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The following is a partial paraphrase summary of the Q & A video:

Q: 1:25:26 Vancouver Port Commissioner Jerry Oliver: Yes, let's do it, but expand it from 4 to 6 lanes. Would it cost 50% more?

A: 1:25:26 Linda Figg: The footprint would be similar. The cost would not be 50% more. Going from zero to four lanes is a significant advantage. Do it in steps when it is needed to stay efficient and economical. The additional needs would be better met with multiple projects rather than putting all the funds into one location. Anything can be done. What the community wants is what is important.

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Q 1:28:06 State Senator Don Benton: When we funded the 192nd Avenue interchange, our vision was to have a third bridge there across the Columbia River. Portland has 11 bridges over the Willamette. We have only two over the Columbia. But the discussion got sidetracked on one issue. I'm glad to see we are getting back to solutions.

We spent \$160+ million and a dozen years and never even got a permit. You're telling us we can have it permitted in 2 years and have the whole thing built in 5. What do you know that our two DOTs didn't know on the CRC? How are we going to do that?

A: 1:29:08 Linda Figg: We've done this many times before on more complex projects. It's going to take a lot of work and cooperation with the agencies. We have to start off right. When people have the commitment to work together, then that is absolutely doable because we've done it before.

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Q 1:30:30 County Assessor Peter Van Nortwick: How would a private bridge work if we can't get public money?

A: 1:30:52 Linda Figg shared a story where there seemed to be no way. Figg Engineering formed United Bridge Partners mainly for replacement structures, funded and built bridge to solve their problem. We are building another one now. Of course these become toll bridges.

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Q: 1:32:51 Camas-Washougal Port Commissioner Bill Ward: There is no question in my mind that we can put a very efficient bridge there. But I've got some reservations. 192nd was never designed as a bridge feeder. Lots of traffic will be moved from the I-205 to this bridge. SR-14 will probably need to be increased from 4 to 6 and maybe 8 lanes between I-205 and 192nd.

Airport Way was never designed to connect to a bridge. It's congested now. This entire infrastructure needs to be put in place before the bridge works. I've got lots of questions about these issues, Oregon coordination, and financing.

A: 1:34:44 Linda Figg: There are always additional needs throughout a system to help make it function a little bit better. This design at 192nd and SR-14 includes a free flowing eastbound-to-southbound onramp. That is better than the current situation that funnels all Columbia River traffic through just two corridors (bottlenecks). It could be looked at further to see if what the community wants to do.

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Q: 1:36:12 State Rep. Monica Stonier: How are going to pay for this?

A: 1: 37:11 Clark County Commissioner David Madore: We just spent \$200 million in cash studying a project that was abandoned. This entire project that can be built in 5 years costs less than just the down payment of the CRC project. If we were willing to spend that money on the CRC, the question is really one of priorities. Do we have the will to do this? Are our state legislatures willing to use our existing gas taxes that we are already paying to accomplish this project?

(This document is not yet complete. The plan is to complete it later this week.)