

CRC – Common Sense Alternative - Phase I

(Projects for Immediate Construction)

1. **Modify the BNSF Railroad Bridge (\$100 million).**
 - Provide a new lift-span closer to the middle of the river and decommission the existing swing span.

2. **Build a local bridge over Portland Harbor (\$100 million).**
 - Provide a bridge over the Portland Harbor similar to the current CRC proposal,
 - Connect Expo Road/East Marine Drive and Hayden Island with a two-lane street,
 - Accommodate local traffic, light rail, pedestrians and bicycles,
 - Extend light rail to a station at the PUC Site on Hayden Island with accommodation for connecting buses (no park and ride)

3. **Build a local bridge (Columbia Street Bridge) between Hayden Island and Vancouver (\$500 million).**
 - Provide a local bridge over the main channel of the Columbia River on the same alignment over the river as the proposed CRC bridges,
 - Provide a high span with at least 72 feet river clearance similar to the exiting bridges,
 - Provide a bascule draw-span aligned with the existing I-5 lift spans,
 - Accommodate local traffic, light rail, pedestrians and bikes and a southbound auxiliary freeway lane connecting SR-14/downtown to I-5,
 - Connect Hayden Island Drive and Columbia Street with a two-lane local street,
 - Close the exiting south-bound on-ramp at the north end of I-5 Bridge,
 - Close the existing on and off ramps at the south end of I-5 Bridges,
 - Extend the MAX Yellow Line under the BNSF RR fill to a Terminal Station at Washington Street south of Fifth Street with accommodation for connecting C-Tran buses (no park-and-ride).

Possible Funding Sources for CRC - Common Sense Alternative - Phase I (\$700 million)

1. Railroad Bridge - \$100 million

- Oregon - 25% (Connect Oregon & POP)
- Washington – 25%
- Federal Gov. – 50% (Coast Guard & FRA)

2. Portland Harbor Bridge - \$100 million

- Oregon – 50% (ODOT, PBOT & Connect Oregon)
- Federal Gov. – 50% (FHWA & FTA)

3. Columbia Street Bridge - \$500 million

- Oregon – 25% (ODOT & Connect Oregon)
- Washington – 25%
- Federal Gov. 50% (FHWA & FTA)

Summary - \$700 million

- Oregon - \$200 million
- Washington - \$150 million
- Federal Gov. - \$350 million

Note: No tolling or C-Tran operating revenue needed for Phase I.

CRC – Common Sense Alternative - Phase II

(Future Projects)

1. Replace Interstate Bridges with a new Freeway Bridge (\$800 million)

- Construct a new bascule 7-8 lane freeway bridge upstream of the existing northbound Interstate Bridge with a similar profile of the Phase I Columbia Street Bridge,
- Construct a new BNSF RR underpass for freeway,
- Demolish the existing Interstate Bridges.

OR

Seismically retrofit existing Interstate Bridges (\$200 million)

2. Develop multi-modal bypass adjacent to the RR Bridge (\$1 billion ?)

- Construct high-level bridges over the Columbia and Portland Harbor for passenger trains, vehicles, bicycles and pedestrians,
- Provide a two-track bi-pass of BNSF freight tracks from north of Vancouver Junction to south of Portland Junction (approx.3-miles),
- Construct elevated passenger platforms at Vancouver Station,
- Provide vehicle, bike and pedestrian access at Mill Plain Blvd., Vancouver Station, Hayden Island and Marine Drive.

3. Extend light rail into Clark County (\$?)

