 • Vancouver, WA 98666-5000 • tel: [360] 397-2232 • fax: [360] 397-6058 • www.clark.wa.gov



10/5/10 Referenced by Tamara McLane



1300 Franklin Street, Floor 4
 P.O. Box 1366
 Vancouver, WA 98666-1366

360-397-6067
 360-397-6132 fax
<http://www.rtc.wa.gov/>

Member Jurisdictions

Clark County
 Skamania County
 Klickitat County
 City of Vancouver
 City of Camas
 City of Washougal
 City of Battle Ground
 City of Ridgefield
 City of La Center
 Town of Yacolt
 City of Stevenson
 City of North Bonneville
 City of White Salmon
 City of Bingen
 City of Goldendale
 C-TRAN
 Washington DOT
 Port of Vancouver
 Port of Camas-Washougal
 Port of Ridgefield
 Port of Skamania County
 Port of Klickitat
 Metro
 Oregon DOT
 15th Legislative District
 17th Legislative District
 18th Legislative District
 49th Legislative District

November ¹⁵ 22, 2010

Ms. Sharon Nasset
 1113 N. Baldwin Street
 Portland, OR 97217

Dear Ms. Nasset:

This letter is in follow up to your request about a "third bridge option" being studied and included in CRC's Draft Environmental Impact Study (DEIS). Your specific area of interest is about a project described as a new 6-lane freeway connecting I-5 at Mill Plain, west to the Port of Vancouver, south to Hayden Island, Marine Drive, and connecting with highway 30 near Newberry Hill.

The CRC project references in a March 22, 2006 document, RC-14. RC-14 was a possible transportation alternative in the DEIS. RC-14 modeled a multilane, multimodal bi-state industrial corridor starting near I-5 and Mill Plain crossing next to the current BNSF rail bridge and connecting south to Marine Drive. Traffic analysis of the RC-14 alternative showed that it did not sufficiently relieve traffic congestion to any significant degree on the I-5 Columbian River Bridge and therefore not advanced into the next round of alternatives. In sum, this alternative provided for a new industrial corridor, but did not provide for a major freeway that would adequately address I-5 traffic congestion.

A new freeway corridor alternative was also studied. It was identified as RC-16, a New Western Highway. This alternative functioned as a new freeway bypass to I-5 but did not provide direct freeway access to I-5 via Mill Plain.

It is also worth noting that in 2008 RTC completed a Transportation Corridor Visioning Study (<http://www.rtc.wa.gov/reports/vision/VisioningCorridors.pdf>) that studied new freeway corridors throughout Clark County per a new 50-year growth scenario and given those corridors how a corridor to the east and west might be connected across the Columbia River.

Given your specific concern as stated above, no a "third bridge option" as a new freeway starting at I-5 and Mill Plain was not fully vetted.

Sincerely,

RTC Chair, Washougal Councilperson Molly Coston

cc: RTC Board of Directors

Southwest Washington Regional Transportation Council



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CLARK COUNTY
WASHINGTON

BOARD OF CLARK COUNTY COMMISSIONERS

Regional Transportation Council
RECEIVED
JUL 27 2010

July 22, 2010

The Southwest Washington Regional Transportation Council (RTC)
c/o Ms. Molly Coston, Chair
1300 Franklin Street, 4th Floor
Clark County Public Service Center
Vancouver, Washington 98666-1366

RE: Fourth Plain Boulevard Becoming a Major Freight Arterial/Corridor

Dear Chair Coston and Council Members:


The Clark County Board of Commissioners has been approached by members of the Shumway Neighborhood Association regarding the increasing volume of freight through established residential neighborhoods.

The Shumway Neighborhood Association has been actively working with the Arnada Neighborhood Association, Hough Neighborhood Association, Fruit Valley Neighborhood Association and the Carter Park Neighborhood Association to prevent Fourth Plain Boulevard from becoming a major freight arterial through these established neighborhoods.

While Clark County understands that the area in question is under the jurisdiction of the city of Vancouver, the concerned home and property owners are also located in Commissioner District 3. Thus, their outreach to the Clark County Board of Commissioners.

The Board of Commissioners respectfully asks RTC to include in its current work program a comprehensive freight access study of the entire transportation network west of and in connection with Interstate-5. We further respectfully ask all RTC member organizations to understand these well established residential neighborhoods' concerns for their livability, not to mention potential affects on home and/or property value if Fourth Plain Blvd.'s designation should change. We would hope (1) RTC staff will actively include and work with all of the neighborhood associations and (2) that this work would be completed before any public conversation about the proposed change in Fourth Plain's designation.

Sincerely,


Steve Stuart, Chair


Tom Mielke


Marc Boldt

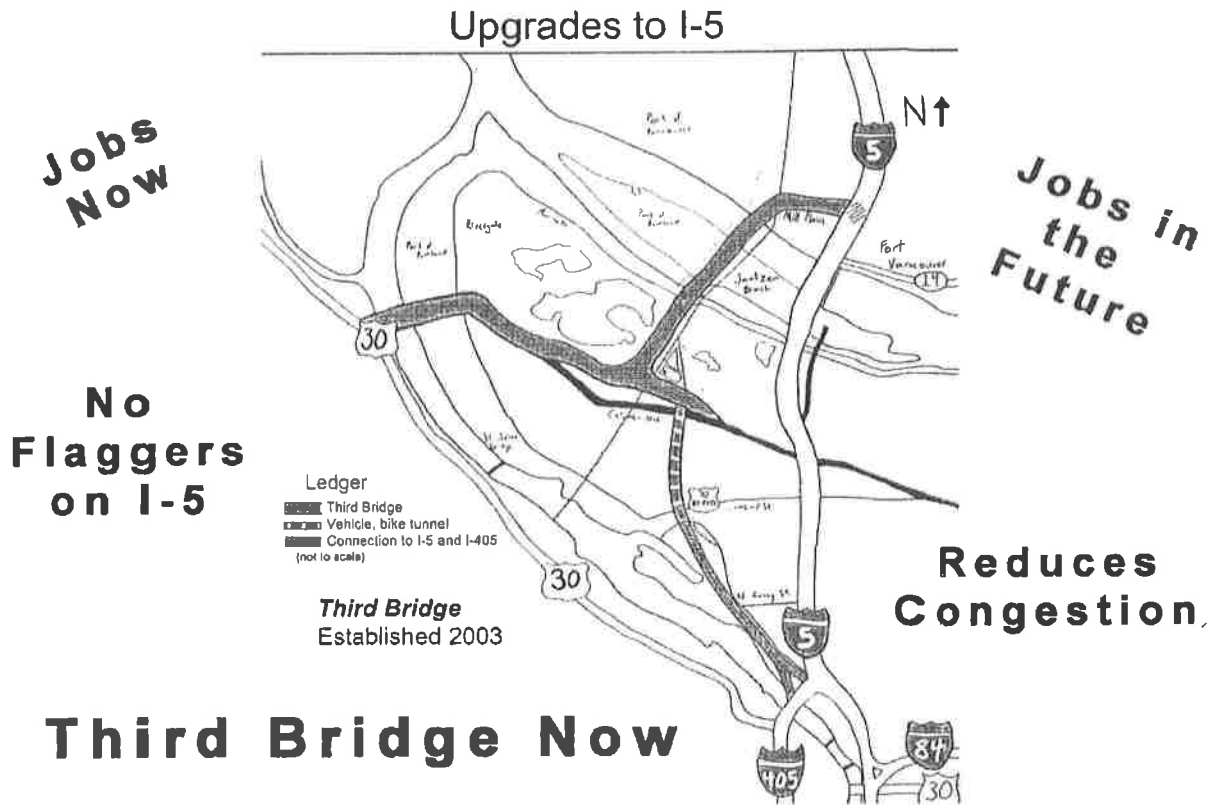
1300 Franklin Street • P.O. Box 5000 • Vancouver, WA 98666-5000 • tel: [360] 397-2232 • fax: [360] 397-6058 • www.clark.wa.gov

10/5/10 Referenced by Tamara Medane

Third Bridge Now



- Viaduct
- Bridge
- Level Road
- ▨ Tunnel
- Interchange



Third Bridge Now is here to let people know about a plan to give us a Third Bridge between Vancouver and Portland, now rather than demolish the historic Columbia River Crossing (I-5) Bridge. The goal is to add to Washington and Oregon's road systems now rather than take away.

Third Bridge is focused on the economy, safety, and the environment

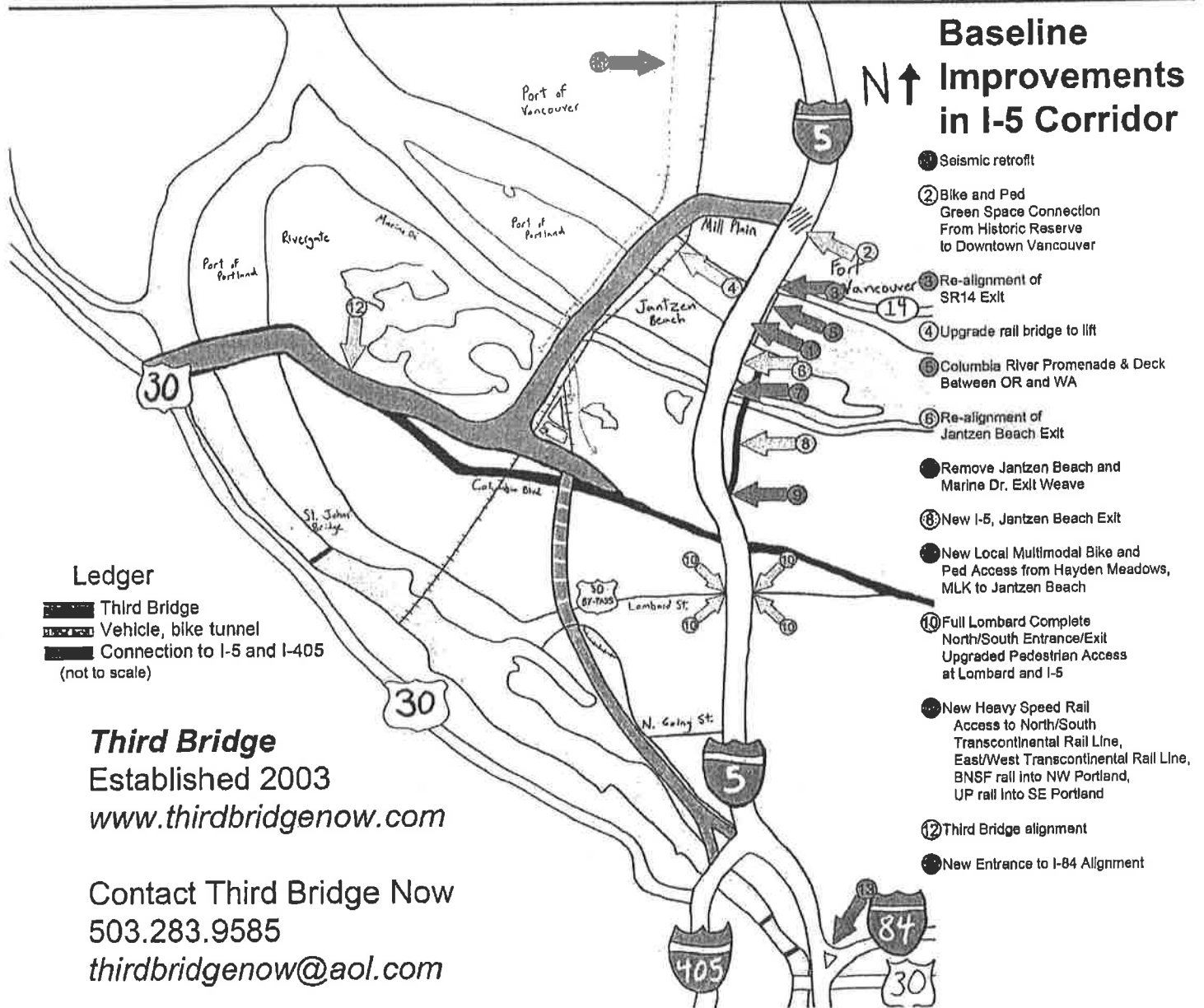
- It creates a new freeway on mostly, bare, vacant, and publicly owned land. This will connect the major industrial areas in Vancouver and Portland including the ports. The Third Bridge provides direct freeway access to the I-5 freeway, keeping and attracting businesses.
- Provides efficient north-south route from Vancouver, Jantzen Beach, Swan Island, Portland, and Hwy 30, helping with the movement of people, goods, services, and freight.
- Removes spillover traffic and Designated Freight & Hazardous Material routes out of several neighborhoods in Oregon & Washington.
- Bigger Bang, Less Bucks

You do make a difference
Come be a Part of the Solution!

A final decision has not been made.

www.ThirdBridgeNow.com ThirdBridgeNow@aol.com
 Mail: 1701 Broadway St., PMB #154, Vancouver, WA, 98663
 503-283-9585 Nonprofit 501-c3

Upgrades to I-5



I-5 Is Full!

The area has fewer crossings than river cities of similar size across the United States.

Metro	Population	Body of Water	Highway Crossings	Rail Crossings
Norfolk	1.7 million	Hampton Rds/Chesapeake Bay	4	0
Cincinnati	1.65 million	Ohio River	7	2
Kansas City	1.78 million	Missouri River	10	3
Portland/Vancouver	1.92 million	Columbia River	2	1
Pittsburgh	2.36 million	Three Rivers	>30	3
St. Louis	2.60 million	Mississippi River	8	2

Comparison of River Crossings in Selected U.S. Metropolitan Areas of Similar Size

Both of the bridges that make up the current Columbia River Crossing are structurally sufficient and meet all Federal requirements with approximately 50 years of life left. None of the bridges in our area fully comply with the new Federal standards for earthquake retrofit.

Keep the existing bridges and build entirely new capacity to the West near the railroad bridge.

The freeway will connect the majority of the major regional industrial areas on one continuous corridor.

The corridor's north end would start at Mill Plain and I-5 in Vancouver, Washington and would have a multi-modal (train, truck, automobile, transit, bike, pedestrian, and space for light rail) bridge from Vancouver through Hayden Island (Jantzen Beach) to Marine Drive in Portland, Oregon, continuing to Columbia Blvd. Corridor. A bridge to Hwy 30 will form the south end of the new corridor.

Please sign our petition today!

Come be a part of the Solution!

I'm sending my contribution of:

\$2,000 \$1,000 \$500 \$250 \$150 \$
 \$100 \$75 \$50 \$25 \$10

Thank you, very much!

Here's how I will help:

- Display a lawn sign Distribute lawn signs E-mail people
- Make phone calls Host a 'coffee' or fund-raiser Sign wave
- Walk door-to-door Invite speaker to speak to my organization
- Download from web-site and distribute information
- Contact elected official Letters to editor Blog

Stay in your slippers and volunteer from home.

Please call today. 503.278.7495

Please Volunteer Today.

www.Thirdbridgenow.com / Thirdbridgenow@aol.com

Paid for by Third Bridge Now Non-profit 501c3

***Please copy this flyer and hand out.**

***** Please Post This Flyers flyer! ******

**Make Yourself Heard Often
Send a Letter & Call!
Tell Them Why We Need Third
Bridge Now!**

US Rep Peter DeFazio,
2134 Rayburn Office Building
Washington, D.C. 20515
P: 202.225.6416 Free:800.944.9603
Eugene: 405 East 8th Ave. #2030
Eugene, OR 97401
P: 541.465.6732 / f: 541.465.6458

US Rep. Jaime Herrera Beutler
O.O. Howard House (Officers' Row)
750 Anderson Street, Suite B
Vancouver, WA 98661
Phone: (360) 695-6292
Fax: (360) 695-6197

US Rep. Rick Larsen
U.S. House of Representatives
108 Cannon House Office Building
Washington, D.C. 20515
P: (202) 225-2605 / f: (202) 225-4420
119 North Commercial Street, Suite 1350
Bellingham, WA 98225
P: (360) 733-4500 / f: (360) 733-5144

Senator Murray, Patty
173 Russell Senate Office Building
Washington, D.C. 20510
(202) 224-2621

Senator Cantwell, Maria
511 Dirksen Senate Office Building
Washington, D.C. 20510
(202) 224-3441

Senator Wyden, Ron
223 Dirksen Senate Office Building
Washington, D.C. 20510
(202) 224-5244

Senator Merkley
107 Russell Senate Office Building
Washington, D.C., 20510
P: (202) 224-3753 f: (202) 228-3997

Transportation Secretary Ray LaHood
Federal Highway Administration
1200 New Jersey Ave SE,
Washington, D.C. 20590
P 202-366-4000

A Range of alternative thoroughly studied is required and has NOT taken place