

Capital Finance Plan: Columbia River Crossing Project

The capital finance plan for the Oregon led phase of the CRC Project is described below. It was prepared by ODOT in cooperation with the Office of the State Treasurer, C-TRAN, TriMet, WSDOT, City of Vancouver, and others; and has been vetted with FTA and FHWA.

A. Background

Key differences between the proposed plan and the plan previously provided include:

- The proposed scope for the initial phase of the project, including light rail, bridge, bicycle, pedestrian, and highway improvements, is similar to the previous project scope, except the highway interchange improvements in Washington north of SR 14 would be deferred until WSDOT allocates funding for these improvements.
- Project design and construction would be led by ODOT. TriMet is proposed to be the grantee for the federal transit discretionary grants. Both of these roles were the responsibility of WSDOT in the previous plan.
- ODOT would collect and retain all net toll revenues; where WSDOT would have collected tolls and the revenues would have been equally divided between WSDOT and ODOT in the previous plan.
- The OTC would set toll rates through an established public process in consultation with the state of Washington. The OTC and WSTC would have mutually approved toll rates in the previous plan.
- All TIFIA loans and toll bonds would be issued and paid by Oregon/ODOT, where the previous plan had these obligations equally divided between ODOT and WSDOT.