

STATE REPRESENTATIVE
49th LEGISLATIVE DISTRICT
SHARON WYLIE

State of
Washington
House of
Representatives



GOVERNMENT ACCOUNTABILITY
& OVERSIGHT
VICE CHAIR
HIGHER EDUCATION
TECHNOLOGY & ECONOMIC
DEVELOPMENT

See comments on page two to rebutt
the statements made by Rep. Wylie.

March 20, 2013

Colleagues,

Please take a look at this fact sheet regarding the Columbia River Crossing (CRC) Project that will replace the old existing bridges that cross the Columbia River on Interstate 5.

It is imperative that we provide the Washington share of funding for this mega project in this year's Transportation Funding Package -- we must match the \$450 million funding that Oregon has already approved. If we don't fund this project now, the dollars in this year's federal budget (\$850 million) will go to other projects we are competing with elsewhere in the country.

The CRC is a complex, contentious project, and there is much distorted, partial and inaccurate information going around. Please feel free to discuss and ask questions at any time.

Warm regards,

A handwritten signature in black ink that reads "Sharon Wylie".

Sharon Wylie
State Representative
49th Legislative District



The Interstate Bridges

Why the 1917 and 1958 bridges need to be replaced

UNSAFE AND OUTDATED

Cars and trucks: We're currently averaging about one collision per day. Accidents are mostly due to congestion, which is caused by: too much traffic; drivers stopping suddenly for the bridge to lift; and the lack of safe shoulders for disabled vehicles to pull over. Collisions could increase by 80 percent in the next 20 years if we do nothing.

CRCfacts.info: There are numerous ways to mitigate and solve this that do not require removing the current bridge. This paragraph concludes with emotionally charge speculation about collisions.

Pedestrians and bicyclists: The pathway is only four feet wide—too narrow for pedestrians and bicyclists to pass each other—and it does not meet standards of

CRCfacts.info: There are ways to improve pedestrian and biking options without destroying an existing bridge. This could not be a more specious contributing reason to drop a \$5-10BB project on the region.



the Americans with Disabilities Act. Pedestrians and bicyclists are exposed to loud traffic noise, roadway dust, debris and exhaust fumes. Pathways leading to the river crossing are indirect and difficult to navigate, and some areas lack sidewalks, bike lanes and crosswalks.

Earthquake risk: The current bridges were built in 1917 and 1958. The wooden pilings don't extend into the bedrock 200 feet below the surface. If a significant earthquake were to hit the area, there is a real risk of structural failure. We live in a seismically active region: a 1962 earthquake was 5.5-magnitude, and a 1993 earthquake was 5.6 and caused \$28 million in damages.

CRCfacts.info: This reason is significantly overblown. There is substantial information at CRCfacts.info about how the current bridge can be stabilized—and what is reasonable.

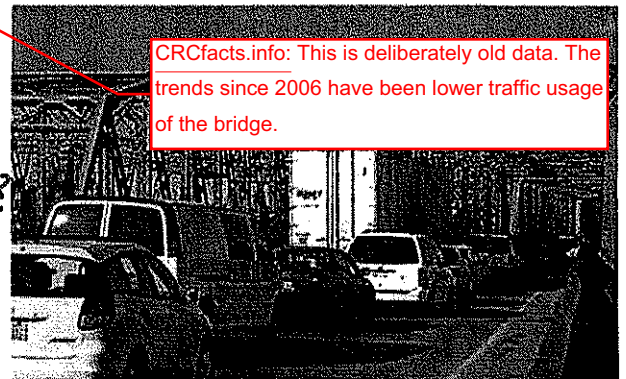
INEFFICIENT, UNRELIABLE AND COSTLY

About 134,000 vehicles crossed the bridge every weekday in 2005, creating four to six hours of congestion. 1 million more people in 2030 = up to 15 hours of congestion per day.

These problems make trip planning unreliable, add millions of dollars in costs for freight-dependent businesses, increase air pollution and have a negative impact on our quality of life.

WHAT ABOUT \$160 A MONTH OUT OF YOUR FAMILY BUDGET??

Fresh food suppliers, tradespeople and local and long haul truck drivers all depend on a reliable transportation network. \$40 billion worth of freight crosses the Interstate Bridge each year, but congestion in the corridor causes shippers and recipients of goods to schedule extra time for deliveries.



CRCfacts.info: This is deliberately old data. The trends since 2006 have been lower traffic usage of the bridge.

One in five jobs in Oregon and two in five jobs in Washington are tied to trade. Freight industries support about 130,000 family wage jobs at warehouses and distribution centers near the ports of Vancouver and Portland. Every \$1 spent on improving transportation generates an economic benefit of at least \$2 for the region in the form of savings in travel time and expense.

If we do nothing over the next 20 years, slow-moving traffic will spread into the mid-day, which is the peak travel period for trucks. The cost of truck delay could increase by 140 percent, to nearly \$34 million per year by 2030.

CRCfacts.info: These is a biased driven estimates either based on the opinions of CRC advocates and/or old data. Fully unreliable.