



January 2008

On the Field

Details on the next RGF - CIC meeting to be sent out shortly.

The Scrimmage Line serves as the Current Issues Coalition's "Condensed Minutes."

CIC is a committee of the Responsible Growth Forum and meets monthly to review issues relating to growth in Southwest Washington.

For more information on the CIC, please contact Megan Forell at (360) 695-1385.



RESPONSIBLE GROWTH FORUM



www.responsiblegrowthforum.org

The Scrimmage Line

Doug Ficco was the guest speaker at the January 10th, 2008 RGF Current Issues Coalition meeting. Doug is currently the Co-Director for the Columbia River Crossing project and presented material on the present state of the project and the latest data supporting the preferred alternatives.

PURPOSE OF THE COLUMBIA RIVER CROSSING

The Columbia River Crossing is a bridge, transit and highway improvement project aimed at improving travel efficiency and safety on I-5 for cars, trucks, public transit, bicyclists and pedestrians.

Options

Presently, there are two bridge alternatives being discussed:

1. Supplemental Interstate Bridge with an additional structure
2. Replace Interstate Bridge

In addition, two transit mode alternatives are being studied:

1. Bus rapid transit with express bus service
2. Light rail with express bus service

With two options for the transit alignment:

1. Near I-5
2. Offset from I-5 on local streets – Washington Street / Broadway Street couplet

PREFERRED ALTERNATIVE -Bridge and Transit

After reviewing the findings, a preferred alternative has been identified:

Data shows that the replacement bridge performs better than a supplemental bridge on most of the Task Force values:

- Improved transportation performance
- Safer traffic design features
- Lower seismic risk
- Less impact to Hayden Island
- Reduces local street traffic
- Safer and more direct navigation route
- Better accommodates Vancouver City Center Vision



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With the selection of the Replacement Bridge as the preferred alternative, light rail was chosen as the preferred transit alternative. Below you will find the reasons Light Rail was chosen as the preferred alternative over Bus Rapid Transit.

- Two-car trains carry up to 266 people vs. BRT which can carry up to 91 people
- Quicker travel time - Light Rail provides faster service into downtown Portland
- BRT has lower capital and higher operating costs
- LRT has higher capital and lower operating costs
- LRT has lower annualized operating costs per rider

FUNDING

Cost Estimates:

Preliminary cost estimate \$3.1 – 4.2 billion

Cost Breakdown by Component:

- Total I-5 Highway Related Costs
 - Replacement \$2.67 to \$3.09 billion
 - Supplemental \$2.51 to \$2.88 billion
- High Capacity Transit
 - Bus Rapid Transit \$0.46 to \$0.99 billion
 - Light Rail \$0.53 to \$1.17 billion
- Columbia River Crossing Bridge Only
 - Replacement bridge \$1.24 to \$1.59 billion
 - Supplemental bridge \$1.02 to \$1.43 billion

Columbia River Crossing is a bridge, transit, and highway project that will be funded from multiple sources:

- Federal
- State of Oregon
- State of Washington
- Tolling I-5
- Regional and local

Standard Toll - \$2

NEXT STEPS

February 2008 - Publish Draft EIS and Draft LPA

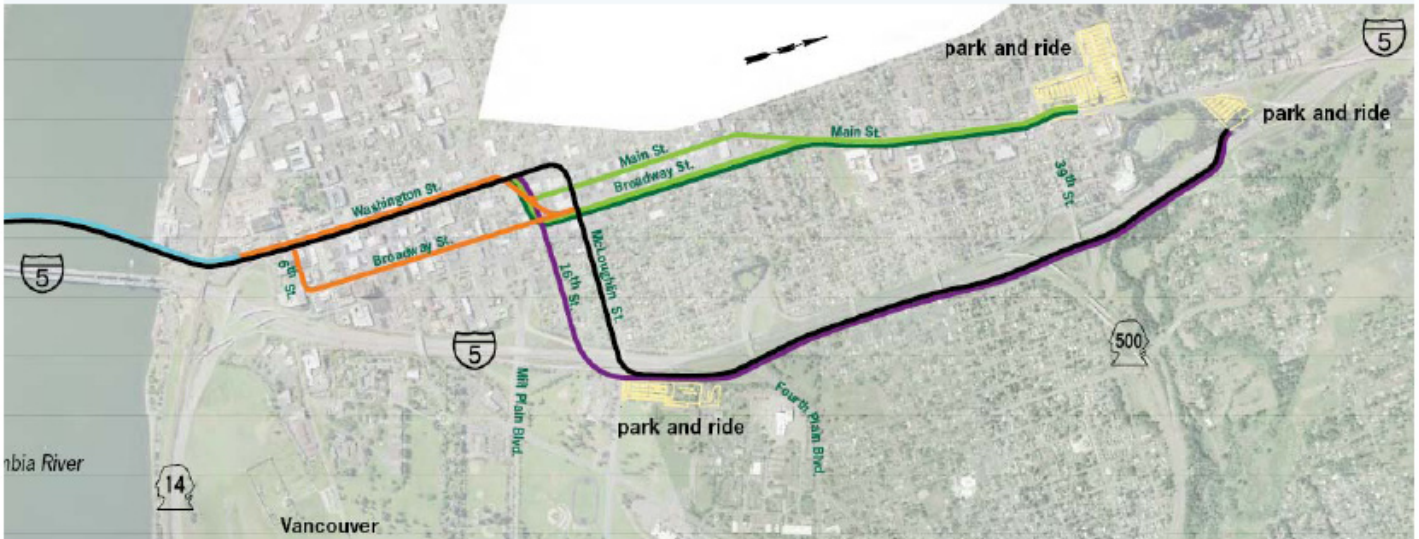
April 17, 2008- Task Force Meeting - Final meeting to reach a formal recommendation

August 2008- FTA New Starts Application Submitted

2009- Release Final EIS

2010 - Soonest construction could begin

High Capacity Transit Alignments, Vancouver



Columbia River
CROSSING

Replacement Bridge Draft Rendering
with high capacity transit inside southbound bridge ("Transit in a box")



Renderings are for discussion purposes only and are subject to change. Transit alignments can be used for bus rapid transit or light rail.