

[Email received from CRC project staff on 11-30-2009]

Below is a response to your questions from an earlier e-mail. We can discuss further if need be at our meeting tomorrow, but wanted you to get this in advance.

1. What is the value of the investments that have been made approaching the bridge in Oregon (specifically the I-5 Delta Park-Lombard widening and extension of light rail to Expo Center)? Have those expenditures been considered in decisions about how to apportion the proposed cuts?

Response: No, the past investments in the corridor were not considered in decisions about how to apportion the proposed cuts.

The yellow line extension cost was \$ 350 million and the Delta Park – Lombard project cost is estimated at \$ 81 million.

2. Can you raise the I-5 facility on Hayden Island and still achieve cost savings by building a higher berm rather than a structure, keeping the Tomahawk Drive elevation at or close to what is proposed in the LPA?

Response: No. If we keep the existing bridges, the profile needs to match the existing bridge alignment. The current alignment matches into the NPH bridge profile which holds the highway alignment down. Any raising of the highway alignment across Hayden Island would require a replacement of the NPH bridge.

3. Assuming a total highway/interchange project cost of \$ 2.55 billion, what is the finance plan? How much is projected to come from a)tolls, b)the federal government; and c)state government.

Response: First we need a decision on the project design and cost to finalize the finance plan. We hope to achieve that at the PSC Friday. The next step will be to determine a specific finance plan to submit as part of the FEIS in 2010. Generally we've assumed roughly 2/3 from our federal and state partners and 1/3 from tolls for the total project, highway and transit. The Tolling Study Committee and the PSC will participate in the development of the finance plan.

4. What is the breakdown of the \$ 30 million cost for the cap on the Washington side?

Response: The cap (community connection) is mitigation for right-of-way takings and other impacts the project will have on the Fort Vancouver National Historic Site. The project will pay the mitigated value of the property it acquires.

Other partners will be responsible for developing the connection on top of the platform that the CRC provides.

5. What would be the cost savings of going to an 8-lane bridge capable of accommodating 10 lanes? A 6-lane bridge that could accommodate 8 lanes?

Response: An 8-lane facility was analyzed in the alternatives analysis phase and rejected by the Task Force and then by the PSC. Neither a six nor eight lane facility meets the project's purpose and need.

6. Can you add non-structural cables to the base bridge design for the CD – simulating a cable stayed bridge? At what cost?

Response: Yes, however the concept did not receive support from UDAG. The cost is estimated at an additional \$17-\$20 million per bridge, or a total of \$34 to \$40 million.