

A Rational Approach to improving the Columbia River Crossing

Solve Today's Problem Today

Today's problem is 81,000 people stuck in congestion on the bridge - solve it with more bridge capacity, sized for the future.

Leave Tomorrow's Problem for Tomorrow

Moving today's 1,650 transit users from buses to rail is not a problem needing a BILLION dollar solution. If that need should ever arise, then build it when it is actually needed, not now.

If more interchange capacity is required, build it when it actually needed, not now.

Build Only Things That Solve Problems

Here are the major components of the CRC's plan to replace both bridges. **Crossed out items are not needed to solve today's problem.**

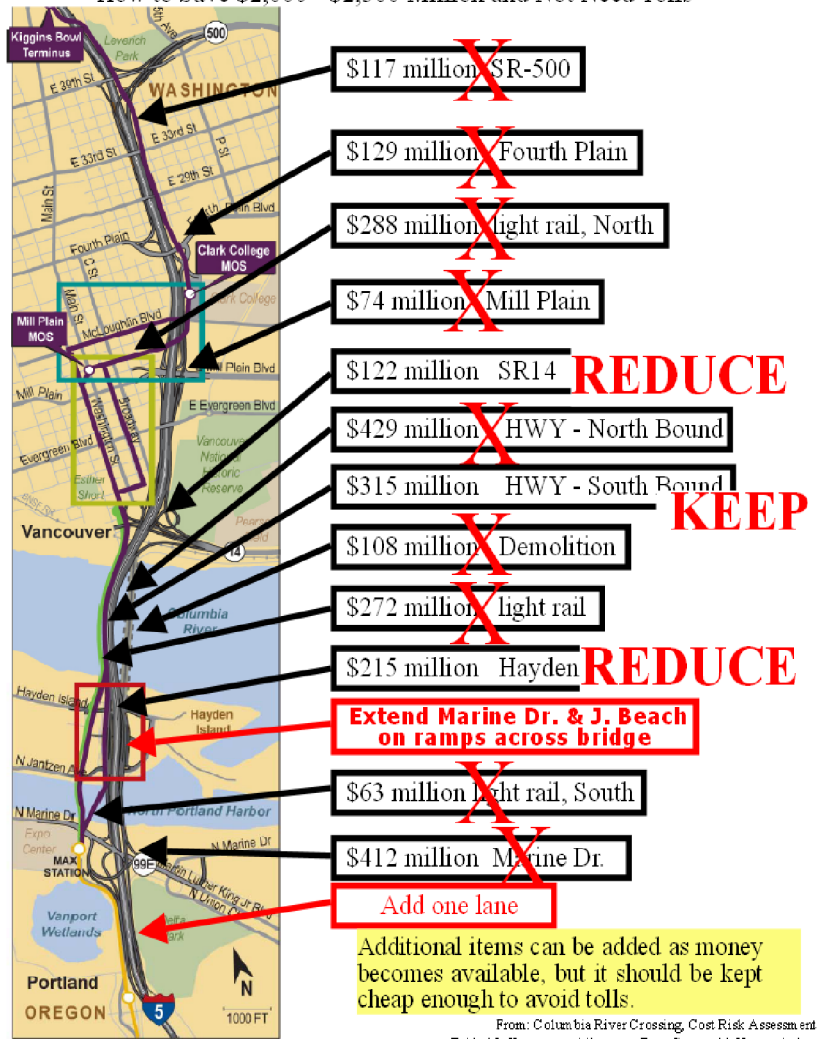
- Build South Bound highway bridges for 81,000 daily users.
- ~~Build North Bound highway bridges for 81,000 daily users. (optional: build this 2nd bridge for \$429 mil.)~~
- ~~Tear down current bridges. (Keep both bridges for 6 lanes of North bound traffic, do seismic upgrade)~~
- ~~Build light rail for 1650 users and hoped for future users.~~
- ~~Rebuild SR-14 intersection in Washington (just do minor work)~~
- ~~Rebuild 3 interchanges in Washington.~~
- ~~Major rebuild, elevate, Hayden Island section (just do minor work, do not elevate)~~
- ~~Rebuild 1 interchange in Oregon. (instead add 1 lane Victory Blvd to bridge. Marine Dr. & Hayden Island get own bridge lanes.)~~

Busses run in congestion free general purpose lanes.

Result:

Build one bridge for \$550 million
OR
 Build two bridges for \$900 million
 (using CRC DEIS estimates)

How to Save \$2,000 - \$2,300 Million and Not Need Tolls



Financing

Cost is \$550 million to build one bridge (keep old pair for North bound) or \$900 for two bridges.

We can get 50% Federal funding up to about \$600 million. That leaves \$275 - \$450 million to finance locally, or **\$137 - \$225 million from each of Oregon & Washington.**

Oregon got \$200 million for a LRT bridge on the Willamette, so they should be able to provide \$137 - \$225 million for this. Washington just got a gas tax increase, so they should also be able to provide \$137 - \$225 million.

If the states refused, a **\$0.65 - \$1.06 toll** could provide the local match (which is \$27/mo - \$44/mo, instead of up to \$300/mo, for a typical commuter)

Some Facts

- 81,000 people drive across daily.
- 150 people bike “ “
- 30 people walk “ “
- 1650 people transit “ “
- "Both of the bridges are structurally sufficient"
- Transit projections require Vancouver population density skyrocketing.
- Their proposal is \$26,222 per current daily road user.
- Their proposal is \$461,818 per current daily transit user.

See NoBridgeTolls.com for references & more